



# Tracks and Trails Master Plan 2025 - 2034

March 2026



**ALPINE**  
SHIRE COUNCIL

**TREDWELL**

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Alpine Shire Council acknowledges the Traditional Custodians of the lands on which we work, live, and play.

We recognise the continuing connection to lands, waters, and communities of all First Nations cultures across Australia and pay our respects to Elders past and present.

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01

# Introduction



## The Alpine Shire Region

The Alpine Shire (Shire) is located in picturesque North East Victoria. Approximately 12,000 people call the Shire home, surrounded by stunning natural beauty.

Residents and tourists enjoy its delightful climate, wide range of food and wine outlets, and great indoor and outdoor entertainment.

The Shire is about 300 kilometres north-east of Melbourne and 70 kilometres south of Albury/Wodonga.

The Shire covers 4,790 square kilometres. Approximately 92% of that land is public land, including parts of the Alpine National Park and all of Mount Buffalo National Park.

Bright, Myrtleford and Mount Beauty are the biggest towns within the Shire offering an extensive range of accommodation and dining options, with comprehensive local food and wine on offer.

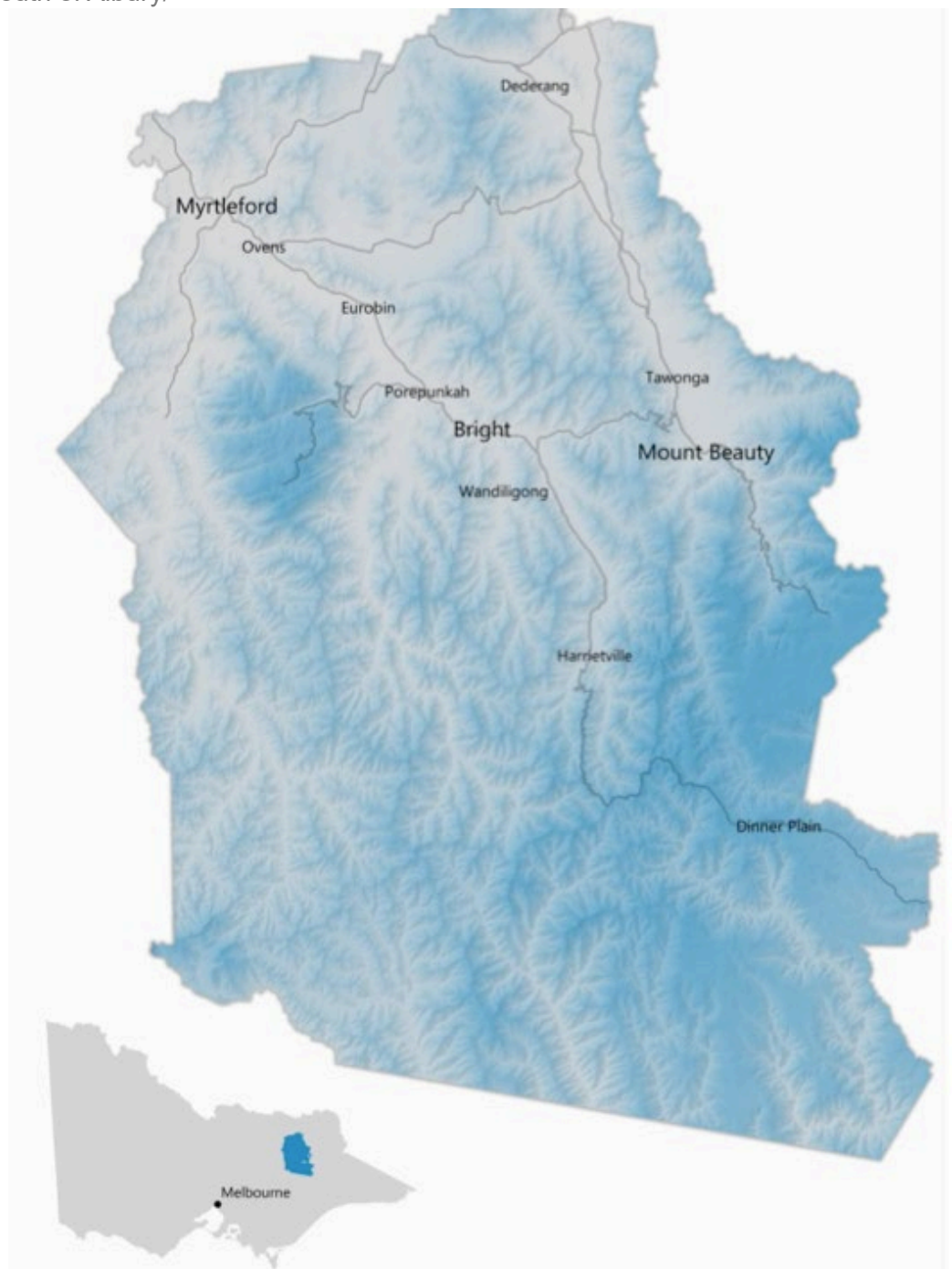
The climate in the Shire makes it a perfect destination all year round. Bushwalkers enjoy the summer months and snow enthusiasts flock to the Alps during winter.

Locals and visitors alike take advantage of cycling including mountain biking, road and gravel riding, with mountain bike riding proving popular across all age groups.

Picturesque rivers meander through the Shire providing relief from the summer heat. Swimming holes offer great entertainment and a refreshing cool off for everyone.

It is also a great spot to see local wildlife, including fish, frogs, platypus and turtles which call the region home. Fishing is enjoyed all year round.

Picnic spots and walking tracks are dotted throughout the Shire providing easy access for visitors and locals to enjoy the picturesque surrounds, including dramatic views and wildflower displays.



## Project Overview

### Background

This project aims to bolster community connectedness by enhancing trail and outdoor recreation opportunities.

With a diverse landscape, the project seeks to expand and improve trails infrastructure for walking, hiking, cycling and riding, fostering social interaction and a sense of belonging.

By creating inclusive spaces and promoting active lifestyles, the initiative aims to strengthen community ties and encourage cultural exchange.

Through collaboration between stakeholders, including local government and community groups, the project strives to build a vibrant network of trails that reflects community values and promotes long-term stewardship.

### Project Scope and Approach

The Tracks and Trails Master Plan (Master Plan) included the following tasks:

- The development of the mapping to display existing trails across the Shire (including walking, hiking, road cycling, mountain biking, gravel riding and shared-use trails including rail trails)
- Peer review of consultation and research findings, gap analysis and recommendations
- Mapping to display proposed trails in the Shire
- Final concept designs for priority developments
- Preparation of a prioritised Action Plan of Trail Developments

For the purposes of this report the word 'trails' is inclusive of tracks and trails.

Only formally recognised trails have been included, for example those included in the *Bright and Surrounds Walks & Trails and Cycle Guides*.

This Master Plan encompasses walking, hiking, road cycling, mountain biking, gravel riding and shared-use trails.

### Approach

The Master Plan has been prepared utilising the following five stage approach:

1. Mapping of Existing Trails
2. Peer Review
3. Mapping of Proposed Trails
4. Development of a prioritised Action Plan
5. Development of Concept Designs for priority developments

## Shire Profile

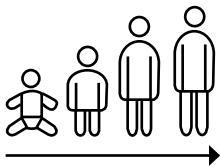
Recognising the defining characteristics of the resident profile and visitor economy assists in the strategic development of a regional tracks and trails network which meets the needs of residents and visitors. The information below outlines key relevant demographic indicators of the Shire resident population and outlines the potential implication on planning for recreational trails. (source: ABS 2021 Census).

### Resident Community Profile

#### Population

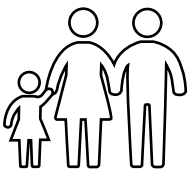
**13,235**

#### Median age



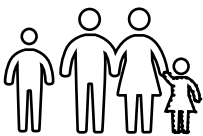
**49**

#### Families



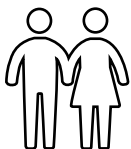
**3,617**

#### Families with children



**34.9%**

#### Families without children



**52.4%**

#### Aboriginal & Torres Strait Islander people

**137**

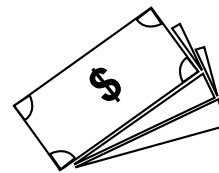
**1.0%**  
of population

#### Cultural Diversity



English	<b>40.2%</b>
Australian	<b>37.3%</b>
Irish	<b>12.4%</b>
Scottish	<b>11.7%</b>
Italian	<b>9.5%</b>

#### Median weekly household income



**\$1,340**

(Victoria \$1,759)

#### Unemployment



**133**

#### Socio-economic disadvantage (SEIFA)

**970**

Alpine Shire

**1000**

National Average

*The Shire is considered to have a relatively higher level of disadvantage*

#### Volunteer work



**24%**

## Visitor Economy

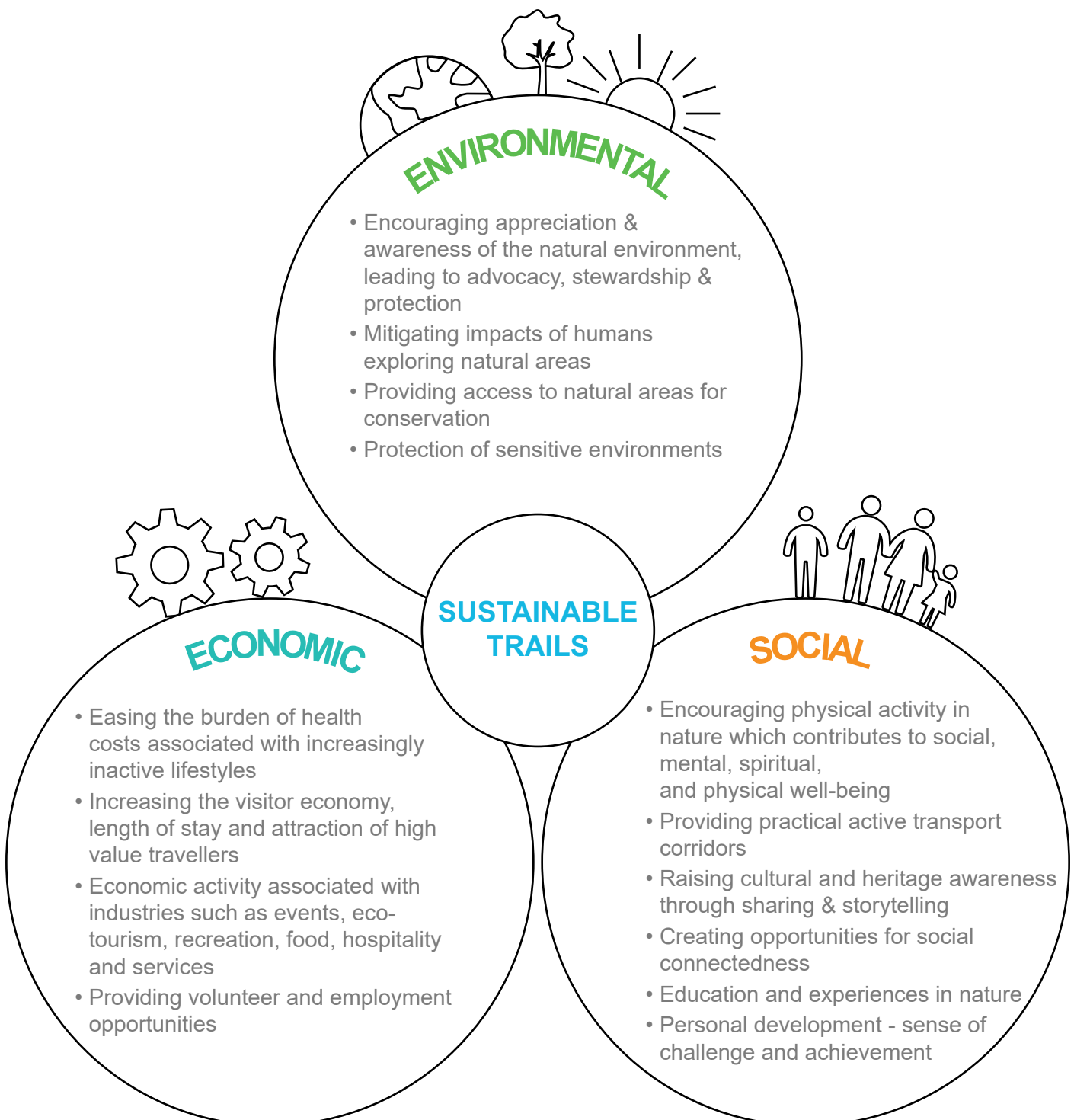
Trails play a crucial role in driving the Visitor Economy, especially in the Shire, which is a well-known tourism destination in regional Victoria. For domestic overnight visitors to the Shire, bushwalking and exploring national and state parks were the second and third most popular activities in 2023, both of which are closely linked to trails and related experiences. Expanding and improving existing trails, along with creating new ones, will further boost the local, regional, and state visitor economy. The table below outlines the Shire’s Visitor Profile and the key implications for trail provision and management within the Shire.

Indicator	The Shire Visitor Profile (2023)	Implication for Trails
Total Visitors	518,000 - Overnight (2.7% of regional Vic) 867,000 - Domestic Nights 1.7 million nights (3.1% of regional Vic)	<p>A significant portion of visitors are coming to the Shire to bushwalk/walk and visit national/state parks. Indicating a high demand and need for the provision of high quality trails of various levels of difficulty and experiences.</p> <p>Linkages to natural and cultural attractions along with food and beverage offerings (cafes, restaurants, pubs etc.) will be important as these are also key activities that visitors are taking part in while staying in the Shire.</p> <p>Given the very limited public transport options and that nearly all visitors drive to the Shire, planning for alternate modes of transport such as walking and cycling are important.</p>
Total Expenditure	\$392 million - Overnight spend \$441 million - Domestic Spend	
Top 5 Activities - domestic overnight traveler	<ol style="list-style-type: none"> <li>1 - Eat out, dine at a restaurant or cafe</li> <li>2 - Bushwalking or rainforest walks</li> <li>3 - Visit National parks or state parks</li> <li>4 - Sightseeing or looking around</li> <li>5 - Pubs, clubs, discos</li> </ol>	
Average length of stay - domestic overnight traveler	3.2 nights	
Origin - domestic overnight traveler	<ol style="list-style-type: none"> <li>1. Melbourne</li> <li>2. Regional Victoria</li> <li>3. NSW</li> <li>4. Other interstate</li> </ol>	
Average Spend - domestic overnight traveler.	\$235 per night in the Shire	
Transport	Accessing the Shire <ol style="list-style-type: none"> <li>1. Private vehicle/company car 96.3%</li> <li>2. Rental car 1.9%</li> <li>3. Motorhome/campervan 1%</li> </ol>	

## Benefits of Sustainable Trails

Trails and natural areas are an integral part of the lifestyle on offer across the Shire. Trails are a key attraction for visitors to the region. Spending time in nature in the picturesque region offers the opportunity to establish a connection with the natural environment, surrounded by spectacular mountains, rivers, valleys and forests, taking in the scenery and fresh air. Trails provide an opportunity for people to interact and experience the environment in an immersive way.

A sustainable trails network facilitates a wide range of benefits across the triple bottom line incorporating positive environmental, economic and social outcomes.



02

# Strategic Context



### Background Review

A wide range of background information has been reviewed to inform the development of the Master Plan and ensure alignment with wider objectives across the state, regional, and local areas. The key documents reviewed have been listed below.

#### National Level

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

#### Regional/Local Level

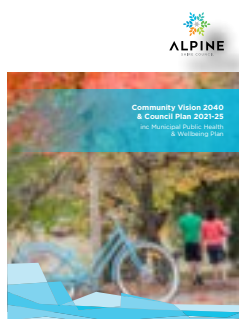
- *Alpine Shire Council Community Vision 2040 & Council Plan 2021-25 inc Alpine Shire Municipal Public Health and Wellbeing Plan 2021-2025*
- *Victoria's High Country Destination Management Plan 2023 - 2033*
- *Alpine Shire Council Sport and Active Recreation Plan 2022-2033*
- *Alpine Shire Recreation and Open Space Plan April 2013*
- *Alpine Shire Council Economic Development Strategy*

Documents of key strategic relevance for the region have been detailed in Appendix A and key findings summarised below. Trail-specific documents have been reviewed to inform the inventory of existing trails and potential future trail opportunities.

Websites containing relevant or applicable matter to the Master Plan were also reviewed.

## 02 Strategic Context

### Alpine Shire Council Community Vision 2040 & Council Plan 2021-25 inc Municipal Public Health and Wellbeing Plan 2021-2025



#### Community Vision 2040

*Our people, places and environment enrich our area's resilience, prosperity, and sustainability.*

##### 1. For those who live and visit

*'To be connected, supported, and welcomed throughout all stages of life'*

Increasing healthy eating and active living

- Support programs that increase participation in physical activity
- Provide facilities and infrastructure that give opportunities for physical activity and active living.

##### 2. For a thriving economy

*'Ideas and industry thrive through a climate sensitive and diverse economy'*

- Diverse reasons to visit
- Promote and facilitate events across the Alpine Shire
- Balance tourism growth with amenity and environmental impacts
- Increase geographic and seasonal visitor dispersal
- Effectively manage and maintain tourism infrastructure.

##### 4. For the enjoyment and opportunities of our lifestyle

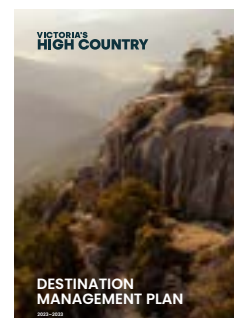
*'The connection between people and place is strengthened'*

- Accessible parks that promote active and passive recreation
- Support and facilitate access to affordable activities that all people can participate in
- Assets for our current and future needs
- Ensure our assets are optimised for the benefit of our community.

The priority areas for the 2021-2025 Council's MPHWP that are relevant to trail planning:

- Increasing healthy eating and physical activity
- Reducing the impact of climate change on health and wellbeing
- Improving mental wellbeing.

### Victoria's High Country Destination Management Plan 2023 - 2033



#### Vision

The efforts of Tourism North East are guided by the vision:

*"To sustain and elevate Victoria's High Country as the lead regional tourism destination in Victoria, with a thriving visitor economy based on destinations of choice, and a compelling range of tourism products and experiences."*

Cycling is a true strength of the region, particularly associated with the disciplines of mountain biking, recreational cycling, gravel and road cycling, which are available throughout the High Country. A robust bike infrastructure network, supported by an unparalleled natural environment and high-quality cycling experiences that are integrated with other key product pillars, ensure that this offering delivers strong tourism benefits to the High Country.

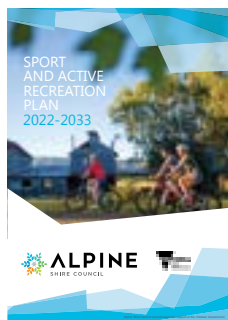
Ongoing investment is required into cycling products, experiences and infrastructure to ensure the High Country retains an ownership position in the space.

The High Country's unique alpine environments and rich fertile valleys make it a popular nature-based tourism destination. Visitors can participate in fishing, boating and watersport activities on rivers and inland waterways, enjoy hiking, biking and trail running across the peaks and throughout the valleys.

Supported tours, rich experiences, hire services and unique accommodation in sympathy with nature are now required to unite this great diversity of activities within dedicated nature-based tourism hubs.

## 02 Strategic Context

### Alpine Shire Council Sport and Active Recreation Plan 2022-2033



The Shire is blessed with an abundance of beautiful outdoor settings where both local residents and visitors enjoy cycling, hiking, kayaking, skiing, horse riding, swimming, paragliding, running, fishing, dragon boat racing and many other active recreational pursuits.

The Shire Council is also mindful of some of the challenges that it is currently facing and may continue to experience over the next 12 years.

#### Vision

Alpine Shire Council's vision for sport and active recreation is:

*'Active, Connected and Liveable Communities'*

#### Planning Principles

The eight planning principles that support the vision and guide sport and active recreation provision in Alpine Shire include:

1. Evidence based
2. Promotes physical activity, liveability and connections
3. Sustainability
4. Equity
5. Accessible and inclusive
6. Multi-purpose and adaptable
7. Optimises usage of existing assets
8. Partnerships and collaborations.

#### People

To encourage and support increased participation in physical activity by the community

The top four Adult physical activities in the Shire by participation rates are:

1. Bushwalking

2. Walking
3. Cycling - Recreational
4. Mountain Bike Riding.

This highlights the need to consider both active recreation activities (including trails) alongside structured sporting opportunities.

#### Activate Places and Spaces

In order to increase usage of places and spaces such as parks, playgrounds or sporting facilities, it is important to provide infrastructure to support comfort and enjoyment for users. Such infrastructure may include:

- Shade in parks, playgrounds and along shared trails to enable people to visit more frequently and for longer periods, without the risk of exposure to the sun's damaging rays
- Seats and picnic tables in parks, playgrounds, along shared trails and at recreation reserves to enable people to rest, watch children play and meet up with family and friends
- Lighting on well-used shared trails (or on sections of well-used trails) to enable people to walk or cycle in the early morning or just after sunset more safely
- Wayfinding signage to enable people to better find their way to key locations within or between towns – potentially including information about the time it would take to walk or cycle to a particular location to encourage this form of active travel (rather than using a car).

#### Places

To provide a diversity of quality and accessible sport and active recreation places and spaces for the community.

#### Facility Audit Observations

- Gaps in the trail network and opportunities to better connect towns with one another
- Poor wayfinding signage to some facilities and on some trails.

#### Community Demand for Trails

- Replace swing bridge in Rotary Park in Myrtleford with an accessible bridge
- Develop a pedestrian bridge at Nimmo Bridge in Myrtleford and trails to connect to Myrtleford and beyond

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## 02 Strategic Context

- Improve walking / cycling opportunities throughout Alpine Shire (e.g. connections, loops, linkages)
- Construct a trail from Pebble Beach on the Kiewa River Trail to Damms Rd in Mount Beauty
- Upgrade sections of the Murray to Mountains Rail Trail, e.g. widening trail between Bright and Porepunkah (noting this has recently been completed)
- Create mountain bike tracks on Reform Hill in Myrtleford
- Construct a footpath in Mummery Road, Myrtleford
- Improve trail connections in the township of Bright
- Improve trail maintenance in Bright
- Undertake works on the Back Porepunkah Road to improve safety for road cyclists
- Complete the gap in the trail between Bright and Harrietville
- Undertake on-road cycling improvements in Bright
- Develop an epic mountain bike trail between Bright and Mount Beauty
- Review the tracks and trails network around Harrietville.

### Relevant Key Directions

#### Footpaths and Shared Trails

Walking and cycling are two of the most popular physical activities in Alpine Shire, and one of the most effective ways of encouraging more people to become more active.

Alpine Shire is renowned throughout Australia for its many high-quality walking and cycling options, including some of the most iconic bushwalks in Australia; the best rail trail in Australia; excellent mountain biking and gravel bike riding opportunities and a vast array of recreational tracks and trails of all levels for walking, cycling, trail running and horse riding. Visitors flock to the region for walking and cycling opportunities, and without a doubt, local walking and cycling opportunities will have been a key attraction for many new residents to Alpine Shire.

#### Murray to Mountains Rail Trail

The Murray to Mountains Rail Trail is the premier recreational trail in Alpine Shire. It connects Bright, Porepunkah, Eurobin, Ovens, Myrtleford and Gapsted to one another before travelling outside the municipality to connect to Wangaratta and Beechworth. New trails south of Bright will enable a connection to Harrietville and Wandiligong, once better town connections are developed within Bright.

Due to the immense popularity of the Murray to Mountains Rail Trail by local residents and visitors, it can become crowded during holiday periods and on weekends. The narrow trail between Bright and Porepunkah needs to be widened to reduce potential trail conflict and to allow people to ride or walk side by side (noting this has recently been completed). Similarly, consideration needs to be made to further activating the site and providing for a safer, more comfortable experience by reviewing wayfinding, safety and amenities.

#### DEECA and Parks Victoria

From a trails perspective, the Department of Energy, Environment and Climate Action (DEECA) is responsible for the management of trails on State Government land and Parks Victoria is responsible for trails on Crown Land, e.g. Mount Buffalo and Alpine National Park. Alpine Shire Council has been appointed by DEECA as the manager for some trails located close to towns.

## 02 Strategic Context

### Alpine Shire Recreation and Open Space Plan



#### Natural Areas

The recreation opportunities available in the vast areas of National Park and State Forest in the Shire are generally informal in nature and include a diverse range of active and high intensity activities (such as mountain bike riding) to passive and reflective activities (such as bird-watching).

Council's partnership with Parks Victoria is one that could be strengthened given the significance of recreation facilities managed by Parks Victoria on behalf of the State Government. Advocating for the community to communicate a good understanding of expectations and aspirations is an important role that Council plays and will continue to build in the future.

#### Plantation Areas

As activities such as hang-gliding, paragliding and mountain bike riding become more popular in Alpine Shire, there is greater pressure for areas of forest / plantation to be made available. In areas where riding does not impact on the management or security of plantation forests, Council encourages groups to negotiate access agreements to these areas.

#### The Environment and Recreation

The community has expressed aspirations for an unspoilt natural environment that can be accessed by people for a range of activities and experiences.

#### Links and Corridors

Links and corridors are important components of open space networks for protecting natural vegetation links, aesthetic and water quality values of waterways and providing for the movement of wildlife.

Links such as rail trails, can provide diverse recreation opportunities including an attractive

cycling and walking route away from roads. If well developed, managed to a high standard, connected to key destinations and well promoted, these trails can provide alternatives to car use and contribute to increased physical activity and improved health of the community. The Murray to Mountains Rail Trail is particularly important to the Alpine Shire as it not only provides an important walking and cycling link between the townships of Bright and Myrtleford with Wangaratta, but as one of Victoria's premier rail trails, it forms an important tourist attractor. Such trails have high potential to encourage visitors who require local accommodation and other support services, which provides flow on benefits to the local community.

The Plan found that walking and cycling activities in the Shire have participation levels that are nearly double the state averages, the Shire has an existing excellent base to improve even further. There are also many opportunities for improvements and extensions to the path and trail networks.

**Strategic Objective:** To protect existing vegetated corridors and improve the provision of shared pathways, walking and cycling paths and linkages throughout and between Alpine communities.

**Priorities to achieve the Objective:**

- Protect and enhance vegetated and waterway corridors wherever possible
- Develop continuous and accessible pathways in the major settlements of Bright, Myrtleford and Mount Beauty
- Continue to extend and improve the bicycle path network to enhance user experience within available resources and in partnership with others.

#### Relevant Strategic Actions

- Explore shared trail circuits that connect the Murray to Mountains rail trail to open space and community destinations
- Continue to advocate with VicRoads for upgraded on-road bicycle lanes on all main roads and improvement of roadside facilities for cyclists
- Explore other opportunities for trails/paths in corridor links and along waterways.

### Alpine Shire Council Economic Development Strategy



#### Importance of the Visitor Economy

Alpine Shire is the highest performing municipality within the High-Country Region in terms of its visitor economy.

Striking a sustainable balance in tourism will be important for Alpine Shire to maintain high levels of amenity and liveability and a healthy economy.

#### Vision

The outcomes of this Economic Development Strategy will align with Council's 2030 Community Vision:

*'The Alpine Shire provides outstanding opportunities for its residents and visitors through sustainable growth in balance with the natural environment.'*

#### Maintain and Improve Liveability

Identify strategies and investments that will improve liveability for existing residents and drive population retention and attraction, as well as business attraction.

#### Framework Overview

##### 1. A Sustainable Visitor Economy:

Support and manage ongoing and sustainable growth in tourism to achieve positive economic, community and environmental outcomes for the Alpine Shire.

##### 1.1 Create a sustainable tourism industry in the Alpine Shire

##### 1.2 Increase geographic and seasonal visitor dispersal

3. Enhanced Liveability and Resident Attraction: Generate economic and social wellbeing outcomes through supporting liveable communities to promote population attraction and retention.

##### 3.1 Maintain and improve the amenity of the Alpine Shire

##### 3.2 Increase the population growth rate across the Alpine Shire

##### 3.3 Support for an ageing population.

The Alpine Shire attracts a large proportion of 'holiday/leisure' visitors for daytrip (72%) and domestic overnight (75%) markets, compared to the regional average of around 50%. This is a strength for Alpine Shire as holiday visitors are more desirable as they have a higher propensity to engage in leisure and entertainment activities and generate higher yield. Key activities undertaken by domestic visitors include eating out at a café/restaurant (62%), followed by naturebased and outdoor recreation involving sightseeing (36%), bushwalking (31%) and visit national parks (29%). This reflects the Alpine Shire's strengths in nature-based and outdoor experiences.

There has also been significant growth in cycle tourism, which has been a major factor for recent growth in the regional visitor economy (and is a heavily marketed component of the High Country). Between 2010-19, growth in this market has reached an average of 9% p.a., which exceeds the overall visitor growth rate. As such, cycle tourism plays an important role in attracting visitors and increasing the value of tourism.

##### Strategy 1.1 - Create a Sustainable Tourism Industry in the Alpine Shire

- Focusing on minimising the impact of tourism on the environment and maintaining the nature-based assets as an ongoing tourism drawcard.

##### Strategy 3.1 - Maintain and Improve Amenity of the Alpine Shire

Given that the majority of the population is concentrated to the townships of Bright, Myrtleford and Mount Beauty, prioritising township improvements should be encouraged. This includes smaller-scale projects such as streetscape, public realm and infrastructure upgrades that improve access, digital connectivity, amenity, wayfinding and safety. This can also include larger scale infrastructure opportunities that improve connectivity between townships and to nearby Regional Centres, as this was identified as a barrier by key stakeholders.

- Prioritise transport infrastructure to alleviate congestion, improve access and enhance connectivity.

03

# Trends



## Participation Rates

Trails are an important type of recreational facility which enable people to participate in physical activity and lead healthy lifestyles, whether in their home location or visiting other regions.

The Ausplay Participation Survey, administered by Sport Australia, provides regularly updated data on participation rates in physical activities across each state and territory of Australia. The following table provides participation rates for the top ten physical activities among adults in Victoria from July 2023 to June 2024.

It is evident that walking (recreational) is the most popular physical activity among Victoria adults with a participation rate of 51.7%. Running and jogging, bush walking and cycling also featured among the top ten physical activities.



Activity		VIC Adult Participation Rate July 2023 - June 2024		
		Total	Males	Females
1	<b>Walking (Recreational)</b>	<b>51.7%</b>	<b>44.2%</b>	<b>59.1%</b>
2	Fitness/Gym	29.2%	28.2%	30.1%
3	<b>Running/jogging</b>	<b>16.6%</b>	<b>18.9%</b>	<b>14.2%</b>
4	<b>Bush walking</b>	<b>15.1%</b>	<b>14.0%</b>	<b>16.2%</b>
5	Swimming	13.1%	12.3%	13.8%
6	<b>Cycling*</b>	<b>9.2%</b>	<b>11.3%</b>	<b>7.1%</b>
7	Pilates	6.0%	1.2%	10.6%
8	Basketball	5.8%	8.5%	3.2%
9	Tennis	5.5%	6.5%	4.5%
10	Yoga	5.2%	1.8%	8.5%
..	<b>Mountain Biking</b>	<b>0.6%</b>	<b>1.1%</b>	<b>0.1%</b>

\*excludes mountain bike riding

## Social and Tourism Trends

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



### Popularity of nature-based tourism and eco-accommodation

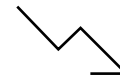
As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as 'nature deficit'. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more important than ever before, as holidays provide the opportunity for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

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



### Increasing participation in individualised activities

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



### Loss of biodiversity & heritage

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



### Public critique of parks management

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



### Increased intensity and frequency of bushfires

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



### Increasingly high standards & expectations

Today's society places high expectations upon community facilities including recreational trail and associated infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures. Trail managers are required to exercise due diligence relating to trail planning, maintenance and management. There is increasing pressure to provide high quality trail experiences which meet expectations and are compliant with Australian Standards, manage risk, and protect the natural environment.



### Need for long-term strategic planning

The community, businesses and governments are increasingly realising the need for, and value of, long-term strategic planning. Long term strategies are becoming more common and actions to manage tourism, not just drive growth, are emerging. For example, the Victoria's High Country Destination Management Plan.



### Ageing people are increasingly active

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

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



### Technology advancements

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



### Desire to stay connected

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



### E-Bikes

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



### **People seeking experiences over products, and transformational travel**

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



### **Attracting and retaining volunteers**

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

Going against this broader trend, trail "care groups" are becoming increasingly popular and attract enthusiasts who are happy to give up their time to undertake maintenance and upgrade projects along trails.



### **Globalisation and localisation**

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



### **Recognising trails as achieving numerous policy objectives**

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

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



### Boutique food and wine tourism

Boutique food and wine tourism adds value to the tourism experience and has become a focal element of tourists interests when travelling. Visitors are increasingly searching for boutique food and wine experiences when travelling, which suggests the growing evidence of a tourism market trend. Due to their contributions to regional and local development, food, wine and other local products are increasingly acknowledged as central to unique and immersive rural tourism experiences.

It is today recognised that food and wine tourism in rural areas is more than a niche market phenomenon, adding value to the discovery of rural areas and the uniqueness and identity to visited places, which may be an interesting and appealing factor to many travellers that are generally interested in exploring rural regions, landscapes, hospitality and culture, together with their food and wine.

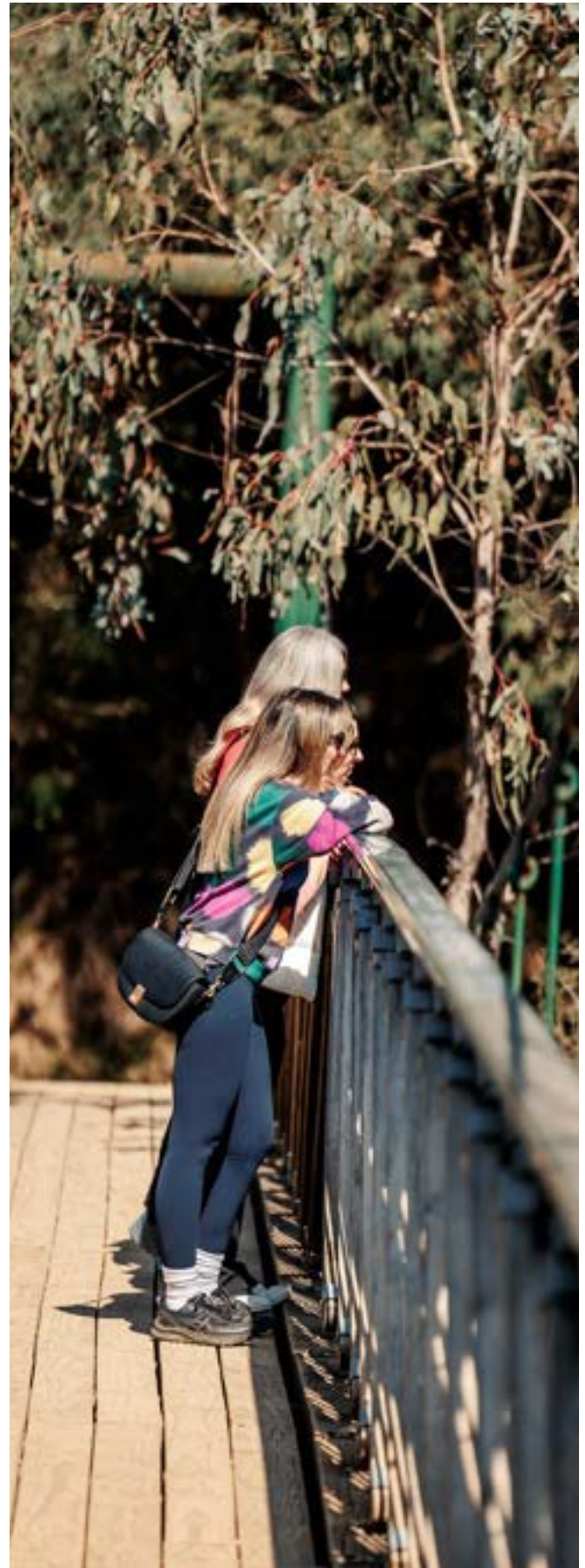
It is becoming common place to link food and wine attractions through tracks and trails for example the Murray to Mountains Rail Trail.



### De-stressing in nature

Scientists have noticed that adults today are more stressed compared to a decade ago. This is likely due to a mixture of fast paced lifestyles, increasing reliance on technology, global trend towards urban living and the newfound awareness of significant global issues such as climate change. As such, de-stressing in nature is becoming more important than ever. De-stressing in nature has been linked to numerous benefits, including improved attention, lower stress, better mood and reduced risk of psychiatric disorders. Trails provide this opportunity to de-stress in nature.

Alpine Shire Council is currently working with partners to explore how some of the existing trails can be used for mindfulness activities ('wellness trails'), in an effort to support mental health and wellbeing through contact with nature.



04

# Trail Standards & Planning



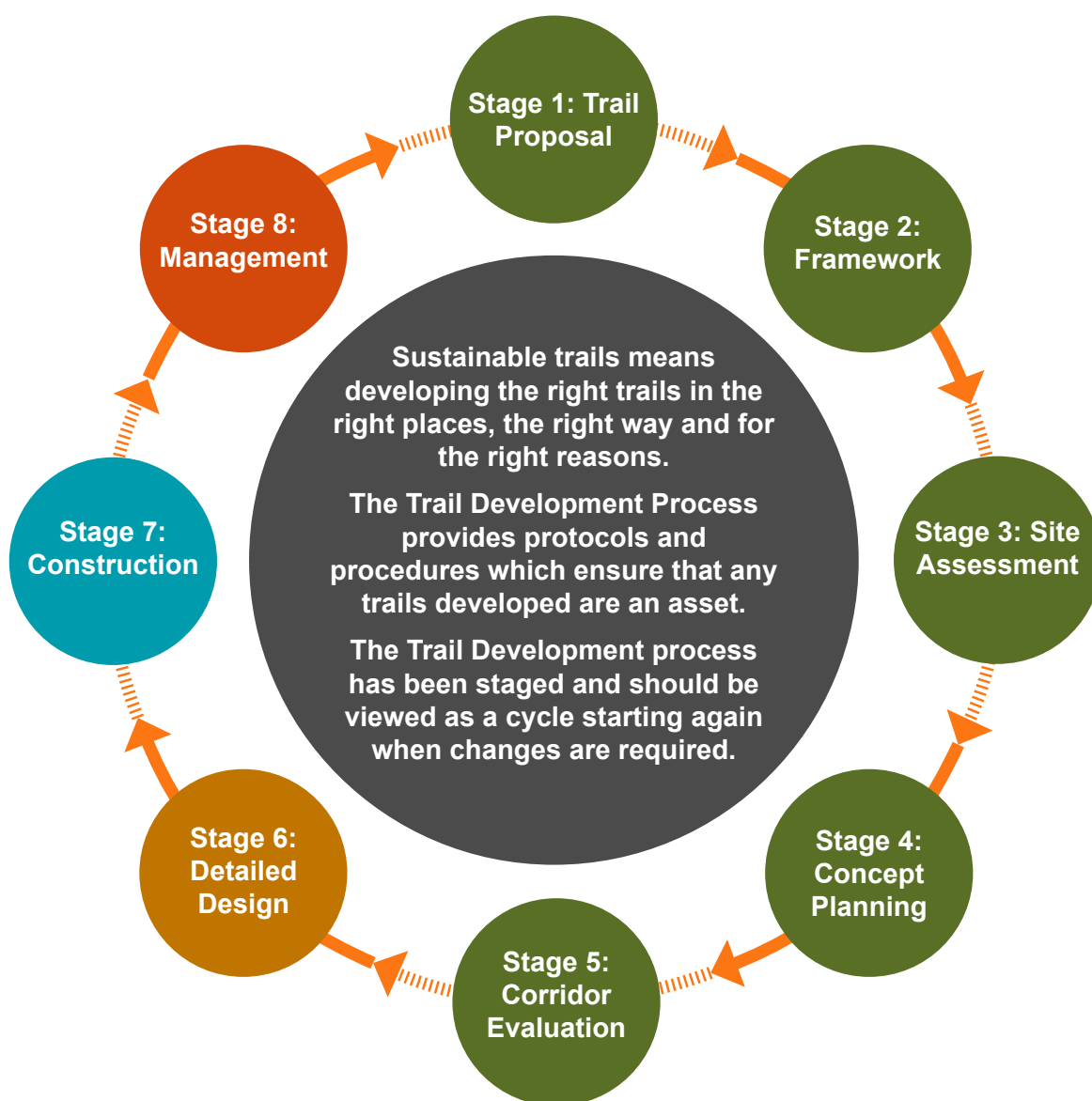
## 04 Trail Standards & Planning

### Trail Development

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

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

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



Source: *Trails Development Series* (WA Government, 2019)

## 04 Trail Standards & Planning

The eight stage trail development process and the expected outcomes associated with each stage are outlined in the table below. Trail Development Process recommends engaging expert knowledge at various stages.

Stage		Outcome		
1	Trail Proposal	The proposed area is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. The purpose of a proposal could be to identify potential suitable areas for consideration.	Desktop	
2	Framework	A project outline, developed by project steering group (stakeholders), including: project objectives, project management model, stakeholder roles, target market, requirements, standards, execution, and ongoing trail management model.		
3	Site Assessment	Undertake a broad scale study of the area and identify constraints, soil types, vegetation etc.		
4	Concept Planning	Identify opportunities and conceptual trail plan including infrastructure requirements produced. Broad trail corridors are physically flagged in the field.		
5	Corridor Evaluation	Detailed assessment of trail corridors for use in determining the final trail alignment.		
6	Detailed Design	Detailed trail design produced and physically flagged in the field, including: trail classifications, technical trail features, construction types and specifications.		Field
7	Construction	Trail is constructed in line with the detailed design.		
8	Management	Management plan implemented detailing maintenance and monitoring requirements.		

*Trails Development Series, Part A to D published in 2019 by the Western Australian Government*

# 04 Trail Standards & Planning

## Trails Hierarchy

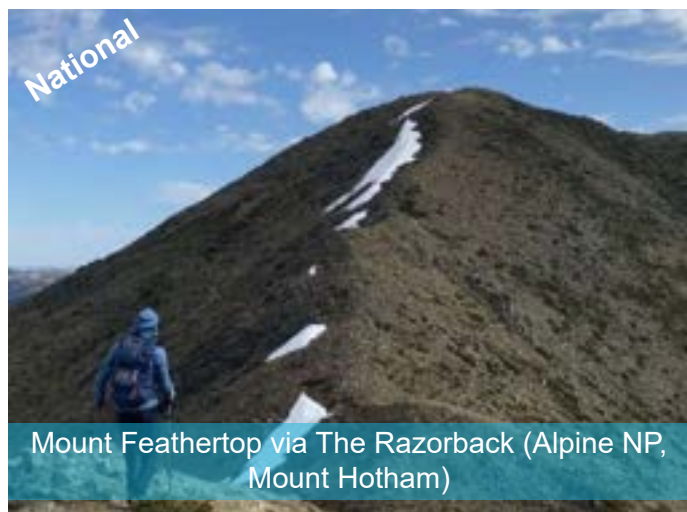
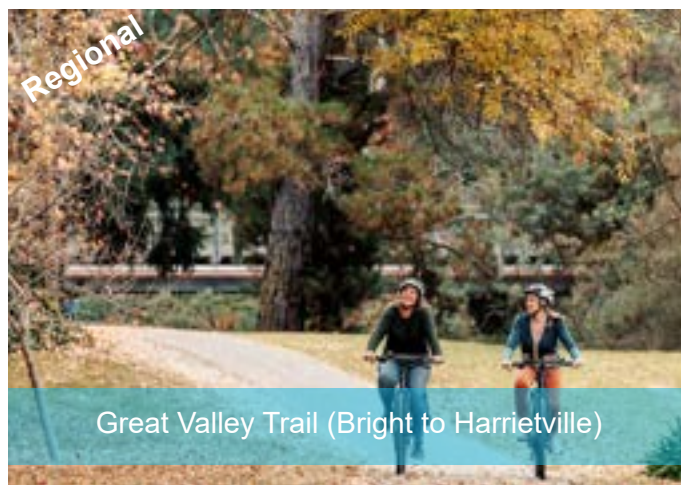
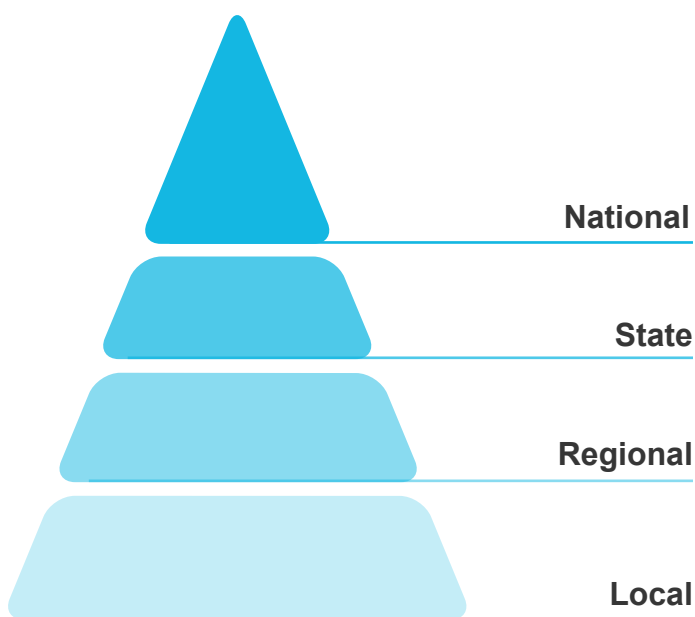
A successful regional trails network requires trails of varying levels of significance in order to meet the needs of different user group and market segments.

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

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



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



## 04 Trail Standards & Planning

### National Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> <li>World-class trail experiences located within the natural and cultural landscapes, with the highest standard of management and promotion.</li> <li>Support high yield trail-based tourism products including accommodation.</li> <li>Destinations, attracting international and interstate visitors.</li> <li>May include major trail hubs that attract high international and interstate use, high level competitions and event.</li> </ul>	<ul style="list-style-type: none"> <li>Exemplars of the competitive strengths of Victoria and Australia as a trail destination</li> <li>Uniquely representative of Victoria natural and cultural landscape values.</li> <li>High priority government support at the state level for trail development and management and listed as a priority with state plans and strategies.</li> <li>Support viable high yield within trail-based accommodation and associated products and services.</li> <li>Higher levels of interstate visitation than state significant trails and significant international visitation, interest and appeal.</li> <li>Directly and indirectly provide economic benefits to the state.</li> </ul>	<ul style="list-style-type: none"> <li>Mount Feathertop via The Razorback (Alpine NP, Mount Hotham)</li> <li>Great Ocean Walk (SW Victoria Coast)</li> <li>Australian Alpine Epic Trail (Mt Buller)</li> <li>Grampians Peak Trail (Grampians NP)</li> </ul>

### State Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> <li>Significant trail experiences which represent Victoria's varied landscapes, with a high standard of management &amp; promotion.</li> <li>Support a range of trail-based products and a motivator for intrastate and interstate visitation.</li> <li>May attract some international visitors.</li> <li>May include some major trail hubs &amp; attract high level competitions and events.</li> </ul>	<ul style="list-style-type: none"> <li>Representative of the region's and/or Victoria's natural and cultural landscapes.</li> <li>Government support at a State level within regional plans and strategies.</li> <li>Support viable trail-based and associated regional tourism products, services and programs.</li> <li>Significant intrastate and interstate visitation, interest and appeal.</li> <li>Directly or indirectly provide economic benefits to a region and/or the State.</li> </ul>	<ul style="list-style-type: none"> <li>Mystic Mountain Bike Park (Bright)</li> <li>Murray to Mountains Rail Trail (North East Vic)</li> <li>The Big Walk (Mount Buffalo National Park)</li> </ul>

## 04 Trail Standards & Planning

### Regional Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> <li>Trails and facilities used by people across a wider region, including intrastate visitors, for recreation, transport, health and wellbeing.</li> <li>Generate significant economic benefits to the region.</li> <li>May include trail hubs accommodating various trail experiences across a region.</li> <li>Important regional recreational and tourism assets and when combined with other regional scale trail resources they can be state recreation or tourism assets or resources.</li> </ul>	<ul style="list-style-type: none"> <li>May be located within close proximity to residential areas and/or connected to community services and open space areas.</li> <li>Representative of the region's natural and cultural landscapes.</li> <li>Provide access to a diversity of trails of varying difficulty, length and type.</li> <li>Provide opportunities for different trail-user groups for active recreation, health and wellbeing.</li> <li>Be recognised across the region as a popular trail and/ or trail network and frequented by people from the surrounding region.</li> </ul>	<ul style="list-style-type: none"> <li>The Horn (Mt Buffalo NP)</li> <li>Great Valley Trail (Bright to Harrietville)</li> </ul>

### Local Trails

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> <li>Trails and facilities used by residents for recreation, transport, health and wellbeing.</li> <li>Mainly attract local users primarily for independent trail-based recreation activities.</li> <li>Generate economic benefits to the local area.</li> </ul>	<ul style="list-style-type: none"> <li>Many are closely located to residential areas and are often connected to community services and open space areas.</li> <li>Representative of the local natural and cultural landscapes.</li> <li>Provide access to trails which are generally accessible by users of varying fitness and/or shorter in length.</li> <li>Provide opportunities for groups for active recreation, health and wellbeing.</li> <li>Be recognised by local residents as a trail and/ or trail network and frequented by people from the local area.</li> </ul>	<ul style="list-style-type: none"> <li>Porepunkah River Walk (Porepunkah)</li> <li>Ovens River Trail - Mosaic Trail (Myrtleford)</li> <li>The Pondage Trail (Mt Beauty)</li> </ul>

# 04 Trail Standards & Planning

## Trail Classification Systems






Trail classification systems provide a consistent framework for land managers across Australia to develop trails that are appropriately designed for the anticipated trail users and to provide appropriate levels of service. These systems are a primary means of informing people about the features of trails and of ensuring appropriate risk management, marketing and promotion.

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

### Walking Trails

Walking trails are classified according to the *Australian Standard 2156.1-2001 Walking Tracks – Classification and Signage* and are graded on a difficulty scale of 1 to 6.



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

# 04 Trail Standards & Planning



## Mountain Bike Trails

In 2018 Mountain Bike Australia released the Australian MTB Trail Guidelines which included a revision of the Trail Difficulty Rating System (TDRS). The TDRS, which is used to grade mountain bike trails according to their relative technical difficulty, underwent a further revision in October 2020.








The Australian TDRS uses the IMBA system of classifying trails with the following additions and interpretations:

- The addition of two new trail difficulty classifications – one new classification between green and blue and one new classification between blue and black.
- Making the following difficulty assessment criteria ‘guiding criteria only’
- Trail width
- Trail surface
- Trail gradient
- Quality of signs
- Making the following difficulty assessment criteria ‘risk assessable criteria’:
- Trail exposure
- Natural and technical trail features.

In terms of changes between the 2018 and 2020 versions of the TDRS, the following revisions were made:

- Inclusion of rail trails into very easy trail grade
- Increases in trail gradient
- Increases in level of exposure
- Natural obstacles and technical features – height of obstacles and inclusion of new obstacles

It should be noted that Mystic Mountain Bike Park uses the older version of the guidelines.





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

# 04 Trail Standards & Planning



## Gravel Riding

Gravel Difficulty Rating System was developed by Ride High Country and assist riders in choosing a gravel route that matches gravel cycling skill level, experience, bike type and interests. The grade of a gravel route gives an insight into the gravel surface and elevation gain that can be expected on the ride. Ride High Country's gravel route grades follow the same system as skiing, snowboarding and mountain biking - Easiest/Green, Intermediate/Blue, Advanced/Black and Expert/Double Black.

Class	Description
Easiest 	<p>Suitable for a beginner gravel cyclist with basic handling skills.</p> <p>Mostly fire roads, rail trail and off-road bike paths with a gentle gradient, smooth surface and free of obstacles.</p> <p>Predominantly flat to rolling terrain with gentle climbing.</p> <p>Smooth and hardened surfaces.</p> <p>Mixed finishes of bitumen, chip seal with tiny gravel chunks or compacted dirt.</p> <p>Suitable for most bicycle types and tyre widths.</p> <p>Wheelchair bike accessible.</p>
Intermediate 	<p>Suitable for developing multi-surface cyclists with a moderate fitness level.</p> <p>Maintained dirt or gravel roads/tracks with moderate gradients, variable surface and minor obstacles.</p> <p>Moderate climbing with some steeper sections.</p> <p>Packed dirt or gravel surfaces.</p> <p>Possible sections of rocky or loose tread, potholes and washboard.</p> <p>Suitable for gravel bikes, hardtail mountain bikes and sturdy all-rounders with tyres 35-38mm recommended.</p> <p>Adaptive MTB accessible.</p>
Difficult 	<p>Suitable for experienced gravel cyclists with good skills, used to physically demanding routes.</p> <p>Infrequently maintained gravel roads and smooth to chunky gravel tracks with variable surfaces and unexpected obstacles.</p> <p>Features steep descents and climbs.</p> <p>Variable and challenging surfaces.</p> <p>Obstacles may include exposed rocks, rain ruts, water crossings and mud/sand bogs.</p> <p>Designed for gravel bikes and hardtail mountain bikes with tyre width 38-42mm.</p>
Expert 	<p>Widely variable terrain, challenging and hard going.</p> <p>Walking may be necessary.</p> <p>Routes may include deep ruts, rock gardens, very steep climbs and fast descents.</p> <p>Unmaintained fire roads, tracks and trails with highly variable surfaces in remote locations.</p> <p>Rough gravel with severe obstacles, rocky features and potential exposure.</p> <p>Good quality, well maintained gravel or hardtail mountain bikes with 42mm+ tyres are highly recommended.</p>

# 04 Trail Standards & Planning

## Signage Considerations

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

### Adherence to Australian Standards & Rating Systems

Information conveyed will comply with Australian standards and rating systems, thereby ensuring a high quality and safe experience for all trail users. Key standards and rating systems include:

- *Walking tracks Part 1: Classification & signage*
- *Walking tracks Part 2: Infrastructure design*
- *Design for access and mobility Part 1: General requirements for access - new building*
- *Cycling Infrastructure Standards*
- *Trail Difficulty Rating Systems - Australian Mountain Bike Trail Guidelines*
- *The Horse Trail Difficulty Rating System*
- *International River Grading System.*

### Consistency and Uniformity

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

### Quality Information

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

### Location

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

### Visually Attractive and Simple

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

### Materials

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

### Cross-Tenure Trails

Trail users are not always aware of crossing land tenures, and should be provided with a consistent trail experience across land management boundaries. For cross-tenure trails, it is important

that land managers collaborate and cooperate to determine the appropriate trail name and trail signage (including content, style and branding).

### Acknowledgment of Country

Best practice trailhead signage includes recognition of Traditional Custodians. Trail signage can be a key tool in recognising the importance of healing, truth-telling, storytelling and connection to country.

### Accessibility

Inclusion of information about trail features which enables prospective users to make decisions for themselves about access/constraints. E.g. 'Naturally Accessible' is a modern framework that sits on top of the traditional grading system (AS2156.1), empowering people with accessibility constraints to access more natural areas.

### Trail Naming

Trail names play an important role in facilitating:

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

Trail names are to be determined by the land manager in consultation with key stakeholders (i.e. traditional owners, friends of group). A trail's name should reflect the distinct natural and/or cultural features of the trail.

### Types of Trail Signs

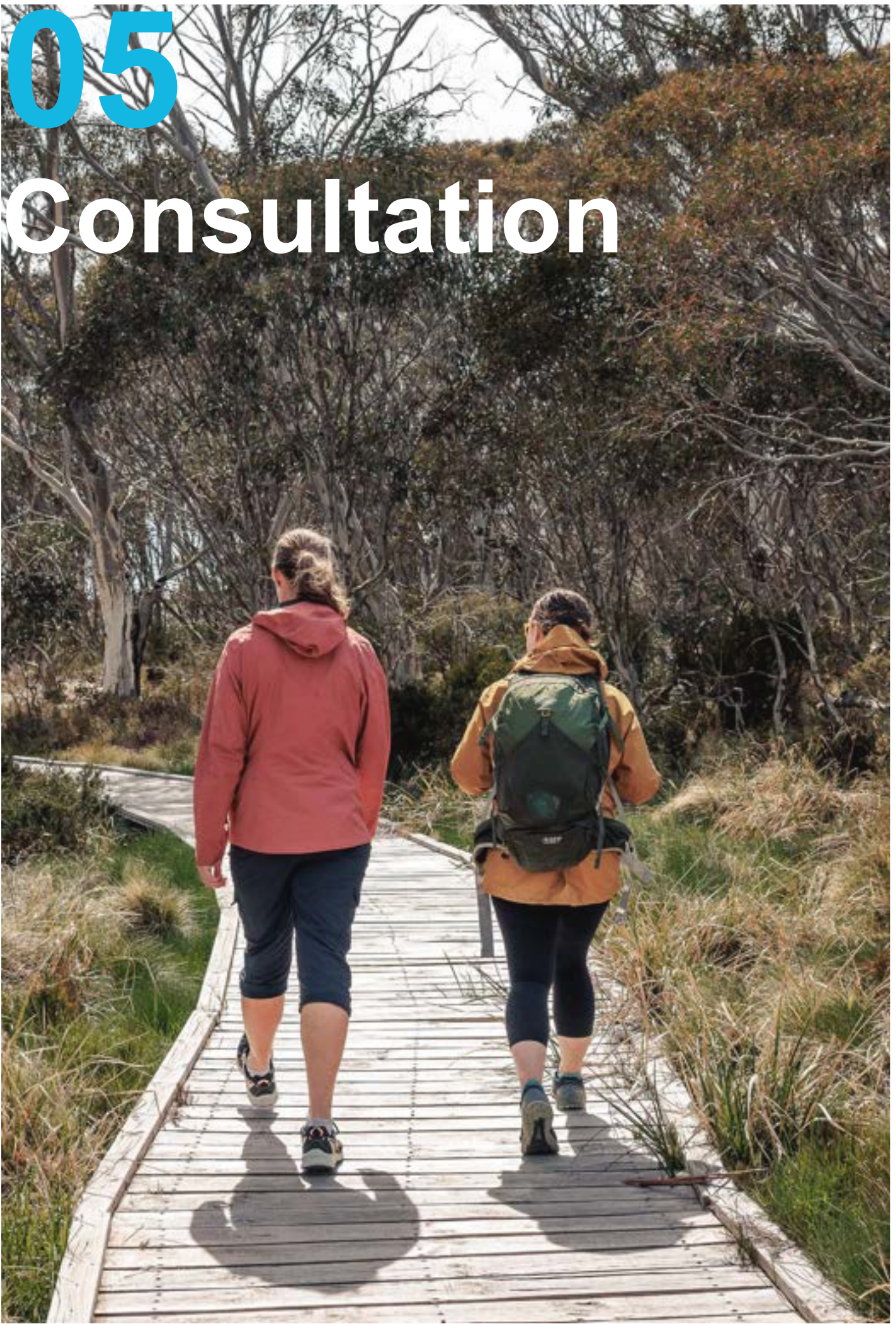
There are a range of different types of recreational trail signage. These can be classified into the following:

- Trailhead
- Waymarker
- Directional
- Interpretive
- Management/Warning.

Key information and examples of each type of trail sign is provided in Appendix A.

05

# Consultation



## Community Online Survey

A comprehensive community online survey was conducted to inform the Master Plan using *Engage Alpine* the Shire's interactive community engagement platform.

The engagement was around three key themes:

- People's experience of existing tracks and trails in the Shire
- Views on improvements to existing tracks and trails in the Shire
- Suggestions for new tracks and trails in the Shire.

Interactive mapping was provided which allowed respondents to locate a track or trail on the map and then provide a comment in relation to that particular trail or track (refer figure below).

A summary of the consultation findings is located on the following pages. Full findings is located in Appendix B - Consultation Summary.

## Community Submission

In addition to the online community survey a number of community submission were provided to the Shire for consideration in the development of the Strategy. The key suggestions are included in the consultation summary below.



### Have your say on the existing network of tracks and trails in the Alpine Shire

**To have your say on the existing network of tracks and trails, follow the instructions below:**

1. Locate a track or trail by either entering an address using the search function below (if applicable) or navigating to a location using your mouse (computer or laptop) or your fingers (phone or tablet).
2. Once you have located your track or trail, select the **Add Marker** button in the bottom right hand corner of the map.
3. Place the marker on your track or trail.
4. Fill out the survey that pops up once you have placed your marker.
5. Once you have filled out the survey, select **Submit**.

**NOTE: You can toggle between tracks and trails by selecting the layers button in the top left hand corner of the map.**

63 contributions

Interactive mapping provided on the *Engage Alpine* Platform.

## Consultation Findings Summary

### Who contributed to the survey

Input Method	Contributions	Contributors
Online Survey	86	84
Online Mapping System	136	77
<b>Total</b>	<b>222</b>	<b>161</b>

### How long people spend on trails within the Shire

- 6% Under 1 hour
- 76% 1 - 3 hours
- 19% 3 hours or more



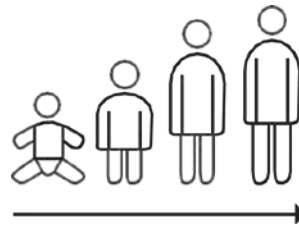
### What people value about trails in the Shire

- 1  Maintaining health and fitness
- 2  Opportunities to connect with nature
- 3  Forming connections with other people
- 4  Providing alternative transport options
- 5  Encouraging local and economic development
- 6  Contributing to environmental sustainability

### The key features of the current trails in the Shire people find useful

- 1 Connectivity between trails (linkages)
- 2 Facilities (e.g. seats, shelters or amenities)
- 3 Signage (e.g. wayfinding)
- 4 External collateral (e.g. brochures, maps, websites)
- 5 Accessibility information and facilities

### Age profile of respondents



- 11% 25-34 Years
- 30% 35-44 Years
- 31% 45-54 Years
- 16% 55-64 Years
- 7% 65-74 Years
- 2% 75-84 Years
- 1% Prefer not to say

### Gender

- 48% Female
- 50% Male
- 2% Prefer not to say

### Residence location

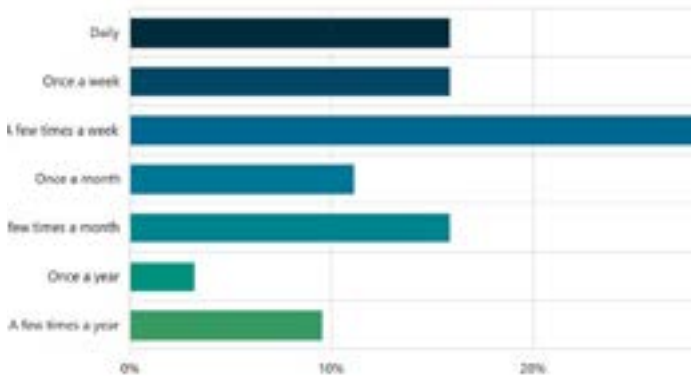


For those that indicated their residence location, all but four respondents were residents and/or ratepayers of the Shire

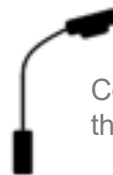
Location	Total Contributions
Bright	21
Wandiligong	8
Porepunkah	7
Tawonga South	6
Mount Beauty	5
Tawonga	4
Harrietville	3
Buckland	2
Dederang	1
Mitta Mitta	1

\* Note that not all of the 86 respondents indicated their residence location

## Frequency of use of trails within the Shire

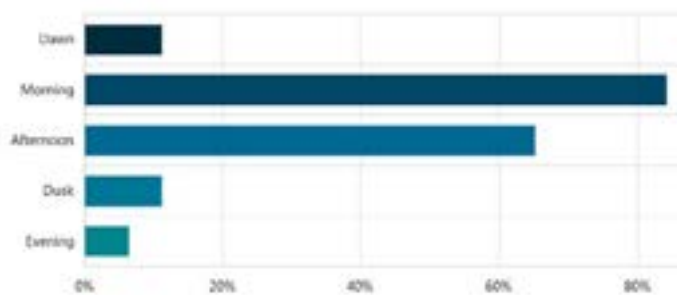


A wide range and diversity of comments and ideas were provided by the community for the improvement of the existing trails and the development of new trails and strategic linkages between existing trails. A collation of this information by location is provided on the following pages. General comments included:



Consider adding lighting to some of the trails within the Shire

## The time of day people use the trails in the Shire









Provide separate trails for walkers and riders



General trail maintenance such as slashing and removal of weeds, repairing of erosion, surfaces and signage

## The most popular type of activities people participate in on the trails in the Shire

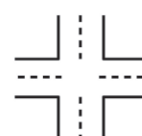
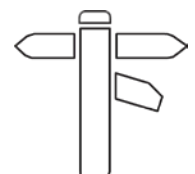
- 1  Walking
- 2  Mountain Biking
- 3  Trail Running
- 4  Gravel Riding
- 5  Road Cycling
- 6  Hiking

Rectifying safety and risk issues



Traffic management

Improved signage including maintenance / upgrade of existing signage



Where trails utilize pine plantation roads they need to be upgraded and maintained for walkers and cyclists

Note the following comments and responses do not necessarily represent the views of the consulting team or the Shire.

<b>Myrtleford</b>
<b>Existing Trail Improvements</b>
<p>Mosaic Trail - Improve lighting along the trail.</p> <p>It's difficult to join the rail trail from Snow Road or other smaller roads that intersect with Great Alpine Road.</p>
<b>Proposed Trails/Links</b>
<p>Key Linkages to Reform Hill Walking Tracks</p> <ul style="list-style-type: none"> <li>Trail between Halls Road and Jamieson St. The trail would provide an essential link between existing and future residential areas and recreation areas on and around Reform Hill.</li> <li>Develop a link through the remnant pine area (adjacent Halls Road) which will be established by DEECA when the pines are removed.</li> <li>Walking track that allows residents to get into Reform Hill along Halls Roads. You currently have to walk on the road. There is an easement on Washington Parade that could connect to Halls Road and take you to the Landcare Path that goes through the Pines around the reservoir.</li> <li>Formalise the easement walking track that residents use to connect Mummery to Halls Road. Needs a small footbridge or stepping stones through the creek.</li> </ul> <p>Barwidgee Creek</p> <ul style="list-style-type: none"> <li>From the Myrtleford Golf Club to the rear of the Savoy Soccer Club. This track would open up visual access along the Barwidgee Creek where established native trees exist. It could become a beautiful river walk to extend the existing Ovens River Walk.</li> <li>From the confluence of Happy Valley Creek to the Myrtleford Golf Club along Barwidgee Creek.</li> <li>Create a walking track that follows Barwidgee Creek from the Rail Trail to Briggs Lane.</li> <li>A shared path along Barwidgee Creek from the Rail trail (near bridge over Barwidgee Creek) to the Myrtleford Rec Reserve, would be used by the school, soccer club and others.</li> <li>I would like to suggest a new track/trail along Barwidgee Creek, between Rotary Park and the Recreation Reserve. This would be an extension of the extremely popular and well used Mosaic Trail for visitors, residents and all the local schools, which would have a convenient and safe access via Mummery Road and William Street.</li> </ul> <p>Happy Valley Creek access upstream and downstream needs to be utilised as the township of Myrtleford has the potential of having a beautiful long water view. Presently our inner township waterway is limited.</p> <p>From the recreation reserve to Williams Street and from there to McGeehan Cres/soccer club. This area was once used by schools as part of the cross country course and has since been left to be taken over by non native vegetation. Myrtleford Landcare are trying to open up some of that area in conjunction with public landholders and local clubs. These are active projects.</p> <p>A bike path right along Snow Road, which linked into the rail trail would be great. Snow Road is not safe for bicycles. Please collaborate with City of Wangaratta to join it from Milawa, all the way along Snow Road.</p>

## Porepukah

### Existing Trail Improvements

#### Porpukah River Walk and surrounds

- This is a fantastic trail that just needs to be finished. There is a pile of gravel at the Bright end of the trail that has been there for over 12 months. At the moment the gravel is soft and shifting which makes bike riding difficult, particularly for little kids and presumably older people or those with mobility issues. The section from the trail to the rail trail is rough, uneven and narrow. If it was widened and smoothed it would make for a much more accessible and enjoyable user experience.
- Continuation of the path on the south side of the bridge that travels parallel to the Great Alpine Road (Bright bound) and connects with the Porepukah footbridge. This will create a town loop for all ages and abilities and provide connectivity into the plantation which is regularly used for walking, running and cycling. The existing river trail is an asset to the community and provides valuable connections. The 'Town Loop' would be ideal for children and families and older people.
- A new path from the bridge into the Porepukah township would be a safer and more efficient passage for residents and visitors. Although the rail trail is available you must use the underpass which isn't the most direct route which results in pedestrians and cyclists walking along the roadside which is dangerous. There is a well worn track on the river side of the road (proposed location of the new path) which demonstrates use. In peak holiday season there are big groups walking along the road.
- Improve connectivity from the path on east side of bridge over the river to the plantation, up along the start of Buckland Valley Rd - plantation on that side of road is a very popular recreation area for people in Porepukah but the connection after the bridge and through the roundabout and up to the start of Buckland Valley is very sketchy.
- The link between the Great Alpine Road and the Pukah River Trail just west of the Pukah Vet and the new cafe in this vicinity is only occasionally slashed/maintained. At other times it gets overgrown and very slushy when it is wet.
- A couple of sections of this popular Pukah trail are not well suited to safe cycling and one steep pinch is impassable for uphill riders, due to erosion below an old concrete run-off drain that has created a substantial step-up. Reformation of this short section, remediation of a few wet areas, and maintaining sight lines around bends (they are pretty good at the moment, thanks to Shire maintenance works. This would ensure year-round safety and comfort for both walkers and riders.
- Continuation of the footpath on the north east side of the bridge traveling parallel to Nicholson St providing a connection to the Porepukah township. The rail trail isn't the most direct or accessible route which results in people walking along the roadside. A footpath would be a much safer and direct alternative for what is a major point of connection / travel in this community.
- It would be nice to see short and long loop options around the river within Porepukah that bikes/ scooters/ prams can utilise ideally with some nice rest stops by the water.
- Extend the path on the south east side of the bridge that travels Bright bound parallel to the Great Alpine Road that connects with the Porepukah footbridge. This would create an accessible town loop of a short distance that would be ideal for children (bikes and scooters), families (prams) and older people. Currently people walk on the roadside. This would link up two existing paths and provide a valuable loop for our community.
- There is already a bridge on the Porepukah River (Walk) Loop that basically leads to nowhere.

Extend separated footpath/bikepath to at least the turn off to the popular Buckland River waterfall and swimming hole; ideally the whole way to Mt Buffalo entrance.

### Porepukah

#### Proposed Trails/Links

##### Mount Porepukah Scenic Reserve

- Allow access from Porepukah into the public land below Mt Porepukah and create some trails to see this beautiful native forest. Ideally it can be a multi use trail network that can be extended over time, up to Mt Porepukah but possibly also all the way to Bright Apex with suitable connection points.
- This area (Mt Porepukah Scenic Reserve) could be perfect for some Mtb trails that can be accessed from either end of Spots Track. The use of Spots Track could make it a perfect little loop. And unlike Mystic - no need to redo the trails after every plantation harvest!
- Access for running walking and riding to this area of bush land could be investigated. Not sure of public access here. Puka generally lacks access to bushland recreation despite being surrounded by it! (E.g. things like Huggins in Bright walk - short, easy, pretty walks that give access to the unique sights of the area).
- Allow access from Porepukah into the public land below Mt Porepukah and create some trails to see this beautiful native forest. Ideally it can be a multi use trail network that can be extended over time, up to Mt Porepukah but possibly also all the way to Bright Apex with suitable connection points.
- Mountain bike and running trails to and from Mount Porepukah would be amazing.

##### Linking Porepukah and Bright

- Extend the river walk from Porepukah into Bright (not the Rail Trail), connecting to existing trail at the old railway bridge. For walkers and possibly mtb, similar style to the existing trail along the river from Porepukah.
- I think it would add huge value to the Porepukah and Bright communities and also to tourism if the towns were linked by gravel/single track. Could the Porepukah River Loop be extended to run behind the golf course and then link up to the footbridge over the Ovens near Lowen Drive? From there it could join the Canyon Walk Track.
- Walking trail link between Porepukah River Trail and Canyon Walk.

Winters Hill on the Buckland Valley Road is a pretty slow climb for some riders. Providing a bike lane or a separate sealed trail up the hill on the east side of the road would improve rider safety.

Join Eurobin Creek track to Hughes Lane (Porepukah)

## Bright

### Existing Trail Improvements

#### Canyon Walk

- Please allow cycling (MTB) on the Canyon Walk. We have ridden it on MTBs in the past and it is a great connection between Bright and the Ovens River/Rail Trail crossing. If MTBs are not deemed compatible with walkers/runners due to track conditions or sight lines, please upgrade to overcome perceived safety issues.
- Connect Canyon walk to trails in Porepunkah (section behind golf course) so that people can walk along river the whole way to Bright and access great sections of the river (the path does not currently exist)
- An extension along the river which also accommodates a loop back to Porepunkah would be ideal.
- Extend the Canyon walking track to continue to Porepunkah at the Rail Bridge over the Ovens River. The surface would be similar to Cherry and Canyon walks. Awesome for walking, trail running and dog walks. A great link and alternative for getting to / from Porepunkah when out on adventures. Perhaps a traditional name?

#### Murray to Mountains Rail Trail

- Connect the Murray to Mountains Rail Trail to the river trails through town either the road next to Hometown and Dr Mauve's or make Barnard St a pedestrian/bike zone.
- A lot of tourists find it hard to get from the Murray to Mountains Rail Trail to the (Great) Valley Trail out to Harrietville. Perhaps some better signage or bike lane through town.
- Clearly define the rail trail through Bright.

#### Bright to Mystic Park Access

- There are 3 main cycle/walk routes from Mystic Park to Bright. Two along Moses Creek, on either bank and these are in desperate need of repair and are bordered by high blackberries and other weeds. The third route is along Cobden Street but cutting onto the footpath at the junction with Coronation Avenue to avoid the narrow road. The footpath here is regularly used by older residents and mobility scooters. The safety of the crossing needs to be investigated, widening the footpath and removing the drop edge.
- The quality of the trail along the eastern bank of Moses Creek, between the NRMA Bright Holiday Park and Coronation Avenue is mostly very poor and uninviting for visitors. With four bridges across Moses Creek between Hawthorn Lane and Coronation Ave, the trails on each side of the creek could provide great walking and cycling loop options for both residents and visitors.
- Provide a sealed path from Bright to Pioneer Park.

#### Apex Lookout Track, Quins Gap

- This is a common place for people to park their cars and hike up Apex Quinns gap loop. However there is only one car parking spot available. So cars park half on the road causing danger to vehicles going to the tip. Cars used to be able to park in the flat area on the Western side. However erosion has caused a big ditch to open up making it hard to access this area. It would be great if an excavator can flatten the access to allow cars to park on the west side of the intersection.
- Jaspers Track provides a connection up to Apex from Bright. We live at the bottom of Jaspers Track. I see people going up and down all the time. However there is one section that is very muddy. Handmade bridges have been put in place with scrap wood to reduce people having to walk through the mud, but it would be great to have a more permanent and purpose built bridge. This would enable people to walk from Bright up to Apex on trails.

Parkrun, Bright - Install a gazebo at Parkrun course start as shelter for volunteers/participants during poor weather. For safety when large numbers of Parkrun participants, move railing around Mystic Flight Park at Parkrun course end so participants finish off Bennetts Trail and don't obstruct trail for non-Parkrun users. For safety on hot days, install water fountain at start/end of Parkrun course. Install posts marking start/end and turn-around points on Parkrun course to inform participants about course route.

Mystic Park - Drinking water provided at the top of Mystic (Park) would be amazing.

## Bright

### Proposed Trails/Links

If Quinns Gap Rd was sealed, it would make a good road loop north of Bright and alternative route between Bright and Porepunkah. (Bright rather lacks good sealed road loop rides).

Back Porepunkah Road - This is the main Back Porepunkah Road. It's becoming more and more popular with road cyclists and it's dangerous for cyclists both experienced and families and casual riders who failed to find the rail trail. Choices how to adjust this could be to prohibit bikes in the dangerous section (rail trail alternative here) or widen the road to add a shoulder.

## Wandiligong

### Existing Trail Improvements

#### Wandi Walk

- The Wandi Walk is a fantastic track that follows the west side of the Morses Creek from the Alpine Park, crossing a swing bridge and continuing to Bright. It dates back to the gold mining era at least and is a beautiful alternative to the shared bike path. It has been blocked recently and needs to be reopened. Walking along White Star Road is neither safe nor appealing in comparison.
- This track is now incomplete due to private property. Suggest this is rectified to allow connection or potentially add a new bridge across to connect.
- Better signage from Bright to the start of the trail.
- Bessies Track follows the west bank of the Morses Creek and links Sangsters Lane to McLeans Road. McLeans Road is missing from this map and it is unclear why. It is the logical exit from Bessies Track out to Centenary Avenue.

### Proposed Trails/Links

#### Wandiligong Linkages

- Morses Creek Road, Wandiligong - This busy section of road needs a footpath connecting to Nightingales. You can walk the back road from Alpine Park which is relatively safe but from Morses Creeks Rd to the orchard is a high traffic area and needs separation (especially for kids on bikes).
- Extending the Wandi Trail through the Diggings to link to the Pub and Nightingales is needed.
- Walking/running trail traversing east side of Wandi Valley in the native bush. Start at South end of Churchill Ave, come out at Williams Rd, Wandiligong.
- A link is needed for walkers, runners and cyclists between The Diggings trail network and the junction of Centenary Ave and Morses Creek Rd. At present, all users have to mix it with the traffic on the road edges.
- I think there needs to be another little bridge here (Morses Creek) to get back onto the single track and be able to access Centenary Ave for continuing on to Nightingales.
- A bike lane or even safer, a bike path, through to Nightingales.
- Continue the rail trail out to Nightingales.
- Propose to extend the bike/walking trail on Morses Creek to allow safe and unhindered pedestrian access to both the Wandi Pub and Nightingale apples, both these spots are located on high traffic roads and at peak times pose an unacceptable risk to vulnerable road users having to be on Morses Creek Road to access these facilities.

## Mount Beauty

### Existing Trail Improvements

#### Kiewa River Trail, Mount Beauty (extension to Tawonga)

- Extend it to link up with the short trail from the Ryders Bridge at Tawonga. This would create a nice little loop for safe cycling between Tawonga, Tawonga South and Mount Beauty.
- Extend it to Damms road and have a roadside path back to town to link to the library area.
- It needs to be extended to Damms Rd along the East Kiewa as was planned some time ago.
- Extend it to join the river walk trail that starts at the bridge near Tawonga Caravan park. Would create a brilliant complete loop path Mount Beauty - Tawonga - Tawonga South - Mount Beauty (especially if the section in Tawonga South was improved and moved to the eastern side of the highway).
- Extending the track to Tawonga, would provide a perfect link between the caravan park and town. This creates a flat route which is more suitable to all age groups and abilities. The link to Damms Road would be good, however for cycling it is a very short route.
- This is a lovely walk along the river bank which could be enhanced by an extension. The ideal would be one riverside track that links Tawonga to Mt Beauty, and together with a path alongside the highway, a walking, cycling track loop is created. Ideal for visitors (the loop connects Tawonga Tourist Park and The Park Mt Beauty) and locals alike.
- Toilets need to be provided near Tawonga Caravan Park.
- A public toilet is desperately needed at this location (near Tawonga Caravan Park). It is a heavily utilised recreational area.
- The Keiwa River Trail requires maintenance and improvement works including river bank stabilisation, patching of the bitumen, line trimming and picnic table replacements.

#### Mount Beauty to Tawonga Trail

- The track is dangerous with cars reversing from the driveways. It is also very undulating at each driveway with loose stones. This path should be on the opposite side of the road.
- The section through Tawonga South on the western side of the highway is not suitable for bikes with the driveways and rough surface.
- Move it to the eastern side of the Kiewa Valley Hwy away from multiple driveways
- There is no contiguous track between Tawonga and Mt Beauty via Tawonga South and the current intermittent pieces need repair/overhanging trees pruned. Travellers are required to cross the highway at multiple locations. The solution one path on the eastern side of the highway. One safe well-maintained track will attract more use from more locals, visitors, young and old.
- I only use it for walking, even though it is designed for cycling. To make it cycle friendly it needs to be wider, less up and down and less driveway crossings. All of this leads me to say, it would be much much more user friendly if it was relocated to the eastern side of the Kiewa Valley Highway.
- The bicycle trail is not continuous and changes sides of the road. It discourages cyclists from using it. It is dangerous for cyclists and car drivers on this section of the highway. Having a continuous off-road trail between Tawonga and Mt Beauty would be a great asset for locals and tourists.

Gorge Walk, Mount Beauty - Need to consider landslides and the associated impacts including on the main cables of the suspension bridge.

Survey and Pole Track, Mount Beauty - Address general and surface maintenance issues need addressing

Pondage Walk, Mount Beauty - A well utilized track in Mt Beauty. Consider widening and reducing the drop off on either side of the path.

Fisherman's Walk, Mount Beauty - Needs considerable work to clear and complete to achieve the original concept.

Junction Creek Walk, Mount Beauty - Requires extensive maintenance however is a "great little walk"

Trappers Gap (Snowy Creek Picnic Ground) - Better signage along the route to indicate the direction of Mitta Mitta as it is not always clear which turn to make to descend off the ridge. I know of several people who have taken a wrong turn on the way to Mitta Mitta and got very lost.

<b>Mount Beauty</b>
<b>Proposed Trails/Links</b>
<p>Loop and Key Linkages</p> <ul style="list-style-type: none"> <li>From East Kiewa/Damms Road Bridge to East Kiewa Fire Track. Linking the pebble beach extension to Mermaid Beach/Rock Pool and the Mount Beauty Mountain Bike Park. Shared access for walkers, cyclists and horse riders. This would provide a safe alternative for all current recreational users of Damms Road (walkers, cyclists, horse riders).</li> <li>West Kiewa Trail extended along East Kiewa to Damms Rd. Walk and bike loop, back to Pondage.</li> <li>Connect Kiewa River trail to the river trail that starts at the bridge near at the Tawonga Caravan park. Would create fantastic loop walking/bike trail Mount Beauty - Tawonga - Tawonga South - Mount Beauty (especially if the Tawonga South section was moved to the eastern side of the highway).</li> <li>A flat river trail between Tawonga Caravan Park and Mount Beauty would be the ultimate in Kiewa Valley offroad trails and a tourist hit. All opportunities to add in sections to this trail should be taken.</li> <li>I would love to see the Fisherman's Track in Tawonga extended all the way into Mount Beauty, connecting with the Kiewa River Trail. It would be fantastic for locals and visitors from the Tourist Park to safely walk or cycle all the way into Mount Beauty and back without having to navigate the highway, lots of traffic and crossing over driveways. It would also be more useful for exercise - the current 400m trail isn't long enough for much of a run or ride!</li> </ul> <p>Kiewa Valley Trail (proposed Bridle Trail)</p> <ul style="list-style-type: none"> <li>Need to improve safety (removing horse riding from roads where possible to prevent vehicle collisions) and promote tourism and economic activity as the trail riding business is unique and they offer a service not seen anywhere else in Alpine Shire and attract quite a large cohort of tourists.</li> <li>The issue is getting from their home base on Freidas Road to the National Park and up into the High Plains - they currently use the road for this, highlighted below in yellow.</li> <li>They have highlighted that upgrading Mermaids Beach Link would allow them some better safety, but also would require upgrades / multi use track along Damms Road Link.</li> </ul> <p>An off road cycling link between the Mount Beauty Roundabout and the existing path at the entrance to Svarmisk BHP Rd or via Chalet Rd. Making it safe for our kids to get themselves to the Mountain Bike Park and for Secondary school sports classes to safely access the mountain bike park. This would also provide a cycling link from Survey Track.</p>

<b>Dinner Plain</b>
<b>Existing Trail Improvements</b>
<p>More mountain bike trails at Dinner Plain (Mtb Park) and a trail head.</p>
<b>Proposed Trails/Links</b>
<p>Connecting mountain bike trail / Epic trail to and from Hotham.</p> <p>Dinner Plain to Hotham</p> <ul style="list-style-type: none"> <li>It would also be great to have a running trail from Dinner Plain to Hotham that can be used in summer and winter - too dangerous walking and running on the road when you're not allowed on the Brabralung Trail.</li> <li>A trail between Dinner Plain and Hotham</li> </ul>

## Additional Trails

### Existing Trail Improvements

#### Murray to Mountains Rail Trail

- The edges of the Murray to the Mountains Rail Trail west of Taylors Gap are breaking up quite badly. While I think this section is (predominantly?) in City of Wangaratta, its deterioration will affect users of the Alpine Shire section who wish to ride between Myrtleford and Everton.
- The rail trail crossing at the entrance to Bright remains pretty unsafe, particularly with children. Could it be made an underpass?
- No path/bike lane from the Rail Trail down to the river trails in Bright. Potential link.
- Would be great to have the Rail Trail extend from here (intersection of Railway Ave/Bakers Gully Rd/Ireland St) through and join up with the trail to Harrietville and Wandi. At the moment it is choose your own route to work out how to meet these other trails.
- Dangerous intersection (Park St/Deacon Ave in Bright) particularly for children crossing to get to school.
- Provide a link from the rail trail through to Nightingales, Wandiligong

#### Buckland

- The extension of the seal on the Buckland Valley Road has been wonderful for road cyclists. The addition of signage and a seat outside the cemetery near the end of the seal might encourage cyclists to take a break and look around the wonderful historic cemetery.

#### Lake Guy Walk, Bogong Village

- Recently re-opened, however looks neglected and requires extensive maintenance

#### Dederang

- The trail between Dederang Store and the Rec Reserve deserves traffic lane separators to make it safe for local kids in particular. Even the white posts that were initially installed when the trail was put in were not replaced when knocked over by traffic.

### Proposed Trails/Links

#### Bright to Mount Beauty Trail/Epic Trail

- This track doesn't yet exist, however a mountain bike track that links Bright and Mt Beauty would be a great asset to our town. The Murray to Mountain and High Country Rail Trail is a great initiative, and links many towns in the region. Mount Beauty is isolated as we don't have an old railway line/trails that link us to other towns.
- Epic trail between Bright and Mount Beauty. This could be for running and biking and use the existing Sec Track.
- The trail would be called the B2B from Bright to Beauty. It would be a gravel/mountain bike/running trail between these two towns. It would also make the Murray to mountains trail a real trail to the mountains instead of to the mountain valleys. There would be a direct trail only route up to Falls Creek from the train at Wangaratta. This would make a true world class bike trail.
- Epic Trail between Bright and Mount Beauty
- The bike trail link between Mt Beauty and Bright is a glaring omission in our bike trail system.
- Develop a long distance mountain bike trail from Tawonga Gap to Bright and Mt Beauty. A figure of 8 loop with Tawonga Gap in the middle allowing climbing and descending to both Bright and Mt Beauty.

## Additional Trails cont.

### Proposed Trails/Links

#### Mount Buffalo National Park

- A track from the beginning of the Big Walk that runs along Eurobin Creek to link up with the Ladies Bath Falls track. This would become the most popular and ICONIC walk in the NP because of its accessibility and beauty!
- Work with Parks Victoria to build an epic mountain bike trail at Mount Buffalo.
- Connect the Big Walk directly to the Rollasons Falls track (avoiding the Mt Buffalo Rd). The connection would provide an enjoyable side route to the Big Walk, in the same way that there are currently a number of side routes to lookouts. To be used by walkers and trail runners. No current walking/running link between the Big Walk and Rollasons Falls Track.
- Connecting trail from Buckland up to Mount Buffalo (or formalise Back Wall trail).
- Southern access to the Horn or connecting to the Back Wall Track, with the track starting in Buckland (heading west) or on the Goldie Spur Track (heading north). This track would provide more options for accessing the the southern end of the Mt Buffalo National Park. For use by hikers and trail runners.
- There is no link between the Back Wall Track and the Goldie Spur Track. The terrain between the two is steep and rocky, but I believe a viable path could be found.

#### Kiewa Valley Cycling Trail

- Experienced cyclists can road ride up to Falls Creek and do technical mountain biking in the Big Hill MTB Park. There is also the short ride along the Kiewa River and/or around the Pondage which caters for those wanting to do short distances or families with young children. However, there is no provision for those wanting to do up to 50 kms safely of non-technical, casual riding. Would the Shire consider putting a bike path up the Kiewa Valley to match what the Ovens Valley has to fill this gap?
- A safe cycling path to take cyclists off the busy Kiewa Valley Highway from Mount Beauty to Dederang similar to what is in the Ovens Valley from Myrtleford to Harrietville.

Tawonga - Move the current walk/bike trail in Tawonga South from the western side to the Eastern side of the highway. Much safer. No need to cross highway two times, minimises the driveways that need to be crossed.

Old mining trails – we are fortunate to have old mining trails throughout the Shire as there is potential to be able to join up the various trail networks we have in the Shire, which would provide a world class bike packing network. Being able to connect Bright with Mt Beauty, Falls Creek, Omeo (outside of ASC but accessible), Dinner Plain and Harrietville via Mt Hotham with a mix of old and new trails plus gravel/dirt roads would be truly spectacular and open up accommodation and business options for summer riding.

Germantown - Build connection from Hill Plantation Link Track to Back Germantown Rd. This would encourage use of the Hill Plantation Link Track, in combination with the Smart Creek - Tawonga Gap Track and the Tawonga Gap Track as an alternative route from Bright to Tawonga Gap for cyclists, trail runners and hikers.

Buckland - Potential for short easy nature walks in this area - seems like a wasted stop/info sign/car park.

I would make this part of a Bright 5 Peaks (Mystic, Huggins, Apex, Clear Spot)

# 06 Audit



## Audit Process

### Inventory of Trails and Potential Opportunities

In order to strategically plan for the Shire's recreational trail network, it is important to have a comprehensive understanding of the trail experiences currently offered across the Shire to assist in identifying potential future trail opportunities. These were collated and formed the basis of the site visit itinerary and community consultation. The inventory was informed by online trail information, Visitor Information Centre resources, community/stakeholder consultation and review of background documents.

The inventory of existing trails for walking and cycling are outlined in the following tables. The table includes information such as the name, route type, primary activities and the location. The reference number corresponds to the reference number included on the mapping in Section 7. Individual maps for walking and cycling are provided in Appendix C - Walking Trails and Appendix D - Cycling Trails. Note some of the trails are shared use for walkers and cyclists.



## Inventory of Existing Trails - Walking

Ref	Trail	Location	Route Type	Primary Activities	Hierarchy
1	Ovens River Trail (Mosaic Trail)	Myrtleford	Short Walk	Walking, Recreational Cycling, Accessible	Local
2	Porepunkah River Walk	Porepunkah	Short Walk	Walking	Local
3	Canyon Walk	Bright	Short Walk	Walking	Local
4	Huggins Lookout	Bright	Short Walk	Walking	Local
5	The Diggings Walk	Wandiligong	Short Walk	Walking	Local
6	Mermaid Beach and Rock Pool Walk	Mount Beauty	Short Walk	Walking	Local
7	The Pondage Walk	Mount Beauty	Short Walk	Walking, Accessible	Local
8	Kiewa River Trail	Mount Beauty & Tawonga	Short Walk	Walking, Accessible	Local
9	Junction Creek Nature Walk	Tawonga South	Short Walk	Walking	Local
10	Mountain Creek Walks - Shady Gully and Tree Fern Walk	Alpine NP, Tawonga	Short Walk	Walking	Local
11	Fainter Falls	Alpine NP, Near Bogong Village	Short Walk	Walking	Regional
12	Riverside Walk	Harrietville	Short Walk	Walking, Accessible	Local
13	Tronoh Dredge Walk	Harrietville	Short Walk	Walking	Local
14	Charlie Miley Walk	Harrietville	Short Walk	Walking	Local
15	Carmichael Falls	Dinner Plain	Short Walk	Walking	Local
16	Eurobin Falls and Ladies Bath Falls	Mount Buffalo NP	Short Walk	Walking	Regional
17	The Gorge Heritage Walk	Mount Buffalo NP	Short Walk	Walking	Regional
18	The Horn	Mount Buffalo NP	Short Walk	Walking	Regional
19	Fisherman's Walk	Tawonga	Short Walk	Walking, Accessible	Local
20	Montane Loop	Dinner Plain	Short Walk	Walking	Local
21	Hance's Mine and The Levee Wall (Dredge Hole)	Harrietville	Short Walk	Walking	Local
22	The Cathedral - Hump Track	Mount Buffalo NP	Short Walk	Walking	Local
23	Myrtleford Township Discovery Walk	Myrtleford	Short Walk	Walking	Local
24	Myrtleford Historic Walk	Myrtleford	Short Walk	Walking	Local
25	Reform Hill Walking Tracks	Myrtleford	Moderate Walk	Walking	Local
26	Cherry Walk	Bright	Moderate Walk	Walking	Local

## Inventory of Existing Trails - Walking

Ref	Trail	Location	Route Type	Primary Activities	Hierarchy
27	Apex Lookout	Bright	Moderate Walk	Walking	Local
28	Wandi Walk	Bright to Wandiligong	Moderate Walk	Walking	Local
29	Mount Beauty Gorge Walk	Mount Beauty	Moderate Walk	Walking	Local
30	Survey Track and Pole Track Loop	Mount Beauty	Moderate Walk	Walking	Local
31	Lake Guy Walk	Bogong Village	Moderate Walk	Walking	Local
32	Great Valley Trail to the Trout Farm	Harrietville	Moderate Walk	Walking, Cycling and Accessible	Regional
33	Washington Creek via Bon Accord Track	Alpine NP, Harrietville	Moderate Walk	Walking	Local
34	Mount Loch Summit	Alpine NP, Mount Hotham	Moderate Walk	Walking	Regional
35	Room With A View	Alpine NP, Dinner Plain	Moderate Walk	Walking	Local
36	View Point Nature Walk	Mount Buffalo NP	Moderate Walk	Walking	Local
37	Mount Dunn	Mount Buffalo NP	Moderate Walk	Walking	Regional
38	Wallace Cope Heritage Trail	Alpine NP, Falls Creek	Moderate Walk	Walking	Local
39	Murray to Mountains Rail Trail (Bright to Porepunkah)	Bright to Porepunkah	Moderate Walk	Cycling, Walking, Accessible	State
40	Dead Timber Hill	Alpine NP, Dinner Plain	Moderate Walk	Walking	Local
41	Roper Lookout	Alpine NP, Falls Creek	Moderate Walk	Walking	Local
42	Rollasons Falls	Mount Buffalo NP	Moderate Walk	Walking	Local
43	The Big Walk	Mount Buffalo NP	Day Hike	Walking	State
44	East Ovens River Track	Alpine NP, Harrietville	Day Hike	Walking	Regional
45	The Huts Walk	Alpine NP, Mount Hotham	Day Hike	Walking	Regional
46	Tabletop Walk	Alpine NP, Dinner Plain	Day Hike	Walking	Regional
47	Brabralung Trail	Dinner Plain to Mount Hotham	Day Hike	Walking , Cycling, Skiing (winter) and Accessible	Regional
48	Mount Bogong via the Staircase	Alpine NP, Tawonga	Day Hike	Walking	State
49	Mount Bogong via Eskdale Spur	Alpine NP, Tawonga	Day Hike	Walking	State
50	Mount Feathertop via The Razorback	Alpine NP, Mount Hotham	Day Hike	Walking	National
51	Mount Feathertop via Bungalow Spur	Alpine NP, Harrietville	Day Hike	Walking	State
52	The Bon Accord Track	Alpine NP, Harrietville	Day Hike	Walking	State
53	Falls to Hotham Alpine Crossing	Falls Creek to Mount Hotham	Multi-Day Hike	Walking	State

## Inventory of Existing Trails - Walking

Ref	Trail	Location	Route Type	Primary Activities	Hierarchy
54	Great Valley Trail	Bright to Harrietville	Multi-Day Hike	Walking, Cycling	Regional
55	Clearspot Road Circuit	Bright	Moderate Walk	Walking	Local
56	Hillsborough Track	Wandiligong	Day Hike	Walking	Local
57	Mount Emu	Tawonga	Day Hike	Walking	Local
58	Precipice Plain Track	Dinner Plain	Moderate Walk	Walking	Local
59	Goat Track Up	Mystic Park	Moderate Walk	Walking	Local
60	Goat Track Down	Mystic Park	Moderate Walk	Walking	Local
61	Disco Track	Mystic Park	Moderate Walk	Walking	Local
62	Mick's Track	Mystic Park	Moderate Walk	Walking	Local
63	Bakers Gully Reservoirs	Bright	Moderate Walk	Walking	Local
64	Chalwell Galleries	Mount Buffalo NP	Moderate Walk	Walking	Local
65	Wandi Cross	Wandiligong	Event	Trail Running	Regional
66	Valley View Walk	Bright	Moderate Walk	Walking	Local

## Inventory of Existing Trails - Cycling

Ref	Trail	Location	Route Type	Primary Activities	Hierarchy
1	Murray to Mountains Rail Trail - Bright to Wandiligong	Bright	One way	Recreational Cycling, Walking	State
2	Murray to Mountains Rail Trail - Bright to Porepunkah	Bright	One way	Recreational Cycling, Walking	State
3	Murray to Mountains Rail Trail - Porepunkah to Happy Valley	Porepunkah	One way	Recreational Cycling, Walking	State
4	Murray to Mountains Rail Trail - Happy Valley to Myrtleford	Myrtleford	One way	Recreational Cycling, Walking	State
5	Murray to Mountains Rail Trail - Myrtleford to Taylors Gap	Myrtleford	One way	Recreational Cycling, Walking	State
6	Great Valley Trail - Bright to Freeburgh	Bright	One way	Recreational Cycling, Walking	Regional
7	Great Valley Trail - Freeburgh to Smoko	Freeburgh	One way	Recreational Cycling, Walking	Regional
8	Great Valley Trail - Smoko to Harrietville	Freeburgh	One way	Recreational Cycling, Walking	Regional
9	Ovens River Trail (Mosaic Trail)	Myrtleford	Loop	Recreational Cycling, Walking	Local
10	The Pondage Trail	Mount Beauty	Loop	Recreational Cycling, Walking	Local
11	Kiewa River Trail	Mount Beauty	Return	Recreational Cycling, Walking	Local
12	Mount Beauty to Tawonga Trail	Mount Beauty to Tawonga	Return	Recreational Cycling, Walking	Local
13	Lake Buffalo	Myrtleford to Buffalo River	Return	Road Cycling	Local
14	Stanley Loop	Myrtleford, Stanley and Beechworth	Loop	Road Cycling	Regional
15	Dederang Loop	Myrtleford to Rosewhite & Dederang	Loop	Road Cycling	Regional
16	Happy Valley Loop	Myrtleford to Mudgegonga & Rosewhite	Loop	Road Cycling	Regional
17	Buckland Valley	Bright to Buckland	Return	Road Cycling	Regional
18	Tawonga Gap	Bright to Mount Beauty	Return	Road Cycling	Regional
19	Wandiligong Out and Back	Bright to Wandiligong	Return	Road Cycling	Local
20	Harrietville Out and Back (road)	Bright to Harrietville	Return	Road Cycling	Regional
21	Gundowring Out and Back	Mount Beauty to Gundowring	Return	Road Cycling	Local
22	Mongans Bridge Out and Back	Mount Beauty to Mongans Bridge	Return	Road Cycling	Local
23	Seven Peaks - Mount Buffalo	Mount Buffalo NP	One way	Road Cycling	State
24	Seven Peaks - Falls Creek	Mount Beauty to Falls Creek	One way	Road Cycling	State
25	Seven Peaks - Mount Hotham	Harrietville to Mount Hotham	One way	Road Cycling	State

## Inventory of Existing Trails - Cycling

Ref	Trail	Location	Route Type	Primary Activities	Hierarchy
26	Seven Peaks - Dinner Plain	Omeo to Dinner Plain	One way	Road Cycling	State
27	Myrtleford Gapsted Loop	Myrtleford	Loop	Gravel Riding	Local
28	Myrtleford Hinterland	Myrtleford	Loop	Gravel Riding	Regional
29	IL Monte	Lake Buffalo - Whitfield	Loop	Gravel Riding	Regional
30	Mount Porepunkah Loop	Bright & Porepunkah	Loop	Gravel Riding	Regional
31	Bright to Mount Beauty	Bright & Mount Beauty	One way	Gravel Riding	Regional
32	Trappers Gap	Mount Beauty to Mitta Mitta	One way	Gravel Riding	Regional
33	Harrietville Out and Back	Harrietville	Loop	Recreational Cycling	Local
34	Brabralung Trail	Dinner Plain & Mount Hotham	One way	Gravel Riding	Local
35	Gapsted Track	Myrtleford & Gapsted	Loop	Gravel Riding	Local
36	Dungeys Track	Germantown & Mount Beauty	Return	Gravel Riding	Regional
37	Simmonds Creek	Mount Beauty	Return	Gravel Riding	Local
38	Mount Emu	Tawonga	Return	Gravel Riding	Local
39	Appian Way	Dinner Plain	Return	Mtb	Local
40	Baxters Run	Dinner Plain	XC	Mtb	Local
41	Collectors Cirque	Dinner Plain	One way	Mtb	Local
42	Fergs	Dinner Plain	One way	Mtb	Local
43	Fitzys Cirque	Dinner Plain	One way	Mtb	Local
44	Jabba-Wookie	Dinner Plain	AM/XC	Mtb	Local
45	Kanga-Waala-Fox	Dinner Plain	AM/XC	Mtb	Local
46	Moby's Old Dog New Tricks	Dinner Plain	XC	Mtb	Local
47	Shut-up Ollie	Dinner Plain	Downhill	Mtb	Local
48	Sir Jax, Pump-a-Lot	Dinner Plain	Downhill	Mtb	Local
49	Kenny's	Dinner Plain	Downhill	Mtb	Local
50	Fainters Falls to Mount Beauty	Falls Creek to Mount Beauty	Adventure	Mtb	Regional

07

# Gap Analysis



## Gap Analysis

The gap analysis has been informed by the community consultation, desktop and site assessment of the existing trails network. The Shire owns and manages a wide range of existing trails, however there are also a wide range of trails that are not the responsibility of the Shire and traverse other estates including National Parks and forestry plantation areas. As a whole the existing trails provide access to many of the Shire and broader key natural assets and townships. However, there is a need to improve the existing trails and in some instances there is a need to develop new trails to meet the growing demands and the increasing popularity of trail based activities locally and from outside of the region. In particular critical linkages, which may be informal in nature currently, have been identified to be developed or formalised to enable an integrated network of trails to be established across the Shire.

Key gaps and opportunities identified in the existing provision of trails across the region have been identified below and also depicted on a series of maps that follow.

### Epic Trail

There has been an interest in establishing an International Mountain Bicycling Association (IMBA) Epic Trail within the Shire. The IMBA EPICS designation denotes a true backcountry riding experience. IMBA EPICS are what many mountain bikers “live for” and make travel plans around: immersive rides that are technically and physically challenging, beautiful to behold and worthy of celebration. EPICS are demanding, majority singletrack trail experiences in a natural setting and at least 20 miles (32 km) in length. The only recognised Epic Trail within Australia currently is at Mount Buller, Victoria however two recent “Epic Trails” have been opened within the last two years, the Indigo Epic Trail in Beechworth and the Melrose Epic Trail in northern South Australia although these are yet to be officially recognised by IMBA. It is proposed the general alignment of this trail would be from Bright through to Mount Beauty.

### Connectivity

Whilst the Shire is fortunate to have many existing trails including long distance connections such as the iconic Murray to Mountains Rail Trail, there is still an opportunity to improve connectivity and promote sustainable ways across region. Some communities in the Shire are not readily accessible by vehicle let alone by foot or by bike and there is an opportunity to improve and create a number of these connections. This is particularly evident in smaller communities such as Mount Beauty, Myrteford, Harrietville, Dinner Plain and Porepunkah.

### Land Tenure

Many of the trails are located within plantation forest, National Park and other estate and therefore do not fall under the Shire's direct care, control or management. This is particularly evident for many of the mountain bike offerings such as Mystic Mountain Bike Park. The role of the Shire in the ongoing management and maintenance needs to be clearly identified for each track and trail and communicated widely to ensure optimum allocation of the Shire's resources for the long term benefit of the community. This may involve working collaboratively with other tracks and trail managers to advocate for improvements that are not the Shire's direct responsibility.

### Risk Management

Many of the trails are not effectively named, graded, inspected and maintained at appropriate intervals in line with the Australian and/or peak body standards /guidelines and a regular auditing process needs to be adopted.

A number of trails also cross or intersect with major roads and there is a need to improve the safety for users particularly children.

### Integrated Framework and Standardised Assessment Process

There is no established framework for the assessment, development and management of trails, which results in ad-hoc development and decision making in relation to trail development and enhancements.



## Challenges

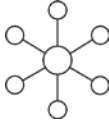











## Opportunities

The key challenges which have been identified for trails in the Shire include:

-  Finite resources and competing priorities
-  Inconsistent trail assessment and management framework
-  Various land tenures/ management
-  Varied community priorities and requests
-  Limited connectivity across parts of the Shire
-  Management of risks to trail users and the broader community
-  Increasing demand for trails
-  Increasing standards and expectations
-  Balancing conservation and recreation values
-  Impact of natural disasters on trails (e.g. bushfires, storms and flooding).

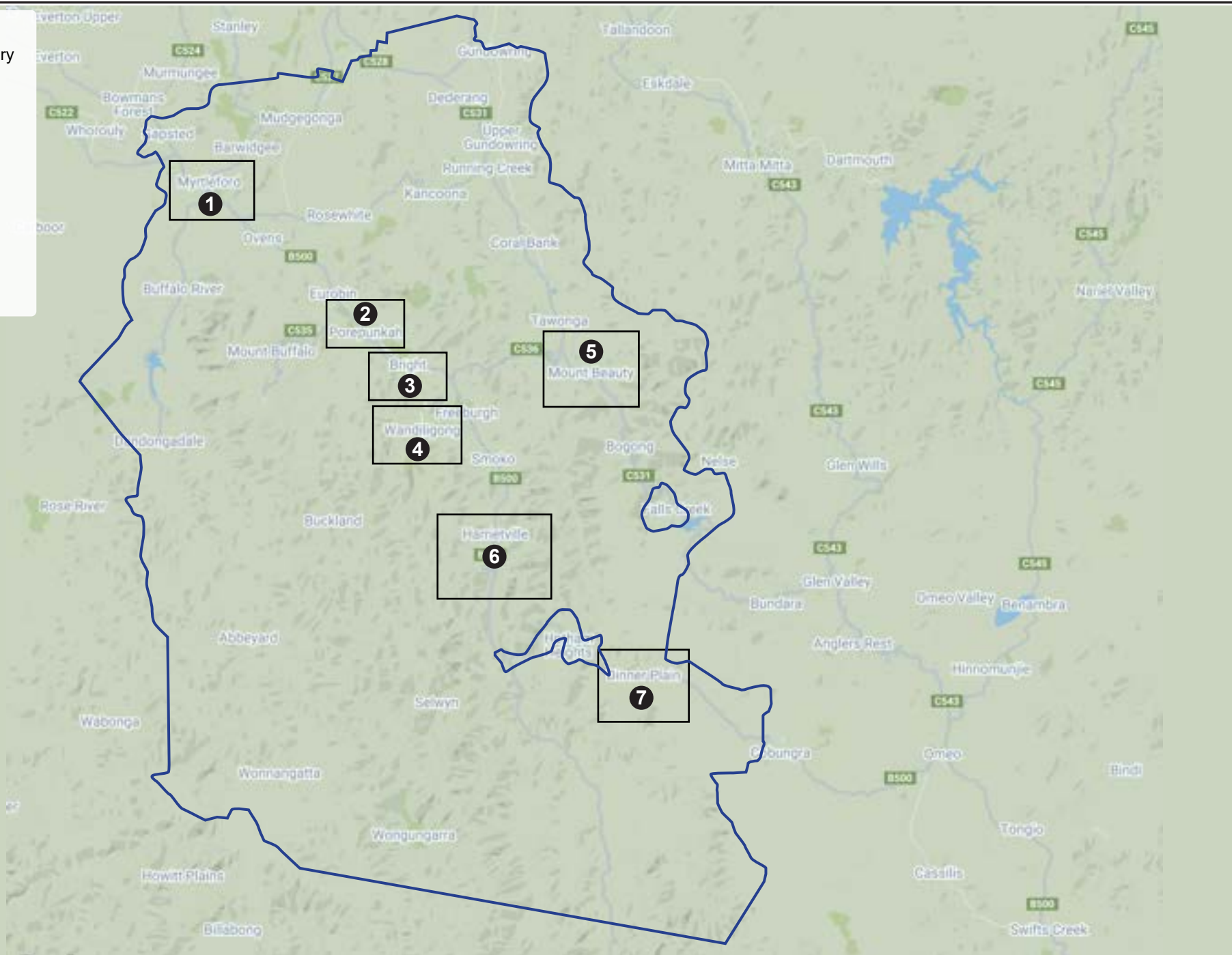
The key opportunities which have been identified for trails in the Shire include:

-  Strategic approach to trail provision and management
-  Enhance promotion of existing high quality trails
-  Improve connectivity particularly within smaller townships and communities
-  Manage risk while maintaining the opportunity for users to undertake challenging experiences in nature
-  Provide trail experiences that offer opportunities accessible to a diverse range of people and abilities
-  Showcase the spectacular beauty of the Shire through nature-based-tourism
-  Promote sustainable ways to explore the Shire for residents and visitors alike
-  Encourage and recognise volunteers that dedicate their own time and resources to maintaining and enhancing the local trail network.
-  Work collaboratively with other track and trail landowners and managers (i.e. Parks Victoria).
-  Showcase the spectacular beauty of the Shire through nature-based tourism and activities for locals.

**LEGEND**

— Alpine Shire Council Boundary

- ① Myrtleford: MAP 1
- ② Porepunkah: MAP 2
- ③ Bright: MAP 3
- ④ Wandiligong: MAP 4
- ⑤ Mount Beauty: MAP 5
- ⑥ Harrietville: MAP 6
- ⑦ Dinner Plain: MAP 7



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PROJECT  
**Alpine Shire Tracks and Trails Master Plan**

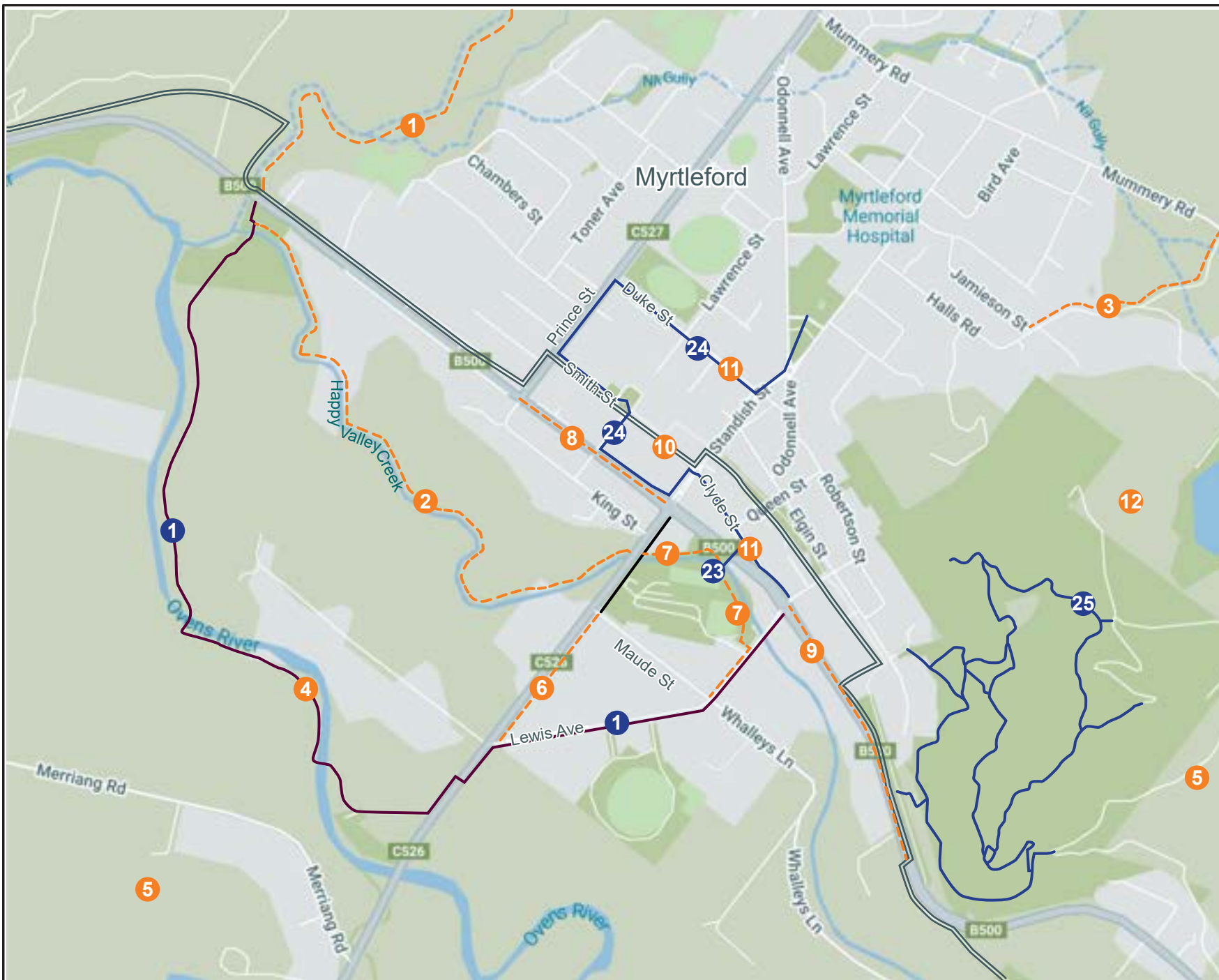
DRAWING TITLE  
**Alpine Shire Overview Map**

Drawn:  
AP  
Reviewed:  
NT



Rev.	Date	Description

Map No. <b>MAP 0</b>	Revision <b>-</b>
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### LEGEND

**Existing Tracks and Trails:**

- Murray to Mountains Rail Trail
- Existing Walking Track
- Existing Shared Use Trail
- 1 Ovens River Trail (Mosaic Trail) (shared use)
- 23 Myrtleford Township Discovery Walk
- 24 Myrtleford Historic Walk
- 25 Reform Hill Walking Tracks

**Proposed Tracks and Trails:**

- Proposed Track/Trail/Link
- 1 Potential Trail along Barwidgee Creek from the Golf Course to the Soccer Club
- 2 Proposed link along Happy Valley Creek
- 3 New off road path to link town with Reform Hill walking tracks
- 4 Improve lighting along the Ovens River Trail (Mosaic Trail)
- 5 Proposed mountain bike trails (locations to be confirmed)
- 6 Link Ovens River Trail (Mosaic Trail) to existing path on eastern side of Standish Street
- 7 Link Ovens River Trail (Mosaic Trail), Township Discovery Walk and proposed Happy Valley Creek Trail to new splash park (under construction) along Happy Valley Creek
- 8 Extend existing on-road cycle path west from Standish Street roundabout to Prince Street
- 9 Extend existing on-road cycle path east from Albert Street roundabout to Murray to Mountains Rail Trail crossing
- 10 Include interpretive signage regarding rail history along Murray to Mountains Rail Trail
- 11 Replace Myrtleford Historic Walk and Township Discovery Walks signage
- 12 Investigate the feasibility of a link from Halls Rd to the Reform Hill walking tracks

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PROJECT  
**Alpine Shire Tracks and Trails Master Plan**

DRAWING TITLE  
**Tracks and Trails - Myrtleford**

Drawn: AP  
 Reviewed: NT



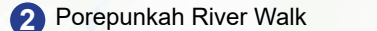
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Map No. **MAP 1**

Revision **-**

# LEGEND

## Existing Tracks and Trails:

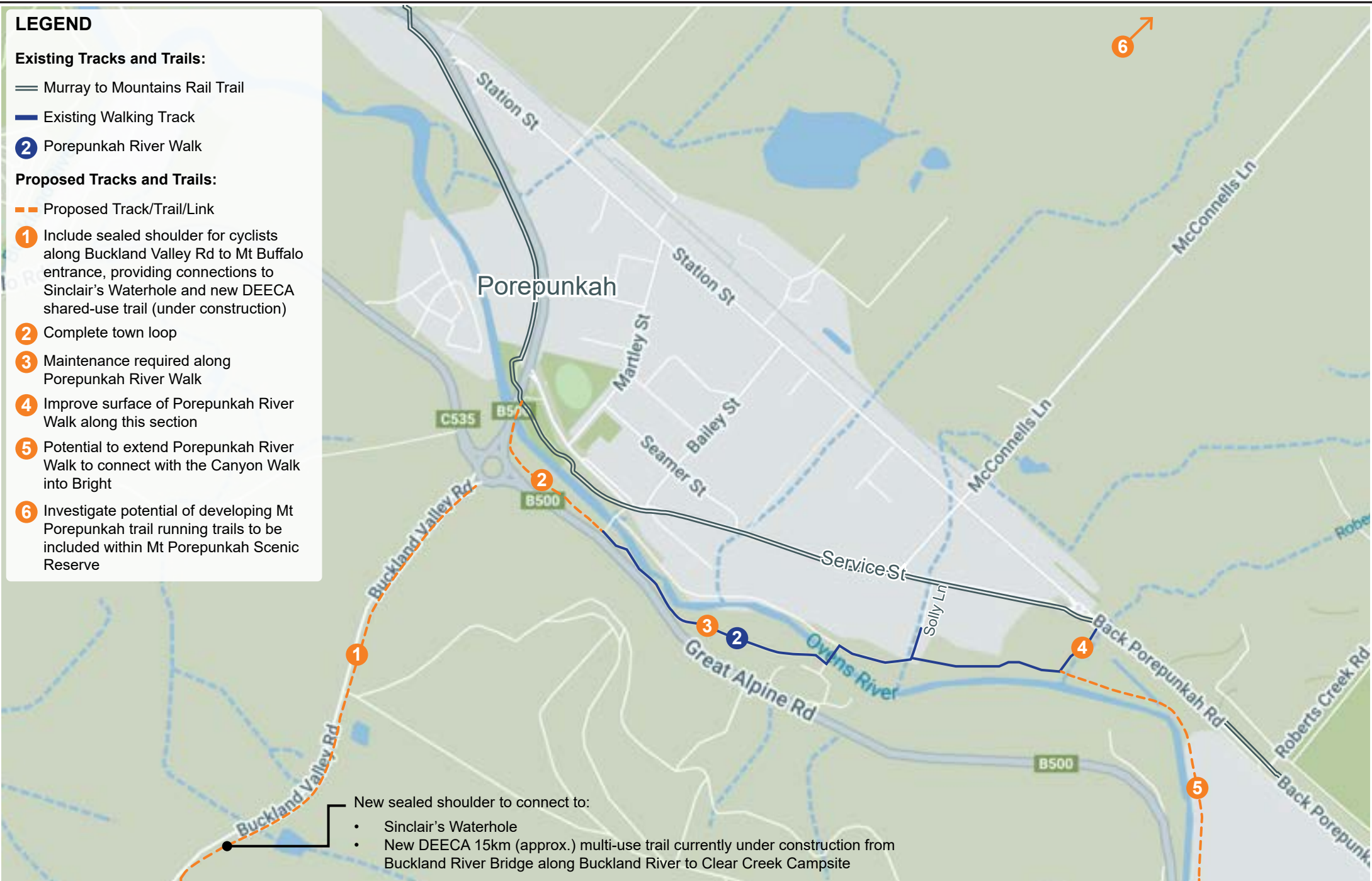
-  Murray to Mountains Rail Trail
-  Existing Walking Track
-  Porepunkah River Walk

## Proposed Tracks and Trails:

-  Proposed Track/Trail/Link
-  1 Include sealed shoulder for cyclists along Buckland Valley Rd to Mt Buffalo entrance, providing connections to Sinclair's Waterhole and new DEECA shared-use trail (under construction)
-  2 Complete town loop
-  3 Maintenance required along Porepunkah River Walk
-  4 Improve surface of Porepunkah River Walk along this section
-  5 Potential to extend Porepunkah River Walk to connect with the Canyon Walk into Bright
-  6 Investigate potential of developing Mt Porepunkah trail running trails to be included within Mt Porepunkah Scenic Reserve

New sealed shoulder to connect to:

- Sinclair's Waterhole
- New DEECA 15km (approx.) multi-use trail currently under construction from Buckland River Bridge along Buckland River to Clear Creek Campsite



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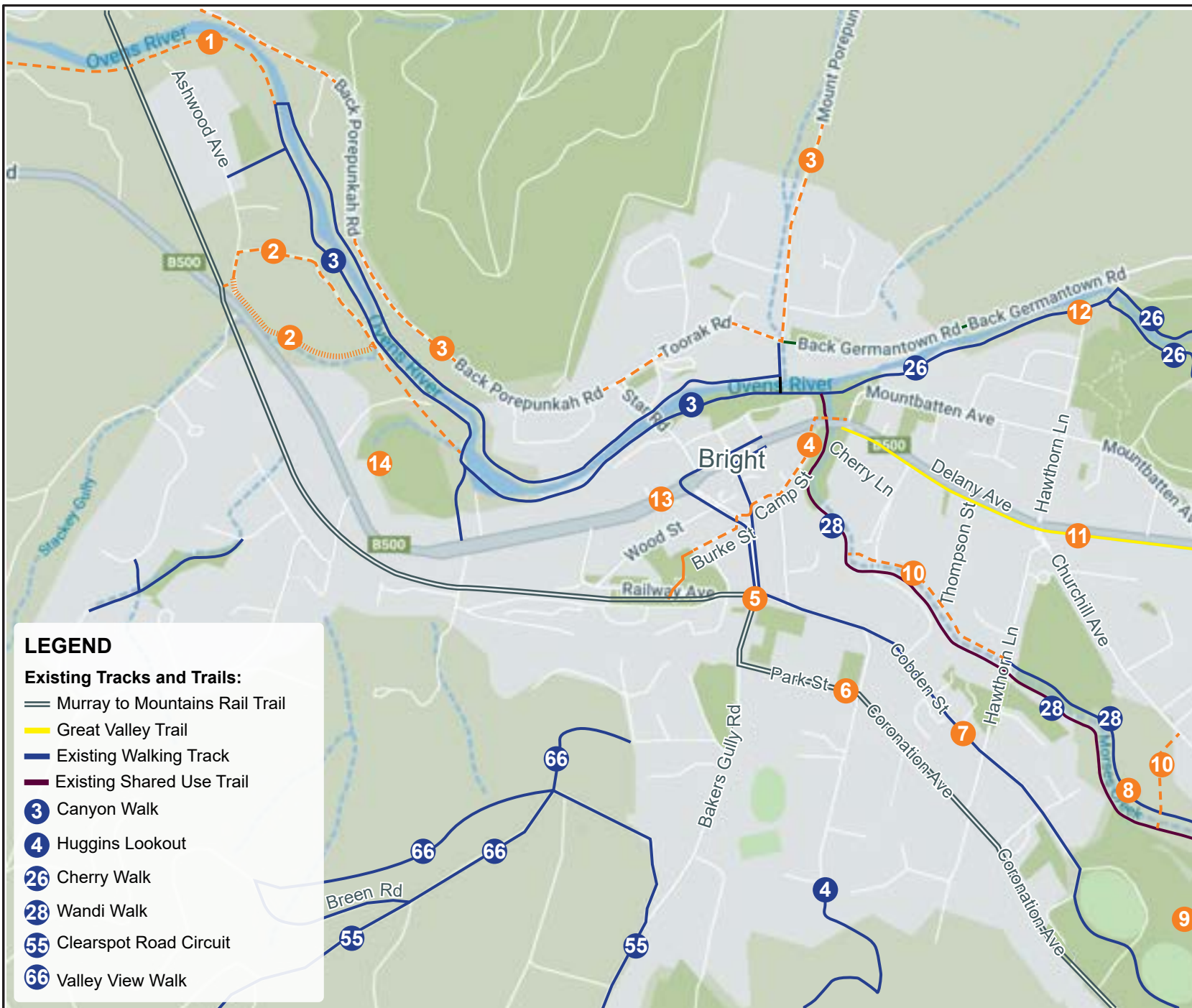
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Map No.	Revision
<b>MAP 2</b>	-

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### LEGEND

#### Proposed Tracks and Trails:

- Proposed Track/Trail/Link
- - - - - Alternate Proposed Track/Trail/Link
- 1** Potential link from Porepukah River Walk to Canyon Walk
- 2** Continue development of Cavalli Place connection. Consider alternate alignment (dashed) if Stackey Gully Creek realignment/naturalisation commences
- 3** Investigate widening road shoulder of Back Porepukah Rd, Roberts Creek Rd, Quins Gap Rd, Mount Porepukah Rd and Toorak Rd to improve rider safety
- 4** Improved connection from town centre/Murray to Mountains Rail Trail along Burke Street and Camp Street to the Canyon Walk and Ovens River
- 5** Improve connection/wayfinding through to Wandj Walk
- 6** Improve crossing point
- 7** Investigate widening the path along Cobden St
- 8** Maintenance required along the trails on both sides of Morses Creek
- 9** Relocate Wandj Walk trail head to Pioneer Park and upgrade Wandj Walk to a 2m wide sealed shared use path to town centre
- 10** Improve connection to Mystic Mountain Bike Park following northern side of Morses Creek. Include additional access trail to Churchill Avenue
- 11** Relocate Great Valley Trail to northern side of Delany Avenue once 2m wide path is constructed from Hawthorn Lane to Tyntynder Lane
- 12** Investigate converting Cherry Walk to a shared-use path and connect to Tawonga Gap Road to provide a connection from GVT
- 13** Investigate reinstating the former Bright Historical Walk
- 14** Continue planning for shared use path from Ashwood Avenue to the Bright Sports Centre

### LEGEND

#### Existing Tracks and Trails:

- = Murray to Mountains Rail Trail
- = Great Valley Trail
- = Existing Walking Track
- = Existing Shared Use Trail
- 3** Canyon Walk
- 4** Huggins Lookout
- 26** Cherry Walk
- 28** Wandj Walk
- 55** Clearspot Road Circuit
- 66** Valley View Walk

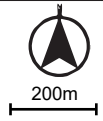


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**Tracks and Trails - Bright**


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Map No.	Revision
<b>MAP 3</b>	-




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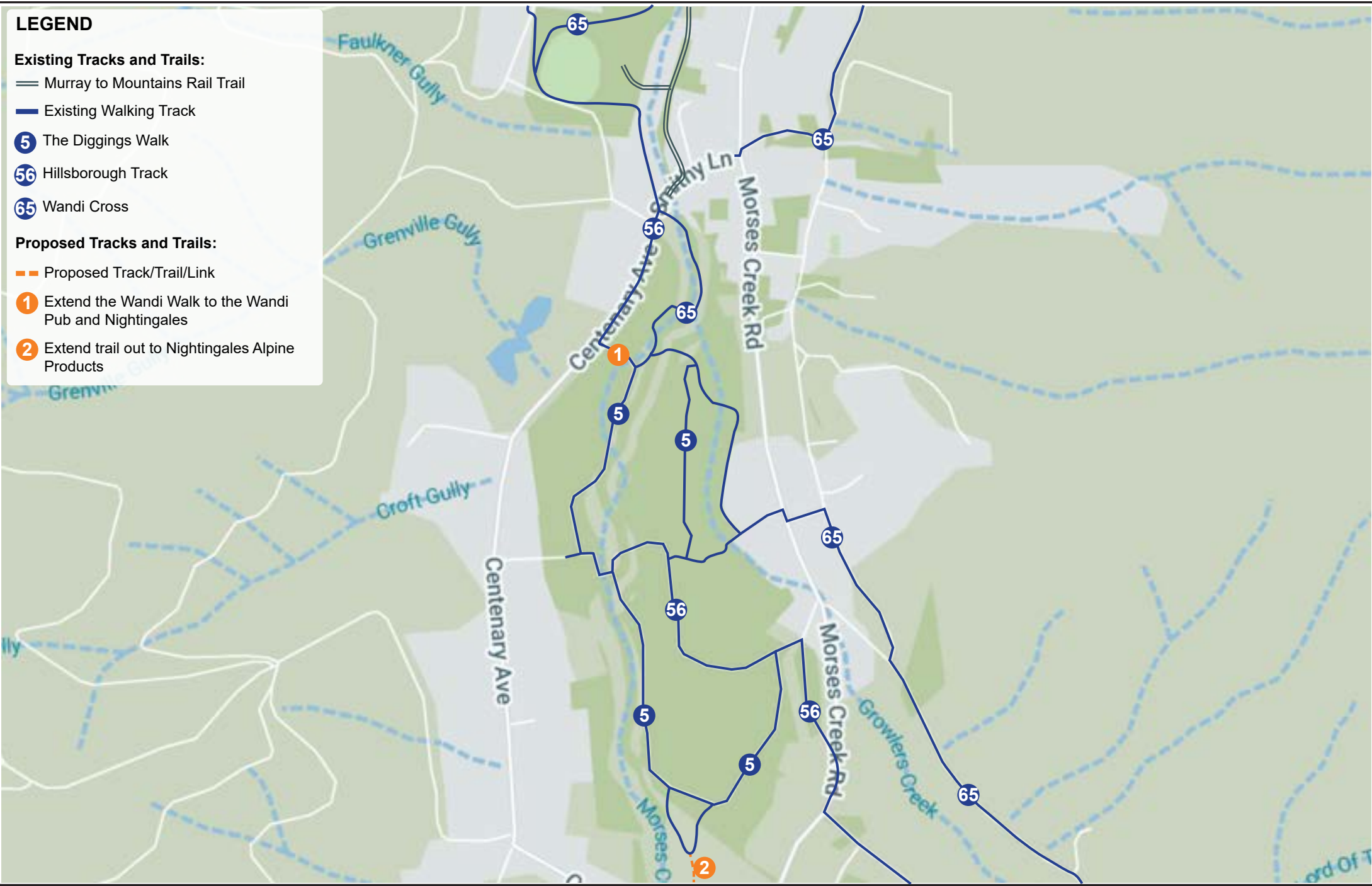
**LEGEND**

**Existing Tracks and Trails:**

-  Murray to Mountains Rail Trail
-  Existing Walking Track
-  The Diggings Walk
-  Hillsborough Track
-  Wandi Cross

**Proposed Tracks and Trails:**

-  Proposed Track/Trail/Link
-  1 Extend the Wandi Walk to the Wandi Pub and Nightingales
-  2 Extend trail out to Nightingales Alpine Products



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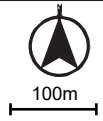
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PROJECT  
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DRAWING TITLE  
**Tracks and Trails - Wandiligong**

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Rev.	Date	Description

Map No.	Revision
<b>MAP 4</b>	-


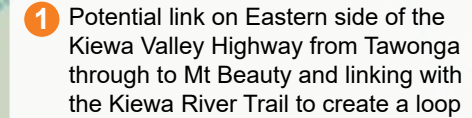
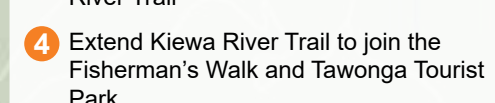
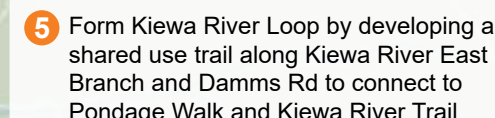

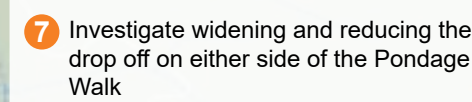
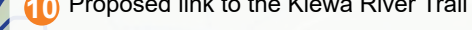
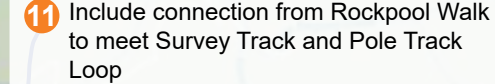
## LEGEND

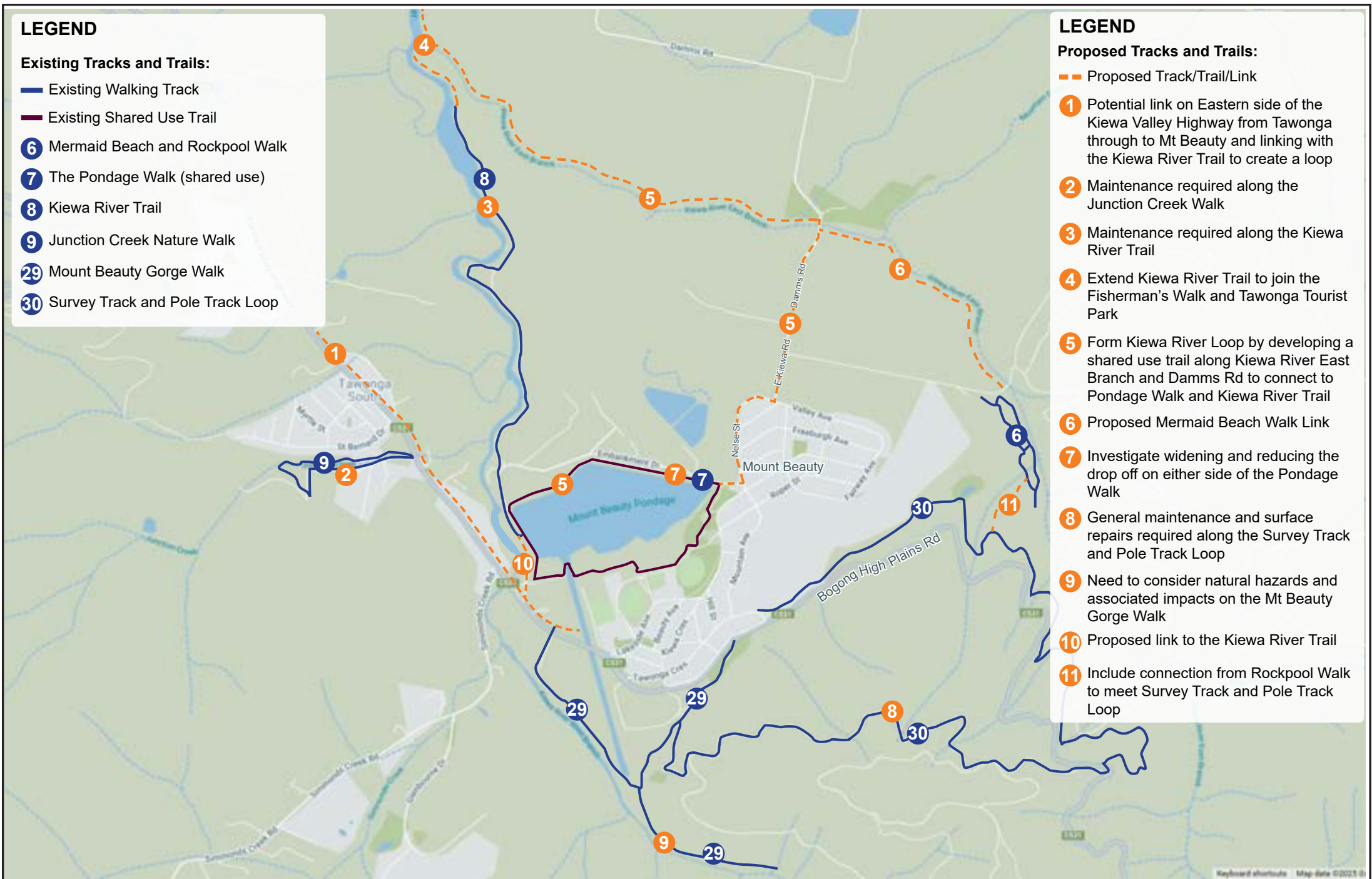
### Existing Tracks and Trails:

-  Existing Walking Track
-  Existing Shared Use Trail
-  6 Mermaid Beach and Rockpool Walk
-  7 The Pondage Walk (shared use)
-  8 Kiewa River Trail
-  9 Junction Creek Nature Walk
-  29 Mount Beauty Gorge Walk
-  30 Survey Track and Pole Track Loop

## LEGEND

### Proposed Tracks and Trails:

-  Proposed Track/Trail/Link
-  1 Potential link on Eastern side of the Kiewa Valley Highway from Tawonga through to Mt Beauty and linking with the Kiewa River Trail to create a loop
-  2 Maintenance required along the Junction Creek Walk
-  3 Maintenance required along the Kiewa River Trail
-  4 Extend Kiewa River Trail to join the Fisherman's Walk and Tawonga Tourist Park
-  5 Form Kiewa River Loop by developing a shared use trail along Kiewa River East Branch and Damms Rd to connect to Pondage Walk and Kiewa River Trail
-  6 Proposed Mermaid Beach Walk Link
-  7 Investigate widening and reducing the drop off on either side of the Pondage Walk
-  8 General maintenance and surface repairs required along the Survey Track and Pole Track Loop
-  9 Need to consider natural hazards and associated impacts on the Mt Beauty Gorge Walk
-  10 Proposed link to the Kiewa River Trail
-  11 Include connection from Rockpool Walk to meet Survey Track and Pole Track Loop



**TREDWELL**

Tredwell Management Services  
3/217 Henley Beach Road  
Torrensville, SA 5031  
Phone: 08 8234 6387

Client  
**Alpine Shire Council**

PROJECT  
**Alpine Shire Tracks and Trails Master Plan**

Drawn:  
AP  
Reviewed:  
NT



300m

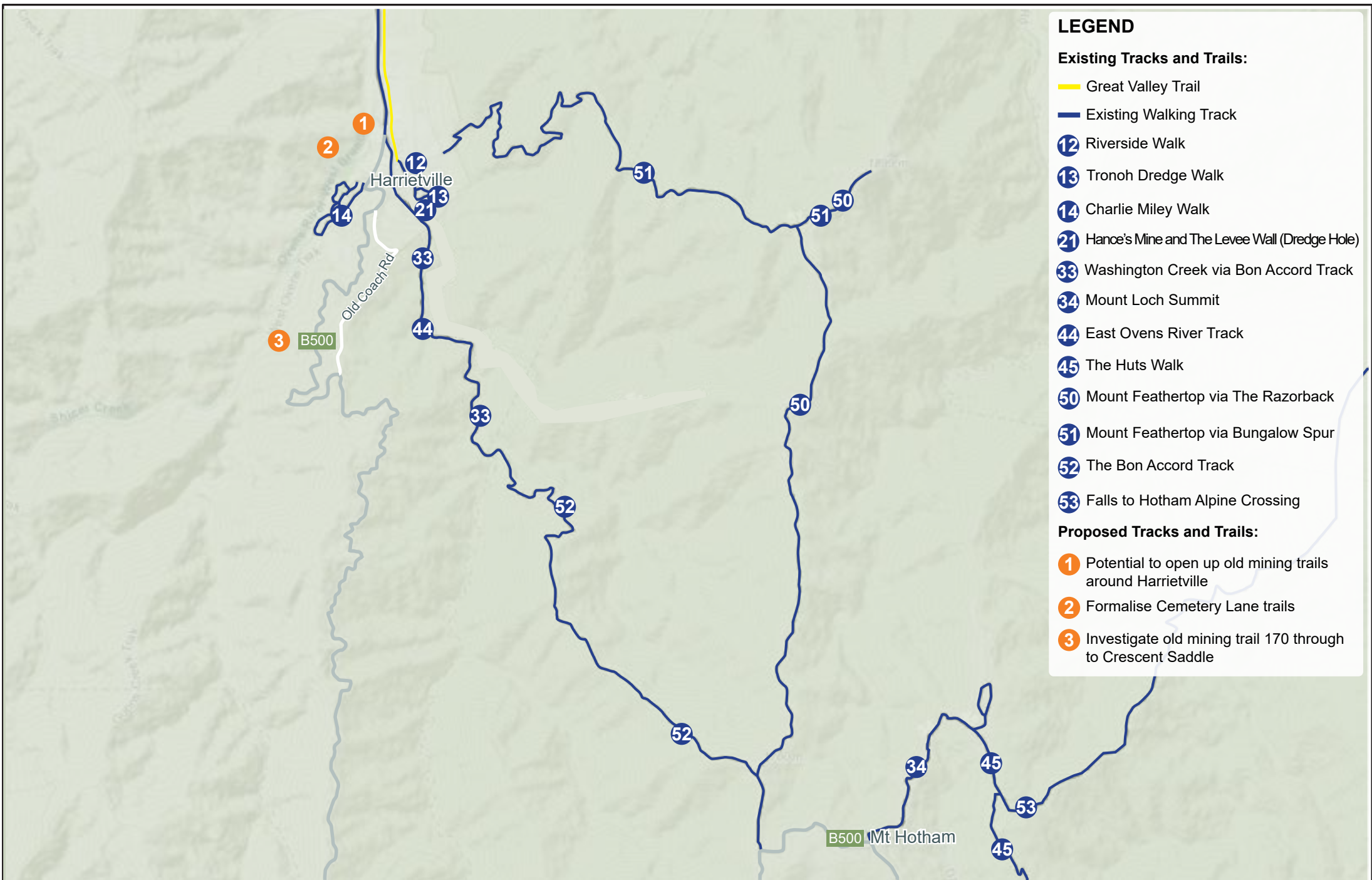
Rev.	Date	Description

Map No. **MAP 5**      Revision **-**

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DRAWING TITLE  
**Tracks and Trails - Mount Beauty**

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### LEGEND

**Existing Tracks and Trails:**

- Great Valley Trail
- Existing Walking Track
- 12 Riverside Walk
- 13 Tronoh Dredge Walk
- 14 Charlie Miley Walk
- 21 Hance's Mine and The Levee Wall (Dredge Hole)
- 33 Washington Creek via Bon Accord Track
- 34 Mount Loch Summit
- 44 East Ovens River Track
- 45 The Huts Walk
- 50 Mount Feathertop via The Razorback
- 51 Mount Feathertop via Bungalow Spur
- 52 The Bon Accord Track
- 53 Falls to Hotham Alpine Crossing

**Proposed Tracks and Trails:**

- 1 Potential to open up old mining trails around Harrietville
- 2 Formalise Cemetery Lane trails
- 3 Investigate old mining trail 170 through to Crescent Saddle


Rev.	Date	Description

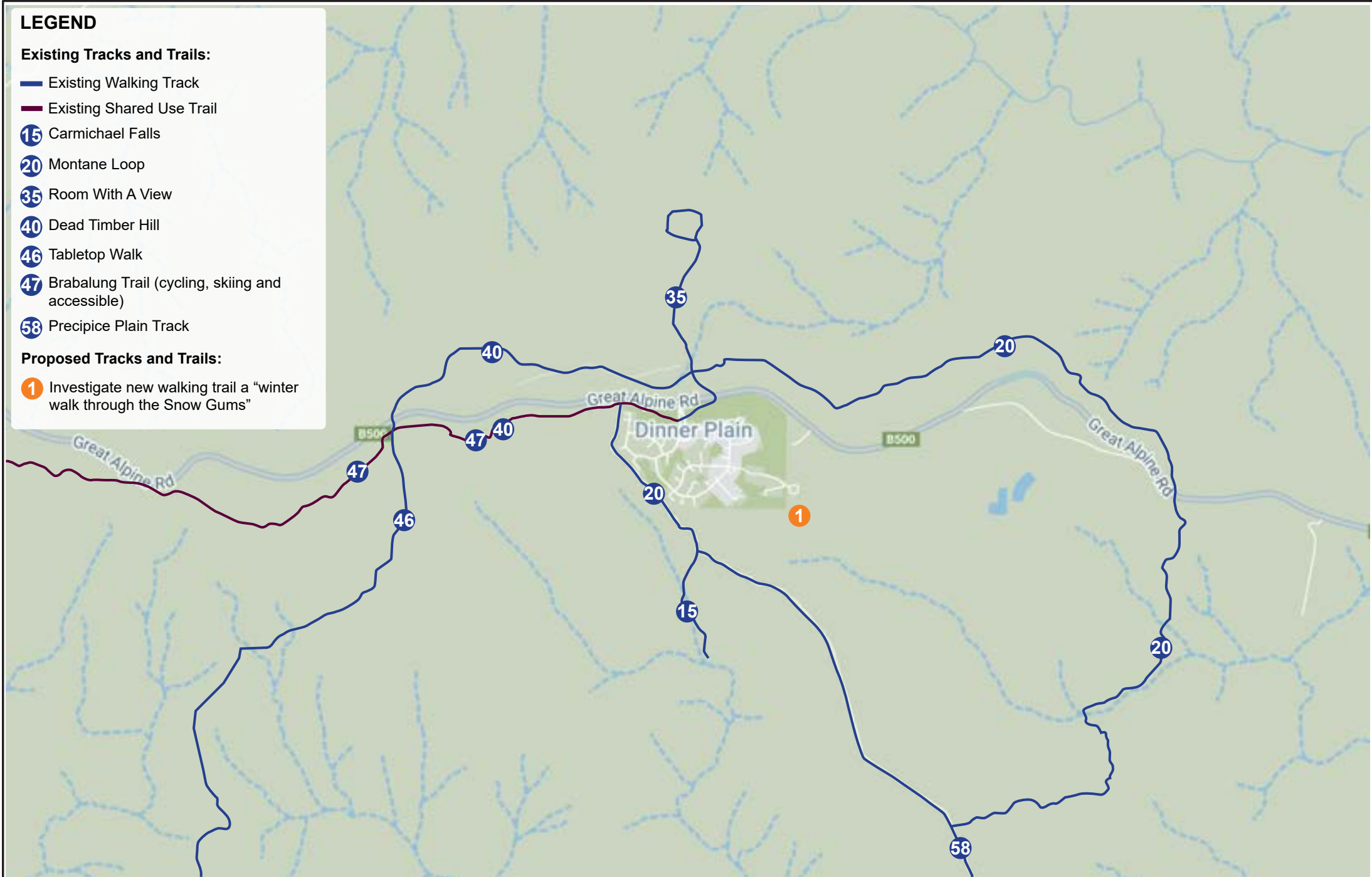
**LEGEND**

**Existing Tracks and Trails:**

-  Existing Walking Track
-  Existing Shared Use Trail
-  15 Carmichael Falls
-  20 Montane Loop
-  35 Room With A View
-  40 Dead Timber Hill
-  46 Tabletop Walk
-  47 Brabalung Trail (cycling, skiing and accessible)
-  58 Precipice Plain Track

**Proposed Tracks and Trails:**

-  1 Investigate new walking trail a "winter walk through the Snow Gums"



**TREDWELL**

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Client  
**Alpine Shire Council**

PROJECT  
**Alpine Shire Tracks and Trails Master Plan**

Drawn:  
AP  
Reviewed:  
NT



300m

Rev.	Date	Description

Map No. **MAP 7**




Revision  
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DRAWING TITLE  
**Tracks and Trails - Dinner Plain**
















**LEGEND**









































**Shared Use Trails**

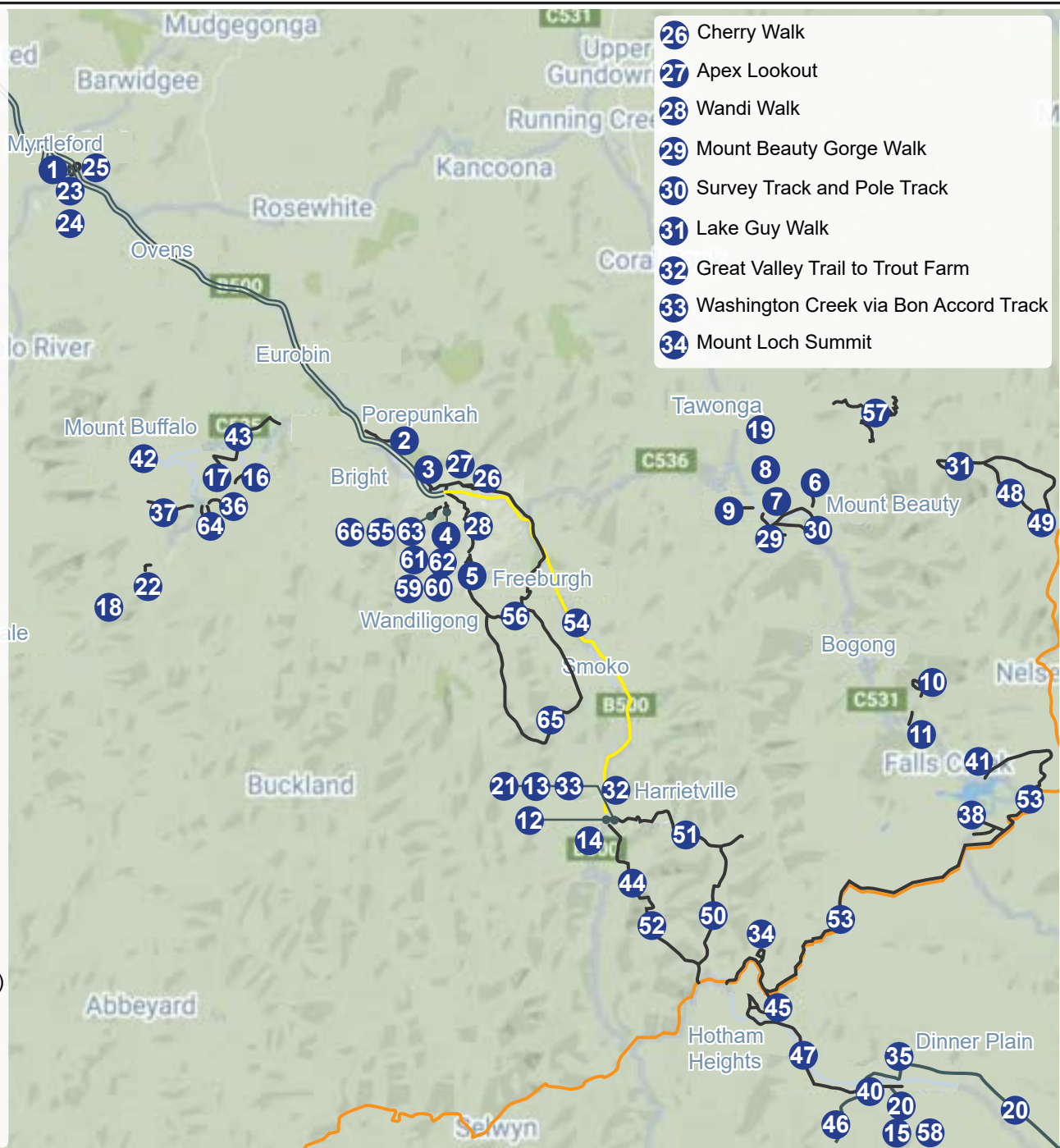
-  Murray to Mountains Rail Trail
-  Great Valley Trail
-  Australian Alps Walking Track

-  1 Ovens River Trail (Mosaic Trail)
-  7 The Pondage Trail

**Existing Walking Tracks**

-  2 Porepunkah River Walk
-  3 Canyon Walk
-  4 Huggins Lookout
-  5 The Diggings Walk
-  6 Mermaid Beach and Rock Pool Walk
-  8 Kiewa River Trail
-  9 Junction Creek Nature Walk
-  10 Mountain Creek Walks
-  11 Fainter Falls
-  12 Riverside Walk
-  13 Tronoh Dredge Walk
-  14 Charlie Miley Walk
-  15 Carmichael Falls
-  16 Ladies Bath and Eurobin Falls
-  17 The Gorge Heritage Walk
-  18 The Horn
-  19 Fisherman's Walk
-  20 Montane Loop
-  21 Hance's Mine and The Levee Wall (Dredge Hole)
-  22 The Cathedral - Hump Track
-  23 Myrtleford Township Discovery Walk
-  24 Myrtleford Historic Walk
-  25 Reform Hill Walking Tracks

-  26 Cherry Walk
-  27 Apex Lookout
-  28 Wandi Walk
-  29 Mount Beauty Gorge Walk
-  30 Survey Track and Pole Track
-  31 Lake Guy Walk
-  32 Great Valley Trail to Trout Farm
-  33 Washington Creek via Bon Accord Track
-  34 Mount Loch Summit
-  35 Room With a View
-  36 View Point Nature Walk
-  37 Mount Dunn
-  38 Wallace Cope Heritage Trail
-  40 Dead Timber Hill
-  41 Roper Lookout
-  42 Rollasons Falls
-  43 The Big Walk
-  44 East Ovens River Track
-  45 The Huts Walk
-  46 Tabletop Walk
-  47 Brabarlung Trail
-  48 Mount Bogong via the Staircase
-  49 Mount Bogong via Eskdale Spur
-  50 Mount Feathertop via The Razorback
-  51 Mount Feathertop via Bungalow Spur
-  52 The Bon Accord Track
-  53 Falls to Hotham Alpine Crossing
-  54 Great Valley Trail
-  55 Clearspot Road Circuit
-  56 Hillsborough Track
-  57 Mount Emu
-  58 Precipice Plain Track
-  59 Goat Track Up
-  60 Goat Track Down
-  61 Disco Track
-  62 Mick's Track
-  63 Bakers Gully Reservoirs
-  64 Chalwell Galleries
-  65 Wandi Cross
-  66 Valley View Walk



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**Alpine Shire Council**

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PROJECT  
**Alpine Shire Tracks and Trails Master Plan**

DRAWING TITLE  
**Alpine Shire Walking Tracks**

Drawn:  
 AP  
 Reviewed:  
 NT



Rev.	Date	Description

Map No. **MAP 8**

Revision **-**

**LEGEND**

**Shared Use Trails**

- Murray to Mountains Rail Trail
- Great Valley Trail
- 9 Ovens River Trail (Mosaic Trail)
- 10 The Pondage Trail
- 11 Kiewa River Trail

**Road Cycling Routes:**

- 13 Lake Buffalo
- 14 Stanley Loop
- 15 Dederang Loop
- 16 Happy Valley Loop
- 17 Buckland Valley
- 18 Tawonga Gap
- 19 Wandiligong Out and Back
- 20 Harrietville Out and Back (road)
- 21 Gundowring Out and Back
- 22 Mongans Bridge Out and Back
- 23 Seven Peaks – Mount Buffalo
- 24 Seven Peaks – Falls Creek
- 25 Seven Peaks – Mount Hotham
- 26 Seven Peaks – Dinner Plain

**Gravel Riding Trails:**

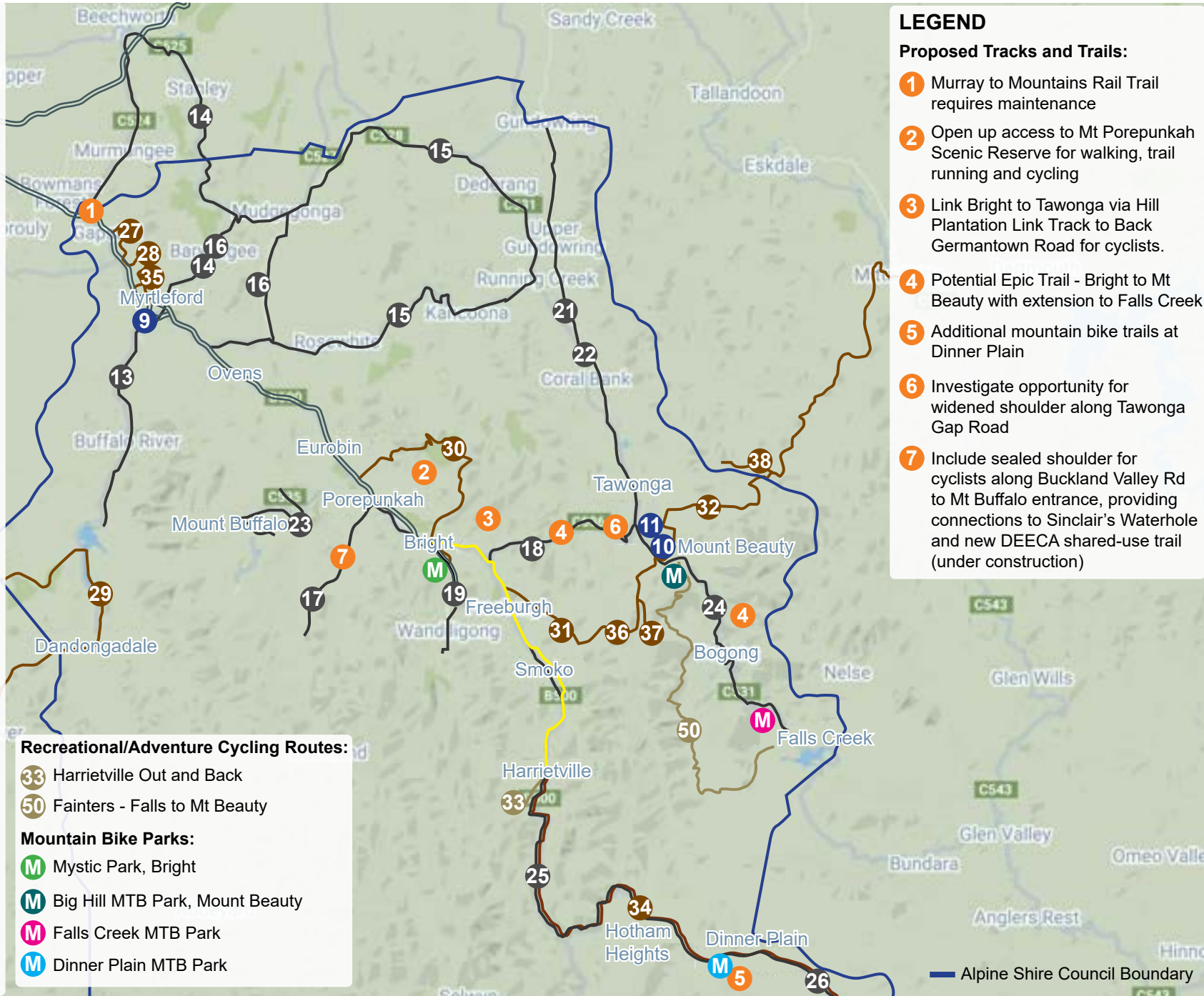
- 27 Myrtleford Gapsted Loop
- 28 Myrtleford Hinterland
- 29 IL Monte
- 30 Mount Porepunkah Loop
- 31 Bright to Mount Beauty
- 32 Trappers Gap
- 34 Brabralung Trail
- 35 Gapstead Track
- 36 Dungeys Track
- 37 Simmonds Creek
- 38 Mount Emu

**Recreational/Adventure Cycling Routes:**

- 33 Harrietville Out and Back
- 50 Fainters - Falls to Mt Beauty

**Mountain Bike Parks:**

- M Mystic Park, Bright
- M Big Hill MTB Park, Mount Beauty
- M Falls Creek MTB Park
- M Dinner Plain MTB Park



**LEGEND**

**Proposed Tracks and Trails:**

- 1 Murray to Mountains Rail Trail requires maintenance
- 2 Open up access to Mt Porepunkah Scenic Reserve for walking, trail running and cycling
- 3 Link Bright to Tawonga via Hill Plantation Link Track to Back Germantown Road for cyclists.
- 4 Potential Epic Trail - Bright to Mt Beauty with extension to Falls Creek
- 5 Additional mountain bike trails at Dinner Plain
- 6 Investigate opportunity for widened shoulder along Tawonga Gap Road
- 7 Include sealed shoulder for cyclists along Buckland Valley Rd to Mt Buffalo entrance, providing connections to Sinclair's Waterhole and new DEECA shared-use trail (under construction)

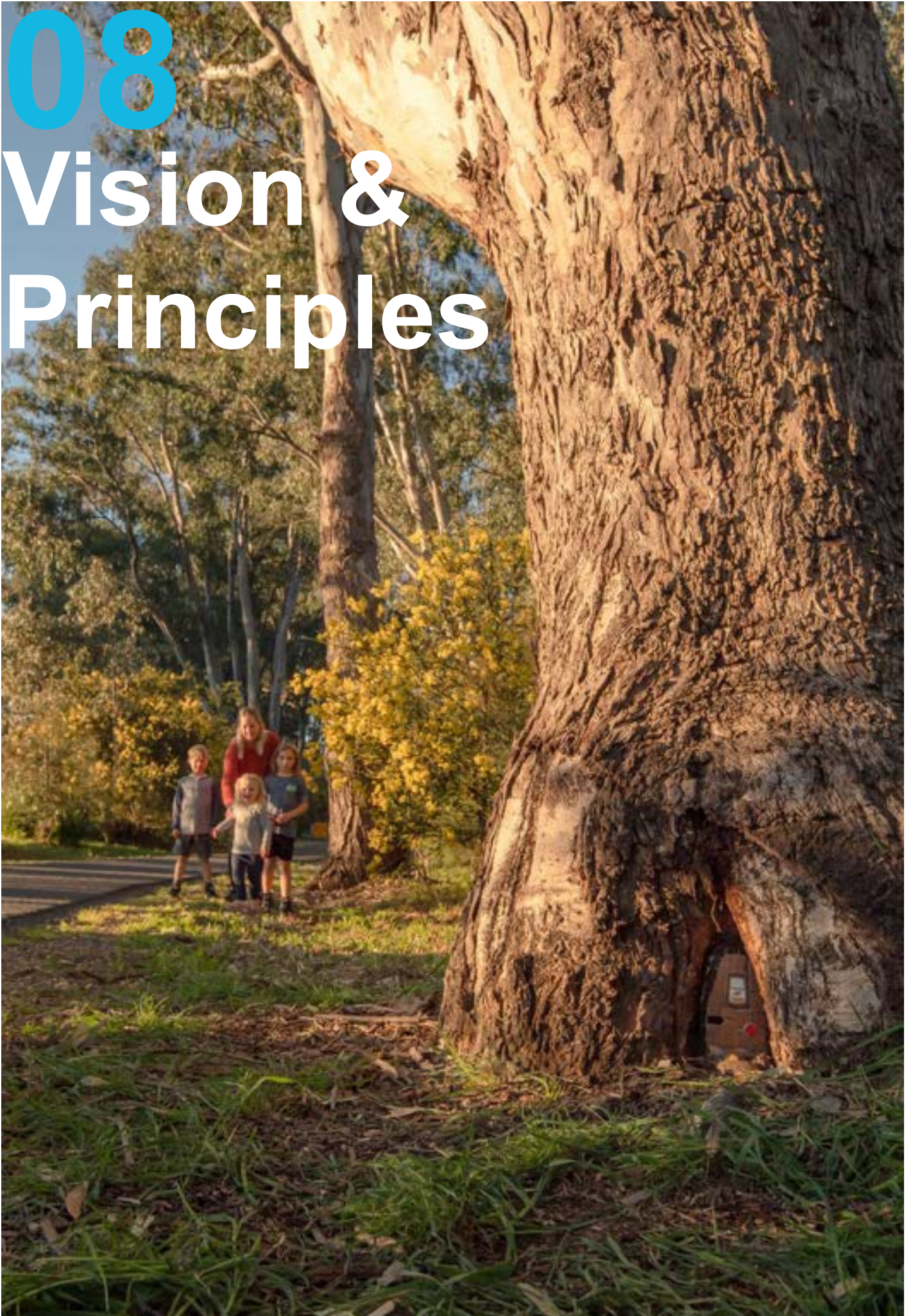


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Rev.	Date	Description

08

# Vision & Principles



## Strategic Planning Pyramid

A common Vision for the Master Plan provides a goal for the Shire, trail organisations and the wider community to coordinate initiatives towards the Vision.

The Vision facilitates the development of associated strategic outcomes, which in turn provide the framework for the development of strategies (specific approaches to achieve the strategic outcomes and fulfill the Vision).

Individual actions are then identified to deliver on each of the strategies and address the relevant issues and opportunities identified through research, on-ground audits and consultation.

Utilising this approach produces a clear and actionable implementation plan toward the achievement of the overall vision.



## Trail Planning Principles

The following trail planning principles have been tailored to guide trail planning in the Shire. These principles have been outlined below and underpin the Master Plan.

1. Ensure socially, economically and environmentally sustainable trail development and management.
2. Provide trails which are readily accessible, provide links between key destinations and promote active lifestyles.
3. Provide a diverse range of trail opportunities and encourage the broadest possible community participation.
4. Optimise use of existing trails where they are appropriately located and have the capacity to sustain additional use.
5. Manage trails professionally, effectively and equitably.
6. Provide safe trails through adherence to relevant legislative and activity safety requirements.
7. Ensure that universal design principles are embedded into trail design and development.
8. Maximise the opportunity to attract trail-related programs and events.
9. Encourage community involvement in the planning and design of trails.
10. Involve local First Nations people in the planning, design and interpretation of trails.
11. Support, promote and advocate for trail users in relation to relevant issues within the region.
12. Develop and maintain partnerships to provide trails and associated facilities.

### Vision

The Vision for the Master Plan has been established to reflect the aspirations of the region's community. The Vision is:

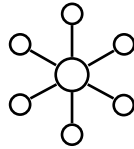


*"The Alpine Shire will be the premier tracks and trails destination within regional Australia. Providing locals and visitors alike with an unforgettable world class nature based, accesible outdoor adventure experience where they are able to walk, run and ride to experience spectacular vistas, picturesque villages, exquisite food and wine."*



## Strategic Outcomes

The Master Plan aims to achieve the following strategic outcomes:



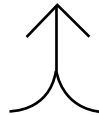
### **Strategic Outcome A: Integrated Planning & Management**

Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.



### **Strategic Outcome B: Quality, Safe, and Sustainable Network of Existing Trails**

Existing trails are enhanced to provide high quality, safe, and sustainable opportunities for residents and visitors with a range of interests and abilities.



### **Strategic Outcome C: Information and Marketing**

Consistent and reliable trail information encourages recreational trail users to confidently, safely and sustainably explore the region's natural areas.



### **Strategic Outcome D: Community, Tourism & Economic Development**

Trails contribute significantly to the region's community, tourism and economic development.

09

# Strategy and Action Plan



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# 09 Strategy & Action Plan

## Prioritisation

Strategies have been prioritised as 'High', 'Medium', or 'Low', based on:

### Benefit

- Overall benefit to the region and community (social, environmental, economic).

### Need/Demand

- Field observation, requirement to mitigate existing levels of risk, consultation findings.

### Strategic Context

- Contribution to broader objectives, alignment with state and regional planning initiatives.

### Feasibility

- Project size, resource requirements/cost, social, economic or environmental constraints, likelihood of successful implementation.

### Location

- Proximity to residential populations, proximity to existing trails networks, identified gaps in current provision, connectivity, proximity to significant visitor/tourist attractions.

It is anticipated that implementation of many of the actions will include further consultation with stakeholders and the wider community.

## Indicative Timeframes

Actions have been identified with indicative timeframes acknowledging that it is not feasible to deliver all of the identified actions at the same time.

Timeframes are indicated as follows:

- Short: 2025/26 - 2029/2030
- Medium: 2030/31 - 2034/2035
- Longer: 2035+
- Ongoing.

These timeframes should be reviewed periodically acknowledging that the schedule of implementation will be influenced by funding priorities. The Master Plan should be comprehensively reviewed and updated on a regular basis (i.e. every 2-3 years).

Major projects, such as those requiring initial feasibility studies, design development and/or cross-agency collaboration will likely take multiple years and will require a staged approach. Some actions will be reliant on the successful completion of other actions.

## Cost Estimates

An estimate of the resources required to implement each action has been identified to inform the Shire with its budget processes. These are broad estimates and should be reviewed prior to implementation or as part of annual business and budget planning.

The following indicative cost estimates have been used in the Strategy & Action Plan:

- Low: <\$100,000
- Medium: \$100,000 - \$500,000
- High: \$500,000 - \$1,000,000
- Major Project: >\$1,000,000.

## 09 Strategy & Action Plan

### Partners

Implementation will require collaboration between various stakeholders. Key partners have been identified for each action. These following acronyms have been used for partners:

Name	Acronym
Alpine Shire Council	ASC
Alpine Health	AH
Department of Energy, Environment and Climate Action	DEECA
Department of Transport and Planning	DTP
Gateway Health	GH
HVP Plantations	HVP
Parks Victoria	PV
Sport and Recreation Victoria	SRV
Tourism North East	TNE
Traditional Owners & First Nations Peoples	TO/FNP
Trail User Groups/Clubs	TUG

This list of key partners may not be exhaustive, and it is essential to integrate the identification of key partners and stakeholders into the implementation phase of every project.

### Implementation and Review

This Master Plan will need to be adequately resourced for the successful implementation of the identified strategies and actions, ultimately delivering the overall vision for the Shire. Implementation has not been funded and will be subject to the Shire's usual business and budget planning processes.

An ongoing commitment of resources will be required to achieve the objectives of the Master Plan. This will include the Shire's budget allocations as well as external funding sources. The Shire should seek opportunities to form partnerships with key stakeholders, including other land managers or commercial entities with interests in trail development.

Progress of the Master Plan should be continually monitored and reported annually, with periodic updates to respond to the changing circumstances and requirements of the Shire.

## Strategy and Action Plan

The following table provides an overview of the Strategy and Action Plan. Columns highlight the Strategic Outcomes A to D, Strategies, associated priority level and primary user groups.

The detailed Strategy and Action Plan follows the overview table.

<b>Strategic Outcome A: Integrated Planning &amp; Management</b>	
Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.	
<b>A1</b>	Integrated Framework
<b>A2</b>	Trail Planning, Management and Maintenance
<b>Strategic Outcome B: Quality, Safe, and Sustainable Network of Existing Trails</b>	
Existing trails are improved and new trails are created to offer high-quality, safe, and sustainable experiences for residents and visitors, catering to a variety of interests and abilities.	
<b>B1</b>	Myrtleford
<b>B2</b>	Porepunkah
<b>B3</b>	Bright
<b>B4</b>	Mount Beauty
<b>B5</b>	Additional Trails and Opportunities
<b>Strategic Outcome C: Information and Marketing</b>	
Well promoted, consistent and reliable trail information encourages recreational trail users to the Alpine Shire and to safely and sustainably explore the region's natural areas and attractions.	
<b>C1</b>	Trail Information
<b>C2</b>	Promotion and Marketing
<b>Strategic Outcome D: Community, Tourism &amp; Economic Development</b>	
Trails play a vital role in enhancing the Alpine Shire's community value, tourism and economic growth.	
<b>D1</b>	Community, Tourism and Economic Development

## **Strategic Outcome A: Integrated Planning & Management**

Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.



## Strategy A1 Integrated Framework

Implement an integrated framework for the planning and management of trails across the Alpine Shire.

### Rationale

Integrated trail networks offer synergies to achieve positive outcomes across various sectors such as health, recreation, transport and conservation. The Master Plan provides a framework for the ongoing development, maintenance and enhancement of trails to facilitate economic, social and environmental benefits.

It is important that an integrated approach is taken to allow for coordinated efforts between Council, the Victorian Government (i.e Parks Victoria, Sport and Recreation Victoria), industry/businesses and the trail user community. A Trails Reference Group and a staff member within ASC designated to the development and activation of recreational trails will ensure success in driving implementation of the Master Plan. Regular collaboration will need to be maintained, and trail planning and implementation adequately resourced.

No.	Action	Priority Timeframe	Key Partners	Cost
A1.1	Establish a Tracks and Trails Reference Group with representation from Alpine Shire Council, State Government (e.g. Parks Victoria, Sport and Recreation Victoria), Trail User Groups, Traditional Owners & First Nations peoples/ and Tourism.	2025/26 - 2029/2030	ASC, PV, SRV, TUG, TO/FNP, TNE	<\$100,000
A1.2	Encourage, advocate and seek funding for a Tracks and Trails Planning and Development Officer to coordinate implementation of the Master Plan in collaboration with the Trails Reference Group and other key stakeholders.	2025/26 - 2029/2030	ASC	\$100,000 - \$500,000
A1.3	Incorporate trail planning initiatives into planning and budget processes, such as local and regional plans (e.g. strategic plans, development plans, tourism strategies and initiatives of other relevant organisations).	Ongoing	ASC, TNE, SRV, DEECA, PV	<\$100,000
A1.4	Facilitate and strengthen partnerships and cross-border collaboration with surrounding Council's to implement mutually beneficial trail development projects.	Ongoing	ASC, AH, GH, Neighbouring Councils	<\$100,000
A1.5	Incorporate First Nations peoples, cultural, educational and heritage interests into trail development initiatives.	Ongoing	ASC, DEECA, PV, SRV, TO/ FNP, TNE	<\$100,000
A1.6	Ensure that new trail developments are designed to cater for and encourage active transport (i.e. walking, cycling) between towns and villages across the region.	Ongoing	ASC, DTP	<\$100,000
A1.7	Embrace opportunities for the trails network to build community awareness and protect high environmental assets (i.e., programs, events, interpretation signage).	Ongoing	ASC, PV	<\$100,000

## 09 Strategy & Action Plan

No.	Action	Priority Timeframe	Key Partners	Cost
A1.8	Advocate for the public acquisition of land which has the potential to contribute to strategic trail projects in the future.	Ongoing	ASC, PV, TNE	<\$100,000
A1.9	Work with trail user groups to promote a Trail User Code of Conduct to ensure that all types of trail users are informed about their expected behaviour and trail etiquette. Ensure that trail information (including trailhead signage) clearly states permitted trail user types.	Ongoing	ASC, TUG	<\$100,000

## Strategy A2 Trail Planning, Management and Maintenance

Ensure that consistent, comprehensive and best practice processes are utilised in the planning, management and maintenance of the Alpine Shire trails network.

### Rationale

The 8 Stage Trail Development Process builds rigour into the trail development process through a best practice, robust and standardised methodology for all trail developments and renewals. Council's endorsement and continual use of this process will ensure that due diligence and stakeholder engagement are embedded into the process of transforming trail proposals into quality and sustainable assets. The process encompasses constant evaluation, review and improvement as trails are being developed, maintained, extended or renewed. This allows stakeholders to meaningfully engage with a clear understanding of the current trail development stage, and what the next steps will be.

It is important that trails are reviewed and improved using industry standards, such as consistent, relevant and representative trail names, standardised inspections and risk management procedures, and development of trail management plans to guide the specific requirements of Alpine Shire trails.

No.	Action	Priority Timeframe	Key Partners	Cost
A2.1	Establish a standard procedure, manual and schedule for trail inspections, hazard reporting and maintenance works, and integrate into regular asset management programs to be undertaken by staff and/or volunteers.	2025/26 - 2029/2030	ASC, TUG	<\$100,000
A2.2	Use and promote the 8 Stage Trail Development Process as the standardised methodology for all trail developments and renewals in the ASC. Raise awareness about the standardised process and ensure that key stakeholders are engaged at key points.	Ongoing	ASC, PV, DEECA, DTP, TNE, TUG	<\$100,000
A2.3	Ensure that each trail in the ASC has a clearly defined name which is consistent, relevant and representative of the experience. This ensures that each trail can be clearly identified for trail management, maintenance, signage, safety and promotion. Where supported by Traditional Owners, identify and utilise the Indigenous names of key sites and features.	Ongoing	ASC, PV, DEECA, DTP, TNE, TO/FNP	<\$100,000
A2.4	Seek opportunities to enhance access for people of all abilities and where appropriate i.e. for Class 1 walking trails and shared use paths, undertake accessibility audits of trails to ensure compliance with the Disability Discrimination Act 1992.	Ongoing	ASC	\$100,000 - \$500,000
A2.5	Develop Trail Management Plans for ASC owned/managed trails to clearly define roles, responsibilities and service standards.	Ongoing	ASC	\$100,000 - \$500,000
A2.6	Ensure that all new trail developments adhere to applicable standards and integrate sustainable design principles (e.g. Australian Mountain Bike Trail Guidelines, AS2156 Walking Tracks Part 1 & 2).	Ongoing	ASC	<\$100,000

## 09 Strategy & Action Plan

No.	Action	Priority Timeframe	Key Partners	Cost
A2.7	Monitor and evaluate the success of the trails network through usage monitoring (i.e. observations, trail counters), user experience surveys and achievement of trail management objectives.	Ongoing	ASC, PV, DEECA, DTP, TNE, TUG	<\$100,000
A2.8	Seek opportunities to engage volunteer community members/trail users/friends of groups as stewards of the Shire's trail network. Consider delegation of appropriate tasks, such as undertaking basic maintenance and trail inspections at regular intervals.	Ongoing	ASC, PV, DEECA, TUG	<\$100,000

## Strategic Outcome B: Quality, Safe, and Sustainable Network of Trails

Existing trails are improved and new trails are created to offer high-quality, safe, and sustainable experiences for residents and visitors, catering to a variety of interests and abilities.



## Strategy B1 Myrtleford

Within Myrtleford, existing trails are improved and new trails are created to offer high-quality, safe, and sustainable experiences for residents and visitors, catering to a variety of interests and abilities, focusing on walkers and recreational cyclists.

### Rationale

*“Spectacular views steeped in rich agricultural history. Tucked away in the picturesque alpine valleys, this little service town packs a surprising punch.”*

Myrtleford is promoted as a popular road and gravel riding destination and is the starting point for a number of well loved rides including the Lake Buffalo road ride, Happy Valley, Dederang and Stanley loop road rides. From a gravel riding perspective there is the Myrtleford Gapsted loop and Myrtleford Hinterland rides.

The Myrtleford township has some interesting and popular local rides and walks including the Ovens River Trail which incorporates the Mosaic Trail which is a sealed shared path alongside the Ovens River and features mosaic art works along the way. There is an opportunity to improve lighting along the Ovens River Trail (Mosaic Trail) and connect it through to the existing path on eastern side of Standish Street to provide a continuous link into the town centre, in addition provide a connection through to the new splash park.

New proposed trails and linkages include along Happy Valley Creek and Bardwidgee Creek which would also link into the Ovens River Trail to provide a loop trail within the town. Also a new link to the Reform Hill Walking Tracks from the north to and from the new housing developments.

Other initiatives include extending existing on-road cycle paths to improve connectivity through the town west from Standish Street roundabout to Prince Street and east from Albert Street roundabout to the Murray to Mountains Rail Trail crossing.

A series of proposed mountain bike trails (locations to be confirmed) have been identified by local mountain bike riders.

There is also the opportunity to enhance the cultural heritage experience including interpretive signage regarding rail history along the Murray to Mountains Rail Trail and upgrading the Myrtleford Historic Walk and Township Discovery Walks signage.

No.	Action	Priority Timeframe	Key Partners	Cost
B1.1	Improve lighting along the Ovens River Trail (Mosaic Trail)	2025/26 - 2029/2030	ASC, TUG	<\$100,000
B1.2	Link Ovens River Trail (Mosaic Trail) to existing path along the eastern side of Standish Street.	2025/26 - 2029/2030	ASC, TUG	<\$100,000
B1.3	Link Ovens River Trail (Mosaic Trail), Township Discovery Walk and proposed Happy Valley Creek Trail to new splash park (under construction) along Happy Valley Creek.	2025/26 - 2029/2030	ASC, TUG, TO/ FNP	<\$100,000

## 09 Strategy & Action Plan

No.	Action	Priority Timeframe	Key Partners	Cost
B1.4	Investigate the development of a potential trail along Barwidgee Creek from the golf course to the soccer club.	2025/26 - 2029/2030	ASC, TUG, TO/ FNP	\$100,000 - \$500,000
B1.5	Investigate a proposed link along Happy Valley Creek.	2025/26 - 2029/2030	ASC, TUG, TO/ FNP	\$100,000 - \$500,000
B1.6	Replace Myrtleford Historic Walk and Township Discovery Walks signage.	2030/31 - 2034/2035	ASC, TNE, TUG	<\$100,000
B1.7	New off road path to link town with Reform Hill walking tracks.	2030/31 - 2034/2035	ASC, HVP, TUG	<\$100,000
B1.8	Include interpretive signage regarding rail history along Murray to Mountains Rail Trail.	2030/31 - 2034/2035	ASC, TUG	<\$100,000
B1.9	Extend existing on-road cycle path west from Standish Street roundabout to Prince Street.	2030/31 - 2034/2035	ASC, DTP	<\$100,000
B1.10	Proposed mountain bike trails (locations to be confirmed).	2035+	ASC, HVP	\$500,000 - \$1,000,000
B1.11	Extend existing on-road cycle path east from Albert Street roundabout to Murray to Mountains Rail Trail crossing.	2035+	ASC, DTP	<\$100,000
B1.12	Investigate the feasibility of a link from Halls Rd to the Reform Hill walking tracks.	2035+	ASC, HVP	<\$100,000

## Strategy B2 Porepukah

Within Porepukah, existing trails are connected and improved and new experiences are offered to create high-quality, safe, and sustainable experiences for residents and visitors, focusing on walkers, road cyclists and trail runners.

### Rationale

*“The gateway to Mount Buffalo, this riverside town is a great base for families.”*

*“Porepukah is a laidback village just 6km north of Bright along the Great Alpine Road. Situated at the junction of the Buckland and Ovens Rivers, this family-friendly destination is the nearest town to Mount Buffalo National Park. Porepukah is also the entry point to the Buckland Valley.”*

There is a great opportunity to create a desirable “town loop” walk by developing a small section of pathway along the northern side of the Great Alpine Road which would connect the Porepukah River Walk to the Murray to Mountains Rail Trail. The Porepukah River Walk also requires some maintenance and surface upgrades work to improve the experience.

There is an opportunity to investigate the feasibility of extending the Porepukah River Walk to connect with the Canyon Walk into Bright providing an alternative route to the Murray to Mountains Rail Trail along the river.

There is also the potential of developing Mt Porepukah trail running trails to be an attraction within the Mt Porepukah Scenic Reserve.

Providing sealed shoulders for cyclists along Buckland Valley Road will provide a safer connection to Sinclair’s Waterhole and the new DEECA shared-use trail (from Buckland River Bridge along Buckland River to Clear Creek Campsite) which is currently under construction.

No.	Action	Priority Timeframe	Key Partners	Cost
B2.1	Include sealed shoulder for cyclists along Buckland Valley Rd to Mt Buffalo entrance, providing connections to Sinclair’s Waterhole and new DEECA shared-use trail (under construction).	Current Project	ASC, DEECA, DTP	\$100,000 - \$500,000
B2.2	Develop the short missing section of pathway along the norther side of the Great Alpine Road to provide a continuous connection between the Porepukah River Walk and the Murray to Mountains River Walk, creating a Porepukah “town loop”.	2025/26 - 2029/2030	ASC, DTP	<\$100,000
B2.3	Conduct maintenance and surface improvements required along Porepukah River Walk.	2025/26 - 2029/2030	ASC	<\$100,000
B2.4	Investigate the feasibility of extending the Porepukah River Walk to connect with the Canyon Walk into Bright.	2025/26 - 2029/2030	ASC, TUG	\$100,000 - \$500,000
B2.5	Investigate the potential of developing trail running trails within the Mt Porepukah Scenic Reserve.	2025/26 - 2029/2030	ASC, PV, DEECA, TUG	<\$100,000

## Strategy B3 Bright

Continue to enhance Bright as one of Australia’s premier trail towns through the enhancement of existing and development of new trails that offer high-quality, safe, and sustainable experiences for residents and visitors, catering to a variety of interests and abilities.

### Rationale

*“The riverside town of Bright, located in the foothills of the Australian Alps, is renowned for its picture-perfect tree-lined streets, mountain views, local food and wine, boutique stores, markets, and outdoor adventures such as hiking, cycling and paragliding. All this, within close proximity to Victoria's alpine ski resorts, has firmly established Bright as one of Australia's most popular tourists destinations.”*

The focus in Bright is on improving the connections between existing high profile trails along with the wayfinding within the town and the maintenance of existing trails.

Strategically an alternate connection to the Murray to Mountains Rail Trail between Bright and Porepunkah should be investigated as an extension of the Canyon Walk.

Continue the development of Cavalli Place to connect the Canyon Walk with the Murray to Mountains Rail Trail and offer an alternate route that avoids crossing the Great Alpine Road which can be a safety risk due to the high volumes of traffic. Other safety improvements include widening the road shoulders of Back Porepunkah Rd, Roberts Creek Rd, Quins Gap Rd, Mount Porepunkah Rd and Toorak Rd; improving the crossing point at the intersection of Park St and Coronation Avenue for the Murray to Mountains Rail Trail and investigating widening the path along Cobden St.

Additional key connections include from the town centre where the Murray to Mountains Rail Trail is located, along Burke Street and Camp Street to the Canyon Walk and Ovens River precinct. Improvements to the key connection to Mystic Mountain Bike from the town centre and caravan park. A shared use path from Ashwood Avenue to the Bright Sports Centre. Investigate converting Cherry Walk to a shared-use path and connect to Tawonga Gap Road to provide a connection from the Great Valley Trail.

Other initiatives include relocating the Wandi Walk trail head to Pioneer Park and upgrading and improving maintenance along the Wandi Walk. Relocating the Great Valley Trail to the northern side of Delany Avenue. Investigate reinstating the former Bright Historical Walk and improving maintenance along the Wandi Walk.

No.	Action	Priority Timeframe	Key Partners	Cost
B3.1	Continue development of Cavalli Place connection. Consider alternate alignment (dashed) if Stackey Gully Creek realignment/naturalisation commences.	Current Project	ASC	<\$100,000
B3.2	Investigate the feasibility of extending the Canyon Walk in Bright to the Porepunkah River Walk. (also refer action B2.4 above).	2025/26 - 2029/2030	ASC, TUG	\$100,000 - \$500,000

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No.	Action	Priority Timeframe	Key Partners	Cost
B3.3	Improved connection from town centre/Murray to Mountains Rail Trail along Burke Street and Camp Street to the Canyon Walk and Ovens River.	2025/26 - 2029/2030	ASC, TNE	<\$100,000
B3.4	Improve connection/wayfinding for walkers from the Murray to Mountain Rail Trail through to the Wandie Walk.	2025/26 - 2029/2030	ASC, TNE, TUG	<\$100,000
B3.5	Improve connection to Mystic Mountain Bike Park following northern side of Morses Creek. Include additional access trail to Churchill Avenue	2025/26 - 2029/2030	ASC, TUG	\$100,000 - \$500,000
B3.6	Continue planning for shared use path from Ashwood Avenue to the Bright Sports Centre	2025/26 - 2029/2030	ASC, DTP	\$100,000 - \$500,000
B3.7	Improve maintenance along the Wandie Walk along Morses Creek.	2025/26 - 2029/2030	ASC, TUG	<\$100,000
B3.8	Investigate converting Cherry Walk to a shared-use path and connect to Tawonga Gap Road to provide a connection from the Great Valley Trail.	2025/26 - 2029/2030	ASC, DTP, TUG	\$500,000 - \$1,000,000
B3.9	Relocate Great Valley Trail to northern side of Delany Avenue once 2m wide path is constructed from Hawthorn Lane to Tyntynder Lane	2030/31 - 2034/2035	ASC, DTP	\$500,000 - \$1,000,000
B3.10	Investigate widening road shoulder of Back Porepunkah Rd, Roberts Creek Rd, Quins Gap Rd, Mount Porepunkah Rd and Toorak Rd to improve rider safety	2030/31 - 2034/2035	ASC, DTP	\$500,000 - \$1,000,000
B3.11	Improve crossing point at the intersection of Park St and Coronation Avenue.	2030/31 - 2034/2035	ASC	\$100,000 - \$500,000
B3.12	Investigate reinstating the former Bright Historical Walk	2030/31 - 2034/2035	ASC, TUG	<\$100,000
B3.13	Investigate widening the path along Cobden St	2035+	ASC	<\$100,000
B3.14	Relocate Wandie Walk trail head to Pioneer Park and upgrade Wandie Walk to a 2m wide sealed shared use path to town centre	2035+	ASC, TUG	\$100,000 - \$500,000

## Strategy B4 Mount Beauty

Within Mount Beauty, existing trails are connected and improved and new experiences are offered to create high-quality, safe, and sustainable experiences for residents and visitors, focusing on walkers, mountain bikers, gravel and horse riders.

### Rationale

“There's no better way to get a feel for what we love most about Mount Beauty than by taking a walk in the fresh mountain air. This little town is surrounded by trails, whether they be easy strolls along the rivers, or epic day hikes to the summit of Mount Bogong in the Alpine National Park.”

A key opportunity within Mount Beauty is the creation of the Kiewa River Loop which would utilise the Kiewa River Trail and involve developing new linkages along the Kiewa River East Branch and through to the Pondage Walk. This could also be extended east to connect with the Mermaid Beach and Rockpool Walk and south with a connection to meet the Survey Track and Pole Track Loop.

Investigate a potential link on the Eastern side of the Kiewa Valley Highway from Tawonga through to Mt Beauty and also extend Kiewa River Trail to join the Fisherman’s Walk and Tawonga Tourist Park.

Other opportunities include investigating widening and reducing the drop off on either side of the Pondage Walk along with general maintenance, surface repairs and natural hazard reduction required along the Survey Track and Pole Track Loop, Junction Creek Walk, Kiewa River Trail and Mt Beauty Gorge Walk.

No.	Action	Priority Timeframe	Key Partners	Cost
B4.1	Form Kiewa River Loop by developing a shared use trail along Kiewa River East Branch and Damms Rd to connect to Pondage Walk and Kiewa River Trail.	2025/26 - 2029/2030	ASC, DTP	\$500,000 - \$1,000,000
B4.2	General maintenance and surface repairs required along the Survey Track and Pole Track Loop, Junction Creek Walk and Kiewa River Trail.	2025/26 - 2029/2030	ASC, TUG	<\$100,000
B4.3	Need to consider natural hazards and associated impacts on the Mt Beauty Gorge Walk.	2025/26 - 2029/2030	ASC, TUG	<\$100,000
B4.4	Investigate a potential link on the Eastern side of the Kiewa Valley Highway from Tawonga through to Mt Beauty and linking with the Kiewa River Trail to create a loop.	2030/31 - 2034/2035	ASC, DTP, TUG	\$500,000 - \$1,000,000
B4.5	Investigate creating a link to the Mermaid Beach Walk to connect with the proposed Kiewa River Loop.	2030/31 - 2034/2035	ASC, TUG	<\$100,000

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No.	Action	Priority Timeframe	Key Partners	Cost
B4.6	Investigate a connection from Rockpool Walk to meet Survey Track and Pole Track Loop.	2030/31 - 2034/2035	ASC, TUG	<\$100,000
B4.7	Extend Kiewa River Trail to join the Fisherman's Walk and Tawonga Tourist Park.	2030/31 - 2034/2035	ASC, TUG	\$100,000 - \$500,000
B4.8	Investigate widening and reducing the drop off on either side of the Pondage Walk.	2035+	ASC	\$500,000 - \$1,000,000

## Strategy B5 Additional Trails and Opportunities

Improve existing and develop additional trails that enhance the Alpine Shire’s position as a leading trail destination in Australia.

### Rationale

The Shire is a major destination for trail enthusiasts who frequently take part in a diversity of trail activities. A key initiative is the development of an “Epic” Mountain Bike Trail from Bright to Mt Beauty with a potential extension to Falls Creek. This would require detailed planning and feasibility work to determine the best alignment and works required to develop such a trail. In addition opening up access to Mount Porepunkah Scenic Reserve for trail activities and creating a link from Bright to Tawonga for cyclists.

Additional opportunities include exploring the opportunity for additional mountain bike trails and a new walking trail a “winter walk through the Snow Gums” in Dinner Plain. Widened road shoulders along Tawonga Gap Road; extending the Wandi Walk to the Wandi Pub and Nightingales Apple Orchard; potential to open up old mining trails around Harrietville and formalise the Cemetery Lane trails in Harrietville.

Promote the newly created artwork installations established as part of the Murray to Mountains Rail Trail Enhancements Project and increase maintenance levels.

No.	Action	Priority Timeframe	Key Partners	Cost
B5.1	Investigate the feasibility of an “Epic” Mountain Bike Trail from Bright to Mt Beauty with a potential extension to Falls Creek.	2025/26 - 2029/2030	ASC, TNE, DEECA, PV, DTP, SRV, HVP, TO/FNP, TUG	>\$1,000,000
B5.2	Extend the Wandi Walk to the Wandi Pub and Nightingales Apple Orchard.	2025/26 - 2029/2030	ASC, TNE, DTP, TO/FNP, TUG	\$500,000 - \$1,000,000
B5.3	Potential to open up old mining trails around Harrietville (e.g. old mining trail 170 through to Crescent Saddle).	2025/26 - 2029/2030	ASC, TNE, PV, DEECA, TO/FNP, TUG	\$500,000 - \$1,000,000
B5.4	Increase maintenance of the Murray to Mountains Rail Trail.	2025/26 - 2029/2030	ASC, TNE, TUG	<\$100,000
B5.5	Promote the newly created artwork installations established as part of the Murray to Mountains Rail Trail Enhancements Project.	2025/26 - 2029/2030	ASC, TNE	<\$100,000

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No.	Action	Priority Timeframe	Key Partners	Cost
B5.6	Investigate opening up access to the Mt Porepunkah Scenic Reserve for walking, trail running and cycling.	2025/26 - 2029/2030	ASC, TNE, PV, DEECA, TUG	<\$100,000
B5.7	Develop the Bright to Tawonga Gap Riverside Trail by connecting the existing Great Valley Trail to Bright river precinct along an already existing fire trail and walking track (Cherry Walk).	2025/26 - 2029/2030	ASC, TNE, PV, DEECA, TUG	\$100,000 - \$500,000
B5.8	Investigate the feasibility of widened road shoulders along Tawonga Gap Road.	2030/31 - 2034/2035	ASC, DTP	<\$100,000
B5.9	Formalise Cemetery Lane trails in Harrietville.	2030/31 - 2034/2035	ASC, TNE, TUG	<\$100,000
B5.10	Investigate new walking trail a “winter walk through the Snow Gums” in Dinner Plain.	2030/31 - 2034/2035	ASC, TNE, TUG	\$100,000 - \$500,000
B5.11	Investigate creating a link from Bright to Tawonga via Hill Plantation Link Track to Back Germantown Road for cyclists.	2035+	ASC, TNE, DTP, HVP, TO/ FNP, TUG	\$100,000 - \$500,000
B5.12	Investigate the feasibility of additional mountain bike trails at Dinner Plain.	2035+	ASC, TNE, TUG	\$100,000 - \$500,000

## Strategic Outcome C: Information and Marketing

Well promoted, consistent and reliable trail information encourages recreational trail users to the Alpine Shire and to safely and sustainably explore the region's natural areas and attractions.



## Strategy C1 Trail Information

Provide consistent and reliable signage, maps and supporting information for all tracks and trails across the region.

### Rationale

Trail signage and information provision have been identified as key issues on the existing trails through the community consultation and on-ground site visits. Installing effective trail signage is a key component to enhance trails for both enjoyment and safety. The Australian Standard AS2156.1 Walking Tracks Classification and Signage, Australian Walking Track Grading System and the Australian Mountain Bike Trail Guidelines provide guidance associated with the requirements for trail classification and signage.

A key opportunity for the region is to promote the existing range of trail experiences in a contemporary manner. The development of a coordinated approach to the marketing of the region's trail network would greatly assist the promotion of the Shire's trail network, clearly conveying information to the local community and visitors to the region. The development and implementation of a consistent branding strategy across the trails network is recommended, along with a website that showcases the trail offerings.

No.	Action	Priority Timeframe	Key Partners	Cost
C1.1	Consider the development or review of a Brand Strategy and Style Guide for Tracks and Trails with the Shire, consistent with Tourism North East's Brand and Style Guide.	2025/26 - 2029/2030	ASC, TNE	<\$100,000
C1.2	Design a suite of trail signage templates (trailhead, wayfinding, interpretation signs) which aligns with AS2156.1, complements the natural environment and reflects the ASC and TNE brand and style.	2025/26 - 2029/2030	ASC, TNE	<\$100,000
C1.3	Utilise Quick Response (QR) codes on trail signage to provide links to further information and resources such as maps and downloadable files. (Note: in areas of poor digital connectivity consider installation of remote Wi-Fi nodes).	2025/26 - 2029/2030	ASC, TNE	<\$100,000
C1.4	Allocate sufficient resources for periodic reviews and updates of trail maps and information including signage and online and printed resources.	Ongoing	ASC, TNE	<\$100,000
C1.5	Undertake regular reviews of third party websites and platforms (e.g. Trailforks, AllTrails etc.) to ensure accurate trail information is provided and advocate for the sharing of trail information so that these sources can reliably promote the region's trails.	Ongoing	ASC, TNE	<\$100,000
C1.6	Through an audit, ensure that all trail information sources use the correct Trail Classification System to inform prospective users about the trail's level of difficulty and key features.	Ongoing	ASC, TNE	<\$100,000

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No.	Action	Priority Timeframe	Key Partners	Cost
C1.7	Update and enhance visitor information signage at key points across the ASC to include information about the region's trails and other recreational opportunities.	Ongoing	ASC, TNE	\$100,000 - \$500,000
C1.8	Ensure Visitor Information Centre staff across the ASC are comprehensively informed and regularly updated to provide accurate trail information to visitors.	Ongoing	ASC, TNE	<\$100,000
C1.9	Investigate opportunities for the inclusion of First Nations people's language and history on trail signage with a focus on trail head signage.	Ongoing	ASC, TNE	\$100,000 - \$500,000

## Strategy C2 Promotion and Marketing

Increased promotion and marketing of trail opportunities within the region.

### Rationale

Increased promotion and marketing of recreational trails across the region will help to showcase the wide range of nature-based trail offerings available. It is important that trail promotion is reflective of the experience provided on the ground to avoid creating a gap between the perceived and actual trail experience offered

The development of a co-ordinated approach to marketing of the region’s trail network will greatly assist promotion and clearly convey information to the local community and visitors. This can be achieved through the development of a Trails Marketing Plan or integration into a region wide tourism strategy. Consistent branding across the trails network is also recommended to reflect the experience offered in the Shire.

No.	Action	Priority Timeframe	Key Partners	Cost
C2.1	Develop a coordinated approach for marketing Council’s trails through the development of a ASC Trails Marketing Plan.	2025/26 - 2029/2030	ASC, TNE, TUG, PV	<\$100,000
C2.2	Develop a Primary Trailhead in key towns and villages to provide a comprehensive overview of all recreational trails for the region (Visitor Information Point).	2025/26 - 2029/2030	ASC, TNE	\$100,000 - \$500,000
C2.3	Develop and distribute promotional materials communicating key trail information and add new trails to promotional materials when new trails are developed. Progressively update promotional material as required.	Ongoing	ASC, TNE, PV	<\$100,000
C2.4	Ensure that appropriate promotional signage is placed at strategic locations across the ASC to ensure locals and visitors are aware of the trail experiences offered across the area.	Ongoing	ASC, TNE, PV	\$100,000 - \$500,000
C2.5	Identify partnership, cooperative marketing and promotional opportunities for trails.	Ongoing	ASC, TNE, TUG	<\$100,000

## **Strategic Outcome D: Community, Tourism & Economic Development**

Trails play a vital role in enhancing the Shire's community value, tourism and economic growth.



## Strategy D1 Community, Tourism and Economic Development

Use trail development and provision as a community, tourism and economic development tool.

### Rationale

Established trail networks and their associated activities can provide significant benefits to businesses and local communities, particularly from an economic and tourism perspective. Hosting special events that utilise trail networks should be supported to assist in raising the profile of the existing and future trail networks and to provide sustained economic benefits for the region. There is opportunity to create vibrant recreational trail precincts across the region, which over the long term could also provide significant benefits to businesses and local communities.

Implementation of the Master Plan will contribute to the Shire’s tourism and event offerings. It will be important to collaborate with the private sector and local businesses to ensure that trail experiences are well supported through food and beverage, retail outlets, accommodation, transport, tours, events and equipment hire.

No.	Action	Priority Timeframe	Key Partners	Cost
D1.1	Attract and retain trail related events and provide support to ensure ongoing sustainability.	Ongoing	ASC, TNE, TUG	\$100,000 - \$500,000
D1.2	Encourage businesses (e.g. tour operators, equipment hire, associated retail outlets, hospitality venues, accommodation providers etc.) to promote, utilise and enhance trails and associated visitor experiences and to capitalise on nature-based tourism initiatives.	Ongoing	ASC, TNE, Local Businesses	<\$100,000
D1.3	Encourage agencies involved in trail development and/or management to collaborate and share trail information and resources (i.e. asset management resources, governance models, trail maintenance resources).	Ongoing	ASC, TNE, PV, DEECA, SRV	<\$100,000
D1.4	Develop the region’s trail network in a formalised and balanced manner to ensure the protection of the region's environmental and cultural heritage values.	Ongoing	ASC, TNE, PV, DEECA, SRV	<\$100,000

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# Trail Management & Funding



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# 10 Trail Management & Funding

## Key Considerations

There is no one-size-fits-all management and funding model which addresses the ongoing requirements for recreational trails. Each trail or trail network has its own context and stakeholders which need to be considered in determining the opportunities, constraints and most appropriate capital and operational funding sources. For example, the requirements for the proposed development and operation of a an Epic Trail from Bright to Mount Beauty will differ significantly from the requirements of upgrading an existing, local-level trail such as the Porepunkah River Walk.

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

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

An effective trail management model must:

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

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

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

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

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

Responsibilities involved in trail management include:

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

## Roles and Responsibilities

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# 10 Trail Management & Funding

## Sole Agency Trail Management

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

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

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

## Trail Management Partnerships

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

Partnerships may involve two or more stakeholder groups, such as the land owner/manager, state and local government agencies, trail user/stewardship groups, funding providers/sponsors and other interest groups. Owners and operators are often the same entity, however, they can also be different organisations.

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

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

These approaches are not necessarily mutually exclusive.

### Volunteer/User Group Support

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

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

The establishment of a Trail Care program needs to consider liability and insurance requirements for use of tools and tasks required to be undertaken by volunteers. Management of the volunteer program must be allocated to a member of staff and budgeted for. In some cases, the development of a Trail Adoption Agreement can help to formalise

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# 10 Trail Management & Funding

roles and responsibilities, and empower volunteers to work more autonomously.

## **Committee of Management**

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

## **Memorandum of Understanding**

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

## **Incorporated Society/Association, Trust or Public Company**

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

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

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

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

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

## **Public Private Partnerships**

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

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

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

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# 10 Trail Management & Funding

## Trail Funding Sources

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

Potential sources of revenue for trails include:

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

### State and Federal Government Grant Funding

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

### Private Sector Funding

Commercial and private sector funding is often used by organisations to assist with trail developments and ongoing operations. Opportunities such as trail naming rights and in-kind donations of labour and materials are a potential resource for new developments and upgrades, as well as specific funding programs.

### User Fees

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

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# 10 Trail Management & Funding

## Commercial Operator Fees

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

## Sponsorships

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

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

## Trail Event Proceeds

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

## Fundraising/Donations

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

## Merchandise and Information Sales

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

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# 10 Trail Management & Funding

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

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

## **Otago Central Rail Trail Charitable Trust, New Zealand**

The Otago Central Rail Trail Charitable Trust was formed in 1994 to help raise funds to develop the Otago Central Rail Trail. The Trust now actively works to help sustain and promote the Rail Trail and aims to facilitate greater public interest and involvement in the work including encouraging the support of local communities along the trail.

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

The Otago Central Rail Trail's success in attracting visitors and improving the local economy is attributable to the Trust's development, coordination and promotion of the trail, as well as contributions by the Department of Conservation, and collaboration of local businesses.

[otagocentralrailtrail.co.nz](http://otagocentralrailtrail.co.nz)



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# 10 Trail Management & Funding

## **The Bibbulmun Track Foundation, Western Australia**

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

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

[bibbulmuntrack.org.au](http://bibbulmuntrack.org.au)



## **Friends of the Riesling Trail, Clare Valley, South Australia**

The Riesling Trail is managed by the not-for-profit group of volunteers known as the Friends of the Riesling Trail, in collaboration with various stakeholders including Council, State Government and businesses.

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

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

[rieslingtrail.com.au](http://rieslingtrail.com.au)



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## 10 Trail Management & Funding

### **Darling Downs Residents Association, Western Australia**

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

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

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

[ddra.org.au](http://ddra.org.au)



### **Rotorua Trails Trust, New Zealand**

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

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

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

[rotorua-trails-trust.co.nz](http://rotorua-trails-trust.co.nz)



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# 10 Trail Management & Funding

## Queenstown Trails Trust, New Zealand

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

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

Building an extensive trail network collaboratively across different land tenures.

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

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

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

[queenstowntrail.org.nz](http://queenstowntrail.org.nz)



## Break O'Day Trails Collective, Tasmania

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

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

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

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

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

[sthelensmtbtrails.com.au](http://sthelensmtbtrails.com.au)



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# 10 Trail Management & Funding

## Dragon Trail Event, Tasmania

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

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

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

[dragontrail.com.au](http://dragontrail.com.au)



## NT Parks Fee Structure, Larapinta Trail, Northern Territory

The Larapinta Trail, established in 2002, winds 223 kilometres across the Yeperenye (caterpillar) Dreaming country of the Western Arrernte people, tracking the spine of the Chewings and Heavitree ranges through the Tjoritja/Western MacDonnell Ranges National Park. Since it opened, the trail has evolved from a favourite local walk to a world-renowned trek with up to 5000 walkers each year.

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

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

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

[depws.nt.gov.au](http://depws.nt.gov.au)



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## 10 Trail Management & Funding

### **Ku-Ring-Gai Council Environmental Levy, New South Wales**

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

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

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

[krg.nsw.gov.au](http://krg.nsw.gov.au)



### **Recreation Trails Officer and Partnership, Sunshine Coast Council, Queensland**

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

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

[sunshinecoast.qld.gov.au](http://sunshinecoast.qld.gov.au)



11

# Concept Plans



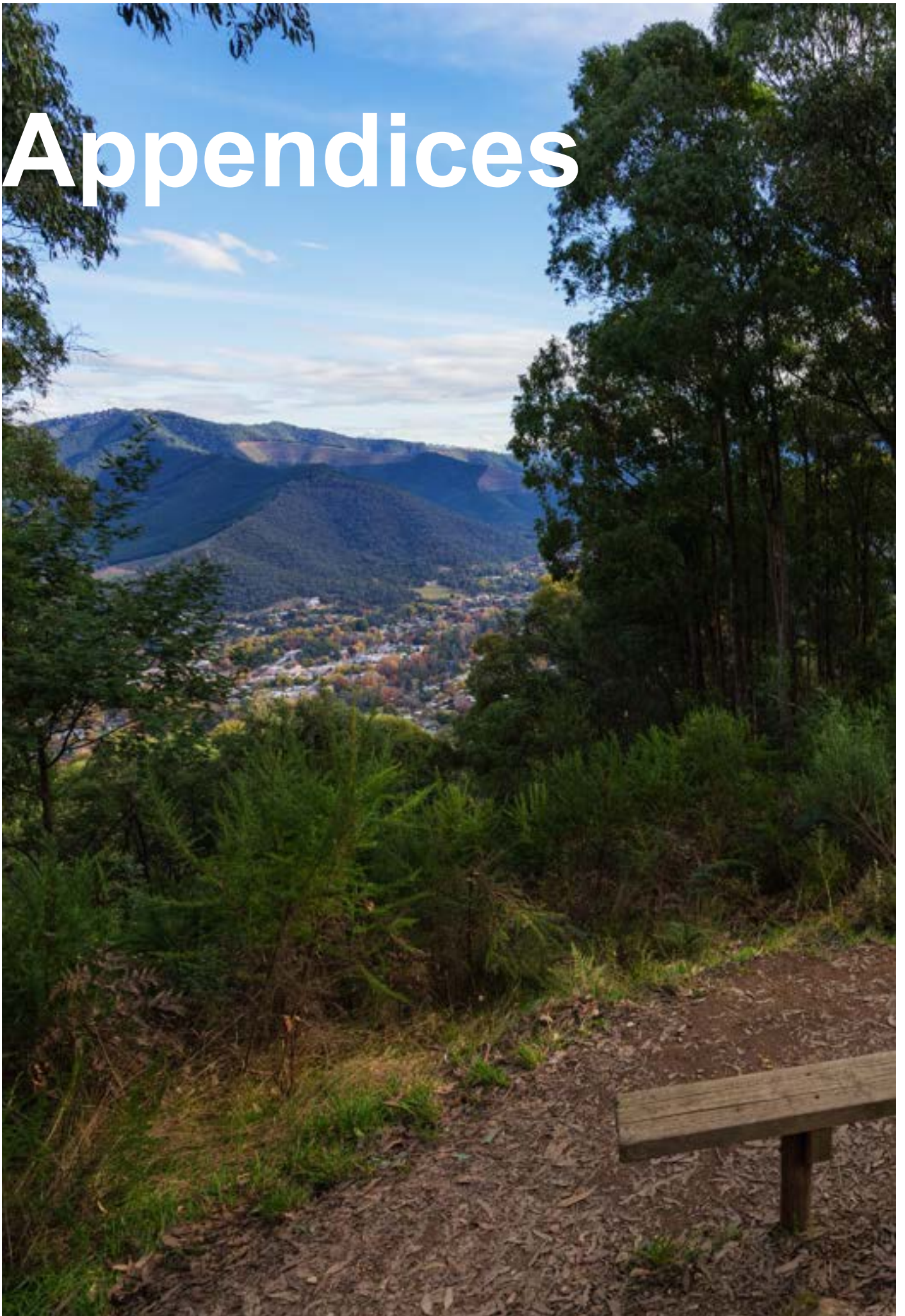
## Concept Plans

For the top five priority trail developments concept plans were developed. These trail projects were:

- Bright to Tawonga Gap Road
- Bright to Mt Beauty Adventure Trail
- Mt Porepunkah Running Trail
- Barwidgee Creek and Happy Valley Creek Trail to Ovens River Trail (Mosaic Trail)
- Tawonga To Mount Beauty Trail

The concept plans are included in Appendix E.

# Appendices



# Appendix A - Background Review

## Key Strategic Documents

### The Australian Physical Literacy Framework (2019)



The Australian Physical Literacy Framework promotes a shared vision, common language and consistent understanding about what physical literacy is and how it can be developed.

Physical literacy is about building the skills, knowledge and behaviours to help us lead active lives. It is the holistic learning that occurs through movement and physical activity and integrates physical, psychological, social and cognitive capabilities. It can help Australians at every stage of life develop and maintain positive physical activity behaviours and delivers physical, psychological, social and cognitive health and wellbeing benefits.

The Framework identifies 30 elements across the four physical literacy domains (physical, psychological, social and cognitive) and helps people understand the progression through each element, using a simple, staged approach.

The Framework details the following guiding principles

- We all have the potential to learn through movement and physical activity
- Everyone will progress at different rates through the stages of the Framework
- Sport is an excellent way to develop physical literacy, but it can also be increased through physical activity and incidental movement
- Use consistent and accessible language when using and promoting the Framework

The four domains that contribute towards the development of physical literacy include the following.

- Physical: The skills and fitness a person acquires and applies through movement
- Psychological: The attitudes and emotions a person has towards movement and the impact they have on their confidence and motivation to move
- Social: A person's interaction with others in relation to movement
- Cognitive: A person's understanding of how, why and when they move

# Key Strategic Documents

## Blueprint for an Active Australia (2019)



### Synergies

Active living plays a key role in broader economic and social goals for our nation:

- Walking, cycling and public transport are affordable and sustainable solutions to traffic congestion
- These same behaviours contribute to cleaner air, reduced carbon emissions and sustainable environments
- Active neighbourhoods and cities are more liveable, with higher levels of social capital and community cohesion and lower levels of crime
- In the context of an ageing community, physical activity enables older Australians to live more active lifestyles with reduced risk of disabling and costly chronic diseases
- Fit and active workers are more productive, take fewer sick days and make a positive contribution to our economic wellbeing

### Background

Our daily dose of physical activity can significantly reduce the risk of Australia's leading killers including heart disease, type 2 diabetes and some cancers. Physical activity can also improve mental health. The health effects of physical activity are compelling. However, the potency of physical activity as a policy investment for Australia extends far beyond health.

### Importance of Sport and Active Recreation

The value of sport has been calculated to be of great value to the Australian economy. It provides an estimated \$83 billion in combined economic, health and educational benefits each year, with a return on investment of \$7 for every dollar spent. In 2017, it was estimated that sport creates \$29 billion of net health benefits each year.

The latest sports and physical recreation participation data for Australia shows the following.

- 45% of children aged 0-14 engage in after school physical activity or organised sport at least once per week
- Physical activity participation is increasingly supported by technology, with 39% of Australian adults utilising a form of activity tracker or wearable device
- 81% of Australian children are not meeting the recommended Australian guidelines for physical activity
- Nearly 70% of adults are either sedentary or have low levels of physical activity
- Two-thirds of adults and one-quarter of children are overweight or obese

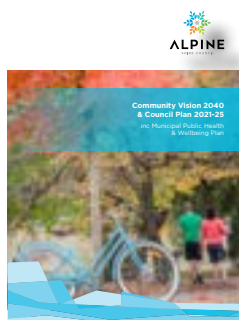
### Improvements

Implement policies to promote sport and active recreation, such as the following.

- Continue funding local government to maintain, improve and expand local sporting and recreation facilities
- Develop public open-space policies
- Protect existing public open space
- Design for 'multifunctional open space'.
- Facilitate cooperative planning, funding and management partnerships
- Joint use agreements to overcome resource constraints/ensure equitable access
- Strengthen the corporate and governance structures
- All-weather sports pitches such as artificial playing surfaces

# Key Strategic Documents

## Alpine Shire Council Community Vision 2040 & Council Plan 2021-25



### Our Shire

Our magnificent Shire in northeast Victoria is home to more than 12,000 people.

Located about 300km northeast of Melbourne and 50km south of Wangaratta, the Shire boasts mountain ranges, national parks and breathtaking scenery.

The Shire covers 4,790sq km, with 92 per cent of the Shire consisting of public land, including the spectacular Alpine and Mount Buffalo National Parks.

Bright, Myrtleford and Mount Beauty are the biggest towns within the Shire offering an extensive range of accommodation and dining options, with a comprehensive local food and wine on offer.

The climate in the Shire makes it a perfect destination all year round. Bushwalkers enjoy the summer months and snow enthusiasts flock to the Alps during winter.

Locals take advantage of shared trails, with mountain bike riding proving popular across all age groups.

Picturesque rivers meander through the Shire providing relief from the summer heat. Swimming holes offer great entertainment and a refreshing cool off for everyone.

It is also a great spot to see local wildlife, including fish, frogs, platypus and turtles which call our region home. Fishing is enjoyed all year round.

Picnic spots and walking tracks are dotted throughout the Shire providing easy access for visitors and locals to enjoy the picturesque surrounds, including dramatic views and wildflower displays.

### Priority areas

The priority areas for the 2021-2025 Council's MPHWP are:

1. Increasing healthy eating and physical activity
2. Reducing the impact of climate change on health and wellbeing
3. Improving mental wellbeing
4. Preventing all forms of violence

### Community Vision 2040

Our people, places and environment enrich our area's resilience, prosperity, and sustainability.

1. For those who live and visit  
*'To be connected, supported, and welcomed throughout all stages of life'*
  - 1.4 Increasing healthy eating and active living
    - 1.4.5 Support programs that increase participation in physical activity
    - 1.4.6 Provide facilities and infrastructure that give opportunities for physical activity and active living
2. For a thriving economy  
*'Ideas and industry thrive through a climate sensitive and diverse economy'*
  - 2.1 Diverse reasons to visit
    - 2.1.1 Promote and facilitate events across the Shire
    - 2.1.2 Balance tourism growth with amenity and environmental impacts
    - 2.1.3 Increase geographic and seasonal visitor dispersal
    - 2.1.4 Effectively manage and maintain tourism infrastructure
4. For the enjoyment and opportunities of our lifestyle  
*'The connection between people and place is strengthened'*
  - 4.3 Accessible parks that promote active and passive recreation
    - 4.3.2 Support and facilitate access to affordable activities that all people can participate in
  - 4.5 Assets for our current and future needs
    - 4.5.1 Ensure our assets are optimised for the benefit of our community

# Key Strategic Documents

## Victoria's High Country Destination Management Plan 2023 - 2033

### Tourism North East Overview

Tourism North East (TNE) is the Visitor Economy Partnership for Victoria's High Country, which encompasses the Shires of Alpine, Benalla, Indigo, Mansfield, Murrindindi, Towong and the Rural City of Wangaratta, and the four major alpine resorts of Falls Creek, Mt Hotham, Mt Buller and Mt Stirling.

Charged with developing the strategic tourism direction for the High Country, Tourism North East focuses on uniting its diverse stakeholder base in a common development path to optimise visitor economy outcomes.

This work includes delivering a broad range of strategic supply and demand tourism initiatives including regional marketing, product development, strategic planning, industry development, investment prioritisation, research and advocacy.

These efforts are focused on the High Country's five recognised product strengths in Cycle, The Victorian Alps, Nature-Based Tourism; Food, Drink and Produce and; Arts, Cultural Heritage and Events.

Aligned to the Victorian statewide tourism strategy 'Experience Victoria 2033',<sup>2</sup> the High Country Destination Management Plan 2023 - 2033, focuses on priority initiatives that are best positioned to leverage the region's collaborative efforts and to deliver positive tourism results for the High Country.

### Victoria's High Country Destination Snapshot

Located in the north-east of the state, Victoria's High Country forms a significant part of Australia's Great Dividing Range. From Kinglake to Corryong, from Mansfield to Rutherglen, this region is unlike any other in Victoria.

It boasts mountainous, alpine and lowland terrain, picturesque villages, rich farmland, world-class wineries and thriving rural towns.

Renowned for its physical beauty as well as a rich diversity of visitor experiences, the High Country boasts beautiful landscapes, big blue skies, clear starry nights and clean, fresh air.

Victoria's High Country is a high reward destination with flourishing produce, exceptional 'new world' wines including local heroes Prosecco and Muscat, a thriving arts and culture scene, epic snowfields and is known as Australia's Premier Cycling Destination.

In 2022, the High Country attracted 5 million visitors who stayed 7.1 million nights and generated \$2.3 billion in direct visitor spend.

### Vision

The efforts of Tourism North East are guided by the vision:

"To sustain and elevate Victoria's High Country as the lead regional tourism destination in Victoria, with a thriving visitor economy based on destinations of choice, and a compelling range of tourism products and experiences."

This will be achieved through working collaboratively with government and industry stakeholders, driving strategic tourism efforts across the areas of research, strategic planning, destination marketing of scale, product and industry development, investment attraction and advocacy.

### Regional Product Pillars

#### Cycling

Cycling is a true strength of the region, particularly associated with the disciplines of mountain biking, recreational cycling, gravel and road cycling, which are available throughout the High Country. A robust bike infrastructure network, supported by an unparalleled natural environment and high-quality cycling experiences that are integrated with other key product pillars, ensure that this offering delivers strong tourism benefits to the High Country.

Ongoing investment is required into cycling products, experiences and infrastructure to ensure the High Country retains an ownership position in the space.

# Key Strategic Documents

## Nature

The High Country's unique alpine environments and rich fertile valleys make it a popular nature-based tourism destination. Visitors can participate in fishing, boating and watersport activities on rivers and inland waterways, enjoy hiking, biking and trail running across the peaks and throughout the valleys, and also take advantage of other adrenaline focused experiences such as abseiling, caving and gliding.

Supported tours, rich experiences, hire services and unique accommodation in sympathy with nature are now required to unite this great diversity of activities within dedicated nature-based tourism hubs.

## Flagship Project

### Ride High Country

Victoria's High Country holds a true leadership position in the cycling space, and not only because of the range of cycling trails and routes available. The cycling offering in the High Country is in the enviable position of being supported by a range of industry operators who recognise the value of this product, a dedicated group of cycle tourism industry operators, a natural landscape that cannot be replicated by any other region plus complimentary food, wine, walking and cultural experiences.

A leadership position across all disciplines of cycling will be maintained through strategic investment into compelling products and experience development and the region's established consumer cycling brand Ride High Country, which is key in driving consumer awareness and product conversion.

# Key Strategic Documents

## 4.1 CYCLING

Vision: **To maintain and strengthen Victoria’s High Country as Australia’s premier cycling destination.**

Victoria’s High Country holds a true leadership position in the cycling space, and not only because of the range of cycling trails and routes available. The cycling offering in the High Country is in the enviable position of being supported by a range of industry operators who recognise the value of this product, a natural landscape that cannot be replicated by any other region plus complementary food, drink, walking and cultural experiences.

A leadership position across all disciplines of cycling will be maintained through strategic investment into compelling products and experience development and the region’s established consumer cycling brand Ride High Country which is key in driving consumer awareness and product conversion.

Priorities		Detail	Status	Lead Agency
Road Cycling	Road safety enhancements	Continued investment in road safety enhancements for road cyclists including investment in road shoulders, road safety signage and cycle friendly towns.	Concept	LGA Partners
Recreational Cycling	Murray to Mountains Rail Trail Enhancements Project	Delivery of Murray to Mountains Enhancements Project.	Implementation	Rural City of Wangaratta Alpine Shire Council Indigo Shire Council
	Murray to Mountains Trail Connection	Trail extensions connecting existing recreational cycle trails to central Bright township, increasing visitor experience and safety.  Stage one; extend Murray to Mountains from entry to Bright along Ovens River to Howitt Park.  Stage two; extend trail from Centenary Park to Bennetts Trail along Morses Creek.  Stage Three; extend trail from Centenary Park to Great Valley Trail along Ovens River.	Scoping	Alpine Shire Council
	Bright Cycle Hub and trailhead for all disciplines	Develop a business plan to create a cycle hub in central Bright with adequate signage, parking and space for cyclists to begin their ride safely. This will become the trailhead for cycle disciplines close to the CBD.	Concept	Alpine Shire Council
	High Country Rail Trail Expansion	Delivery of the High Country Rail Trail Masterplan including improvements to existing trail and extension of trail through to Corryong.	Funding	Towong Shire Council
	Wayfinding Improvements	Implementation of a wayfinding network to improve the user experience across key recreational products.	Funding	Tourism North East LGA Partners
	Great Victoria Rail Trail Enhancements	Delivery of the Great Victorian Rail Trail strategic plan.	Implementation	Mansfield Shire Murrindindi Shire Mitchell Shire
	Marysville to Buxton	Trail to connect existing townships, tourism infrastructure and access to key attractions. Stage one; development of a concept plan including route options and initial costing.	Concept	Murrindindi Shire Council
	Tracks and Trails Masterplan	Develop and deliver a Tracks and Trails Masterplan and business case which will include the Delatite trail. The Tracks and Trails Masterplan is about connecting Mansfield with the outlying towns including the alpine resorts.	Concept	Mansfield Shire

# Key Strategic Documents

Priorities		Detail	Status	Lead Agency
Gravel Cycling	Gravel Cycling Network	Develop a network of gravel cycling loops.	Implementation	Tourism North East
	Wayfinding Improvements	Implement a wayfinding network to improve the user experience across key gravel products.	Implementation	Tourism North East LGA Partners
	Secure an annual flagship Gravel Cycling Event	Support the growth of gravel cycling events across the High Country region.	Implementation	Tourism North East
Mountain Bike Riding	Mt Buller & Mt Stirling Mountain Bike Trail Expansions	Expand the current network by extending the current flow trails and adding a return trail from Howqua Gap that increases the number of green season visitors.	Funding	Mt Buller Resort / ARV
	Falls Creek MTB Trail Network Expansions	Continue expansion of the Falls Creek MTB network through preparation of a Mountain Bike Masterplan.	Implementation	Falls Creek Resort / ARV
	Mitta Mountain Bike Park	Deliver on stage one of the Mitta Mountain Bike Masterplan including trails and township enhancements to support visitation growth.	Implementation	Towong Shire Council
	Eildon Bike Park	Undertake a masterplan and business case for improvement and expansion of the Eildon Bike Park.	Concept	Murrindindi Shire Council
	Mount Elliot Trail Network	Develop the Mount Elliott Adventure Park Masterplan including new trail network.	Concept	Towong Shire Council
	Marysville Mountain Bike Trail	Develop a mountain bike network through the State Forest near Marysville, designed to support the green season and extend the duration of visitation.	Funding	Murrindindi Shire Council
Industry and Product Development	North East Victoria Cycling Optimisation Plan	Undertake a comprehensive refresh of North East Victoria Cycling Optimisation plan, with consideration of market expectations and new product opportunities. Including a comprehensive cycling event strategy to support the region's cycling credentials through demand driving activity.	Concept	Tourism North East
	Relaunch the Ride High Country Preferred Program	Reinvigorate the Ride High Country preferred program to entice businesses to improve their bike friendly offering.	Funding	Tourism North East
	Ride High Country Product Development	Develop and deliver product design programs to grow bookable cycling product within the region. Aimed at bike transport, tours and experiences.	Funding	Tourism North East
	Cycling friendly accommodation	Support development and private sector investment into cycling friendly accommodation.	Concept	Tourism North East
Marketing	Ride High Country	Invest in the Ride High Country brand to build awareness and consideration of the High Country as a cycling holiday destination	Funding	Tourism North East

# Key Strategic Documents

## 4.3 NATURE-BASED TOURISM

**Vision: To position Victoria’s High Country to be synonymous with outstanding nature experiences through the region’s iconic National and State Parks, compelling walk product, activated water assets and adrenaline filled adventure recreation.**

Victoria’s High Country offers a diverse and captivating nature-based experience. With majestic mountains, lush valleys, and pristine rivers, this destination invites outdoor enthusiasts to explore ancient forests and bushland, walk scenic trails, and visit stunning waterfalls. Key nature icons of the High Country include Alpine National Park, Mt Buffalo National Park, Lake Eildon and Lake Hume. Continued investment and promotion of natural assets is needed to meet growing demand for nature-based tourism in Victoria’s High Country.

Priorities		Detail	Status	Lead Agency
Walk	Falls to Hotham Crossing	Complete stage two of the Falls to Hotham Crossing.	Funding	Parks Victoria
	Elevated Walkway (Hotham Heaven Walk)	Delivery of an elevated walkway and complementary sculptural component within the resort that will act as a signature walk experience for Mt Hotham. This is consistent with the resort’s ambition of being the lead walk destination in the High Country, and an iconic walk destination for the State.	Funding	Mt Hotham Resort / ARV
	All Seasons Walks Trail in Dinner Plain	Create a walking trail through Snow Gums that is accessible throughout the year, including signage and information along the walk highlighting First Peoples and the biodiversity of the Alpine region.	Concept	Alpine Shire Council
	Mt Buller & Mt Stirling Huts Trail	Develop an iconic three-day Stirling / Buller huts walking trail that links High Country heritage huts and includes development of associated low impact camping grounds.	Concept	Mt Buller Resort / ARV
	Berrbang Biik Walking Trail	Approximately 1.8 km-long loop starting and returning from the new town square, welcoming people of all ages and abilities to a stunning part of Australian countryside that has up to now been inaccessible to the public. The trail will be constructed around the Village, leading to picnic spots and picturesque lookouts boasting views of Melbourne’s skyline and Fairy Falls. The name Berrbang Biik means ‘Connection to Country’: a name chosen in collaboration with the Wurundjeri people of the Kulin Nation.	Funding	Murrindindi Shire Council

# Key Strategic Documents

## Alpine Shire Council Sport and Active Recreation Plan 2022-2033



The Shire is situated in the north-east of Victoria, approximately 300 kilometres north-east of Melbourne and 50 kilometres south of Wangaratta. Its main towns are Bright, Myrtleford and Mount Beauty.

The Shire covers 4,790 square kilometres. Only 8% of this land is made up of towns, villages and farms. The remaining 92% of land is public land, including parts of the Alpine National Park and all of Mount Buffalo National Park. Two of the state's major ski resorts (Falls Creek and Mt Hotham) are surrounded by the Shire but managed by the Alpine Resorts Victoria. The Shire is home to the Alpine Village of Dinner Plain.

The Shire has a rich and diverse history. The Taungurung peoples have a Land Use Agreement that includes a part of the Shire. A number of other Traditional Owner groups have an interest in the Shire and a rich cultural connection with the Alpine area.

The Shire became a centre for gold mining in the 1850's and saw an increase in population and visitors to the area once roads were opened up to extract timber for the postwar housing boom in Melbourne.

The region has a strong agricultural focus and is known for its beef cattle farming, grape growing, hops, maize, nuts and fruit. It is also a popular tourist destination and attracts visitors for snow sports, cycling, hiking, camping, four-wheel driving, fishing, aerial sports, autumn leaves, festivals, markets, exhibitions, wineries, breweries and quality food. Tourist numbers expand the local population numbers significantly at key times of the year and also create greater demand on local sport and active recreation facilities.

The Shire is blessed with an abundance of beautiful outdoor settings where both local residents and visitors enjoy cycling, hiking, kayaking, skiing, horse riding, swimming, paragliding, running, fishing, dragon boat racing and many other active recreational pursuits.

The Shire is also mindful of some of the challenges that it is currently facing and may continue to experience over the next 12 years. These challenges include:

- a high percentage of people who are overweight or obese
- 45% of adults in the Shire are insufficiently active to achieve health benefits
- growing mental health issues
- proximity to forests and potentially devastating bushfires
- the existing and ongoing impact of COVID-19.
- the impact of climate change
- high levels of tourism impacting the use of open space and recreation facilities.

From the planning principles, four key pillars have been developed, each with a clear objective:

People - To encourage and support increased participation in physical activity by the community.

Places - To provide a diversity of quality and accessible sport and active recreation places and spaces for the community.

Partners - To work in partnership with community organisations, government agencies and the private sector to facilitate sport and active recreation opportunities for the community.

Processes - To provide a strategic framework to guide the Shire's decision making and investment in relation to sport and active recreation.

### Vision

The Shire's vision for sport and active recreation is:

*'Active, Connected and Liveable Communities'*

### Planning Principles

The eight planning principles that support the vision and guide sport and active recreation provision in the Shire are outlined in the executive summary.

They include:

1. Evidence based
2. Promotes physical activity, liveability and

# Key Strategic Documents

connections

3. Sustainability
4. Equity
5. Accessible and inclusive
6. Multi-purpose and adaptable
7. Optimises usage of existing assets
8. Partnerships and collaborations

## 6.0 People

To encourage and support increased participation in physical activity by the community

6.4 Adult physical activity participation rates in the Shire:

1. Bushwalking
2. Walking
3. Cycling - Recreational
4. Mountain Bike Riding

The Shire survey respondents show a similar pattern to Victorian trend data in that they have an increased likelihood of engaging in informal, individual physical activities as opposed to organised sporting activities. This trend highlights the need to consider both active recreation activities alongside structured sporting opportunities.

### 6.7.1 Activate Places and Spaces

In order to increase usage of places and spaces such as parks, playgrounds or sporting facilities, it is important to provide infrastructure to support comfort and enjoyment for users. Such infrastructure may include:

- Shade in parks, playgrounds and along shared trails to enable people to visit more frequently and for longer periods, without the risk of exposure to the sun's damaging rays
- Seats and picnic tables in parks, playgrounds, along shared trails and at recreation reserves to enable people to rest, watch children play and meet up with family and friends
- Lighting on well-used shared trails (or on sections of well-used trails) to enable people to walk or cycle in the early morning or just after sunset more safely

- Wayfinding signage to enable people to better find their way to key locations within or between towns – potentially including information about the time it would take to walk or cycle to a particular location to encourage this form of active travel (rather than using a car)

## 7.0 Places

To provide a diversity of quality and accessible sport and active recreation places and spaces for the community.

### 7.2.1 Facility Audit Observations

- Gaps in the trail network and opportunities to better connect towns with one another (e.g. Kiewa River Trail in Mount Beauty to Tawonga along the river) and complete the gap in the trail network from Bright to Harrietville
- Poor wayfinding signage to some facilities (e.g. McNamara Reserve in Myrtleford) and on some trails

### 7.2.2 Community Demand for Places and Spaces

- Replace swing bridge in Rotary Park in Myrtleford with an accessible bridge
- Develop a pedestrian bridge at Nimmo Bridge in Myrtleford and trails to connect to Myrtleford and beyond
- Improve walking / cycling opportunities throughout the Shire (connections, loops, etc)
- Construct a trail from Pebble Beach on the Kiewa River Trail to Damms Rd in Mount Beauty
- Upgrade sections of the Murray to Mountains Rail Trail, e.g. widening trail between Bright and Porepunkh
- Create mountain bike tracks on Reform Hill in Myrtleford
- Construct a footpath in Mummery Road, Myrtleford
- Improve trail connections in the township of Bright
- Improve trail maintenance in Bright
- Undertake works on the Back Porepunkah Road to improve safety for road cyclists
- Complete the gap in the trail between Bright and Harrietville

## Key Strategic Documents

- Undertake on-road cycling improvements in Bright
- Develop an epic mountain bike trail between Bright and Mount Beauty
- Review the trails network around Harrierville

The process for a preliminary prioritising of projects identified is discussed in further detail in the Processes section of this plan.

Note that as identified above, some of the projects listed, e.g. the development of mountain bike trails on Reform Hill falls within the responsibility of DEECA. In instances where the proposed project is the responsibility of another organisation, the Shire will inform the relevant organisation of the community's desires.

Where the project may require external funding, but then become the management, maintenance and renewal responsibility of the Shire, it will be listed as a potential Shire project, subject to funding availability.

### Key Directions

#### 7.3.2 Footpaths and Shared Trails

Walking and cycling are two of the most popular physical activities in the Shire, and one of the most effective ways of encouraging more people to become more active.

The Shire is renowned throughout Australia for its many high-quality walking and cycling options, including some of the most iconic bushwalks in Australia; the best rail trail in Australia; excellent mountain biking and gravel bike riding opportunities and a vast array of recreational trails of all levels for walking, cycling, trail running and horse riding. Visitors flock to the region for walking and cycling opportunities, and without a doubt, local walking and cycling opportunities will have been a key attraction for many new residents to the Shire.

A wide range of suggestions were received from local residents to further upgrade footpaths, trails and on-road bike lanes in the Shire, e.g. completion of missing links between Bright and Harrierville; development of new trails around Nimmo Bridge in Myrtleford and between Mount Beauty and Tawonga; widening of existing trails such as the Murray to Mountains Trail between Bright and Porepunkah; improved connections within towns (particularly between residential areas and trails), and improved safety for road cyclists along the Tawonga Gap Road.

Whilst the Shire used the engagement process for this Sport and Active Recreation Plan to gather some information on community needs for trails and paths, the breadth of scope of optimisation of the trail and path network for developments, upgrades and renewals of cycling and walking infrastructure needs to be focussed into a tracks, trails and footpath strategy.

#### 7.3.3 Murray to Mountains Trail

The Murray to Mountains Rail Trail is the premier recreational trail in the Shire. It connects Bright, Porepunkah, Eurobin, Ovens, Myrtleford and Gapsted to one another before travelling outside the municipality to connect to Wangaratta and Beechworth. New trails south of Bright will enable a connection to Harrierville and Wandiligong, once better town connections are developed within Bright. Due to the immense popularity of the Murray to Mountains Rail Trail by local residents and visitors, it can become crowded during holiday periods and on weekends. The narrow trail between Bright and Porepunkah needs to be widened to reduce potential trail conflict and to allow people to ride or walk side by side. Similarly, consideration needs to be made to further activating the site and providing for a safer, more comfortable experience by reviewing wayfinding, safety and amenities.

#### 7.3.13 Sport and Recreation Facility Improvements

track / trail / path improvements (which will be included in the Footpath Strategy)

#### 8.2 DEECA and Parks Victoria

From a trails perspective, the Department of Energy, Environment and Climate Action (DEECA) is responsible for the management of trails on State Government land and Parks Victoria is responsible for trails on Crown Land, e.g. Mount Buffalo and Alpine National Park. The Shire has been appointed by DEECA as the manager for some trails located close to towns.

# Key Strategic Documents

## Alpine Shire Recreation and Open Space Plan April 2013



### Links and Corridors

Strategic Objective: To protect existing vegetated corridors and improve the provision of shared pathways, walking and cycling paths and linkages throughout and between Alpine communities.

Priorities to achieve the Objective:

- Protect and enhance vegetated and waterway corridors wherever possible
- Develop continuous and accessible pathways in the major settlements of Bright, Myrtleford and Mount Beauty
- Complete implementation of key projects in existing strategies
- Continue to extend and improve the bicycle path network to enhance user experience within available resources and in partnership with others

### Summary of Community Feedback

#### Pathways & Trails

- Positive feedback about provision of pathways and connections, specific initiatives to improve user experience and risk assessment actions
- Development of paths, trails and safer roads for cyclists is an important low cost recreation option for the community. This is also an important draw card for tourism which in turn boosts the local economy.
- It is important to maintain current assets and construct additional corridors where appropriate
- Request for audit of existing walking and cycling trails
- Support for shared trails (inclusive of horses) in Myrtleford

## 8.2 Partnerships

### Natural Areas

The recreation opportunities available in the vast areas of National Park and State Forest in the Shire are generally informal in nature and include a diverse range of active and high intensity activities (such as mountain bike riding) to passive and reflective activities (such as bird-watching). The feedback from the consultation indicated that further facilities could be provided for some of these activities, for example for mountain bike riding. As these areas are not managed by the Shire, its role with respect to the activities undertaken in these areas primarily relates to advocacy and developing good partnerships.

The Shire's partnership with Parks Victoria is one that could be strengthened given the significance of recreation facilities managed by Parks Victoria on behalf of the State Government. Advocating for the community to communicate a good understanding of expectations and aspirations is an important role that the Shire plays and will continue to build in the future.

### Plantation Areas

As activities such as hang-gliding, paragliding and mountain bike riding become more popular in the Shire, there is greater pressure for areas of forest / plantation to be made available. In areas where riding does not impact on the management or security of plantation forests, the Shire encourages groups to negotiate access agreements to these areas. The launch location for paragliding and hang-gliding above Mystic Park is a successful example of access to closed off forest areas that allows for quality recreation activities to be successfully pursued.

## 8.5 The Environment and Recreation

The community has expressed aspirations for an unspoilt natural environment that can be accessed by people for a range of activities and experiences. In particular the Shire 2030 Community Vision provides for the following: The Shire to be renowned for its scenic beauty and unspoilt natural environment, pure water, mountain vistas, open space and green space areas between the towns and villages and systems of footpaths, walking tracks, mountain bike trails and cycle paths.

## Key Strategic Documents

### 8.7 Links and Corridors

Links and corridors are important components of open space networks for protecting natural vegetation links, aesthetic and water quality values of waterways and providing for the movement of wildlife.

Links such as rail trails, can provide diverse recreation opportunities including attractive cycling and walking route away from roads. If well developed, managed to a high standard, connected to key destinations and well promoted, these trails can provide alternatives to car use and contribute to increased physical activity and improved health of the community. The Murray to Mountains rail trail is particularly important to the Shire as it not only provides an important walking and cycling link between the townships of Bright and Myrtleford with Wangaratta, but as one of Victoria's premier rail trails, forms an important tourist attractor. Such trails have high potential to encourage visitors who require local accommodation and other support services, which provides flow on benefits to the local community.

As the analysis in Section 5 indicated that walking and cycling activities in the Shire have participation levels that are nearly double the state averages, the Shire has an existing excellent base to improve even further. Also community feedback indicated that there are many opportunities for improvements and extensions to the path and trail networks.

The 2002 Bicycle Strategy and 2007 Scoping Strategy for the extension of the bicycle trail network provided a number of priorities for improvements to the infrastructure for cycling and also for some shared pathways for cycling and walking. While some of these projects have been implemented such as the Bright to Wandiligong pathway, there are other outstanding initiatives such as Mount Beauty to Tawonga South that remain a priority for implementation. It is suggested that implementation of these key projects continue as a high priority and that a review of the status of links and corridors across the Shire be conducted in a few years.

The Ovens and Kiewa rivers and their tributaries that flow from the mountains and hills are important wildlife corridors although in places their riverside vegetation has been lost. In many areas waterways have Crown land frontages that are often licensed

to the adjoining land owners. Well vegetated frontages have potential for improving the water quality in the stream as well as providing habitat protection. In some cases the frontages have potential for development of riverside pathways and the Shire is keen to promote responsible access to waterway corridors wherever possible.

#### Strategic Objective

To protect existing vegetated corridors and improve the provision of shared pathways, walking and cycling paths and linkages throughout and between Alpine communities.

Priorities to achieve the Objective:

- Protect and enhance vegetated and waterway corridors wherever possible
- Develop continuous and accessible pathways in the major settlements of Bright, Myrtleford and Mount Beauty
- Complete implementation of key projects in existing strategies
- Continue to extend and improve the bicycle path network to enhance user experience within available resources and in partnership with others

#### 9.1.7 Theme – Links and Corridors

Strategic Objective – To protect existing vegetated corridors and improve the provision of shared pathways, walking and cycling paths and linkages throughout and between Alpine communities.

Key Principles:

- Quality of Life
- Accessibility

Key Priorities:

- Protect and enhance vegetated and waterway corridors wherever possible
- Develop continuous and accessible pathways in the major settlements of Bright, Myrtleford and Mount Beauty
- Complete implementation of key projects in existing strategies
- Continue to extend and improve the bicycle path network to enhance user experience within available resources and in partnership with others

# Key Strategic Documents

## Strategic Actions

- Undertake an audit of existing walkway/cycling trails and develop a categorisation system, including standard levels of provision, utilisation and data collection. This audit to be used to guide resource allocation and funding priorities.
- Explore shared trail circuits that connect the Murray to Mountains rail trail to open space and community destinations.
- Continue to advocate with VicRoads for upgraded on-road bicycle lanes on all main roads and improvement of roadside facilities for cyclists.
- Conserve natural vegetation on roadsides, rail trails, waterways and other corridors wherever possible.
- Explore other opportunities for trails/paths in corridor links and along waterways.

## Capital Program Actions

- 7.1 Improve the user experience on all bike paths, walking trails and shared pathways by providing supporting infrastructure such as signage with good directional and interpretive signs, drinking fountains, seating and shelter where appropriate.
- 7.2 Create a connection and circuit from the Murray to Mountains rail trail in Bright to the township incorporating the Ovens River (canyon walk).
- 7.3 Create an off-road shared trail from Tawonga South to Mount Beauty along the Kiewa River.
- 7.4 Complete a cycling link from Bright to Freeburgh.
- 7.5 Complete a cycling link from Myrtleford to Lake Buffalo
- 7.6 Explore the feasibility of creating a new bike path from Bright to Harrietville.
- 7.7 Develop safe off-road walking and cycling links between schools and open space parks and reserves in Myrtleford.
- 7.8 Provide signage on the Murray to Mountains rail trail to indicate that it is a shared trail for walking and cycling
- 7.9 Complete a shared pathway circuit around the 'Damms Road Circuit' in Mount Beauty with a connection to the Mount Beauty Recreation Reserve.
- 7.10 Complete the shared trail link between Dinner

Plain and Mount Hotham that could also be used as a ski trail in winter.

- 7.11 Supplement existing vegetation on roadsides, rail trails, along waterways (especially as identified in the North East Regional River Health Strategy 2006) and other corridors with indigenous plantings wherever possible.

# Key Strategic Documents

## Alpine Shire Council Economic Development Strategy



### Importance of the Visitor Economy

The Shire is the highest performing municipality within the High-Country Region in terms of its visitor economy. This is reflected in terms of visitation and total visitor expenditure. The impact of tourism flows through the Shire economy, impacting economic output and job creation across the accommodation, food and beverage, retail, services, transport and property sectors. The visitor economy is also a major contributor of the Shire rates on residential and commercial property through holiday homes, visitor accommodation and retail and food premises.

Striking a sustainable balance in tourism will be important for Shire to maintain high levels of amenity and liveability and a healthy economy.

The outcomes of this Economic Development Strategy will align with Council's 2030 Community Vision:

*'The Shire provides outstanding opportunities for its residents and visitors through sustainable growth in balance with the natural environment.'*

### Maintain and Improve Liveability

Identify strategies and investments that will improve liveability for existing residents and drive population retention and attraction, as well as business attraction.

### Framework Overview

The Economic Development Framework, summarised in the table below, includes five key themes. These provide the areas of focus for ongoing growth and enhancement of the economy of the Shire.

1. A Sustainable Visitor Economy:

Support and manage ongoing and sustainable growth in tourism to achieve positive economic, community and environmental outcomes for the Shire.

1.1 Create a sustainable tourism industry in the Shire

1.2 Increase geographic and seasonal visitor dispersal

3. Enhanced Liveability and Resident Attraction: Generate economic and social wellbeing outcomes through supporting liveable communities to promote population attraction and retention.

3.1 Maintain and improve the amenity of the Shire

3.2 Increase the population growth rate across the Shire

3.3 Support for an ageing population

### Visitor Economy Profile

In 2019, the Shire received 852,063 visitors, driven by domestic overnight (60%) and daytrip (39%) visitors. This represents 16% of total visitation to the High Country. Due to the small proportion of international visitation, the Shire is less impacted by the decline of international tourism – due to COVID-19 – and domestic tourism will, therefore, be the primary focus for the industry in the short to medium term.

Between 2010-19, visitation to the Shire grew by +344,123 visitors (6% p.a.).

The visitor economy generated \$379 million in direct expenditure for 2019, driven by domestic overnight visitors (81%). This represents 22% of total visitor expenditure in the High Country.

The Shire attracts a large proportion of 'holiday/leisure' visitors for daytrip (72%) and domestic overnight (75%) markets, compared to the regional average of around 50%. This is a strength for the Shire as holiday visitors are more desirable as they have a higher propensity to engage in leisure and entertainment activities and generate higher yield. Key activities undertaken by domestic visitors include eating out at a café/ restaurant (62%), followed by nature-based and outdoor recreation involving sightseeing (36%), bushwalking (31%) and visit national parks (29%). This reflects the Shire's strengths in nature-based and outdoor experiences.

## Key Strategic Documents

There has also been significant growth in cycle tourism, which has been a major factor for recent growth in the regional visitor economy (and is a heavily marketed component of the High Country). Between 2010-19, growth in this market has reached an average of 9% p.a., which exceeds the overall visitor growth rate. As such, cycle tourism plays an important role in attracting visitors and increasing the value of tourism.

### Economic Development Framework

Theme One: A sustainable Visitor Economy

Support and manage ongoing and sustainable growth in tourism to achieve positive economic, community and environmental outcomes for the Shire.

The Shire has an opportunity to leverage greater economic outcomes from tourism by supporting sustainable growth in the visitor economy, including a focus on offpeak visitation and increasing visitor dispersal.

Visitors are drawn to the region's natural assets (e.g. Mount Buffalo National Park), cycling tourism product, snow resorts and other experiences in key townships. This includes a significant events calendar, which comprises an average of 107 events held across the Shire and attracts around 170,000 attendees p.a.

Strategy 1.1 - Create a Sustainable Tourism Industry in the Shire

- Focusing on minimising the impact of tourism on the environment and maintaining the nature-based assets as an ongoing tourism drawcard

Theme Three: Enhancing Liveability and Resident Attraction

Generate economic and social wellbeing outcomes through supporting liveable communities to promote population attraction and retention.

Strategy 3.1 - Maintain and Improve Amenity of the Shire

Given that the majority of the population is concentrated to the townships of Bright, Myrtleford and Mount Beauty, prioritising township improvements should be encouraged. This includes smaller-scale projects such as streetscape, public realm and infrastructure upgrades that improve access, digital connectivity, amenity, wayfinding and safety. This can also include larger scale infrastructure opportunities that improve connectivity between townships and to nearby Regional Centres, as this was identified as a barrier by key stakeholders.

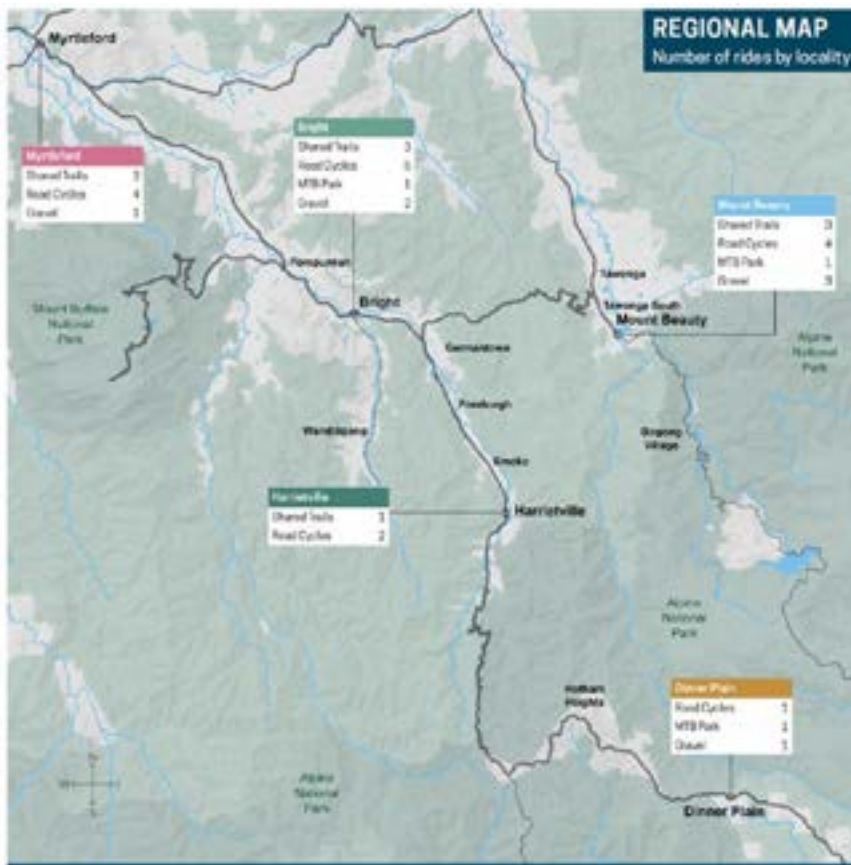
- Prioritise transport infrastructure to alleviate congestion, improve access and enhance connectivity.

# Key Strategic Documents

## Bright and Surrounds Walks and Trails Guide



## Bright and Surrounds Cycle Guide



# Trail Standards & Planning

## Risk Management

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

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

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

The level of intervention required will be based on the overall risk level determined and the classification of the track (i.e. Class 1 - 6 for walking trails, very easy to extreme for mountain bike trails, easy to difficult for horse trails) that is desired.

Risk Management is a four-step process involving:

1. Identify hazards
2. Assess risks
3. Control and manage risks
4. Review.

		CONSEQUENCES					
		Health & Safety	Corporate Financial Loss	Natural Environment	Social/Cultural/Heritage	Community/Government/Reputation/Media	Legal
		Fatality or permanent disability or cost of injury more than \$100,000	Serious injury or illness resulting in more than 31 calendar days absence from work or cost of injury between \$10,000 and \$100,000	Significant injury or illness > 7 days to < 31 calendar days absence from work or cost of injury between \$1,000 and \$10,000	Moderate injury or illness < 7 calendar days absence from work or cost of injury between \$100 and \$1,000	Minor injury or illness first aid needed not time lost or cost of injury less than \$100.	
		\$10 million to \$100 million	\$1 million to \$10 million	\$100,000 to \$1 million	\$12,000 to \$100,000	Up to \$12,000	
		Catastrophic & irreversible environmental damage. Full clean up not possible.	Major but reversible environmental damage. Full clean up extremely difficult and expensive	Significant local impact on or off work site requiring longer term clean up	Moderate environmental impact. Issue affects more than just the worksite. Quick clean-up possible	Minor environmental damage. Contained on worksite. Quick clean up possible.	
			Ongoing serious social issues. Significant damage to structures/sections of cultural significance		Ongoing social issues. Permanent damage to sections of cultural significance	Minor medium term social impacts on local population. Mostly repairable	
			Serious public or media outcry (international coverage)	Significant adverse national/media/public/Local Government attention	Attention from media and/or heightened concern by local community. Criticism by Local Government	Minor adverse local public or media attention or complaints	
		Serious breach. Prosecution including class actions and/or potential culpability/manslaughter implications. Loss of Licence to operate	Major breach of regulation. Major investigation by authority with litigation and/or potential criminal charges or major compensation implications	Significant breach of regulation with investigation or report to authority with possible prosecution and/or significant fine	Minor legal issues, non-compliance and breaches of regulation		
		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	
		<b>Catastrophic /Fatality</b>	<b>Major/Serious</b>	<b>Significant</b>	<b>Moderate</b>	<b>Minor</b>	
<b>LIKELIHOOD</b>	<b>A</b>	<b>Almost Certain (at any time)</b>	<b>EXTREME</b>	<b>EXTREME</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
	<b>B</b>	<b>Very Likely (in most circumstances)</b>	<b>EXTREME</b>	<b>HIGH</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>
	<b>C</b>	<b>Likely (may happen at some time)</b>	<b>HIGH</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>LOW</b>	<b>LOW</b>
	<b>D</b>	<b>Unlikely (could happen)</b>	<b>HIGH</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>LOW</b>	<b>INSIGNIFICANT</b>
	<b>E</b>	<b>Very Unlikely (probably won't happen)</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>LOW</b>	<b>INSIGNIFICANT</b>	<b>INSIGNIFICANT</b>

# Trail Standards & Planning

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

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

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

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

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

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

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

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

Hazard inspections should include assessments of:

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

## Emergency+ Mobile App

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

# Trail Standards & Planning

## E-Bikes on Trails



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

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

A power-assisted pedal cycle is a bicycle that:

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

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

There are two types of power assisted pedal cycles, described as follows:

1. Power-assisted pedal cycle - maximum power output 200 watts.  
The auxiliary motor/s must not be capable of producing a combined maximum power output exceeding 200 watts, whether or not the motor is operating.
2. Power-assisted pedal cycle - maximum power output 250 watts (a 'Pedalec')  
A 'pedalec' is a vehicle complying with the requirements of European Standard EN 15194:2009 or EN 15194:2009+A1:2009: 'Cycles –Electrically power assisted cycles'.

To comply with EN 15194:

- The motor must be electric
- The maximum continuous power output of the motor cannot exceed 250 watts at the wheel
- The rider must pedal to activate the motor
- The motor must cut-off once the vehicle reaches 25 km/h, or sooner if the rider stops pedaling
- The vehicle must be certified by the manufacturer, and labeled as complying with EN 15194.

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



# Trail Standards & Planning

## Cycling Infrastructure Standards

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

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

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

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

### **Austrroads Guide to Traffic Engineering Practice – Part 14: Bicycles**

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

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

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



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

### **Cycleway Design Toolbox - Designing for cycling and micromobility**

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

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

#### **1. Safe**

Ensure that bicycle riders and other road users are provided with safe facilities

#### **2. Connected**

Enable bicycle riders to reach their destinations easily via routes that are connected across the network

#### **3. Direct**

Provide people cycling with the most direct route

#### **4. Attractive**

Deliver safe and attractive surroundings that help to deliver well designed public spaces

#### **5. Comfortable**

Ensure that riders of all ages and abilities can ride at a speed they are comfortable.

# Trail Standards & Planning

## Trailhead Signs

Trailhead signs are important points of reference and provide trail information at locations where users can access a trail, or a network of trails. A primary trailhead sign is located at the primary trailhead, which usually has a significant level of infrastructure such as off-street car parking, amenities and picnic facilities. Secondary trailhead signs provide key trail information at secondary access points.

It is important that trailhead signs are professionally displayed, simple to comprehend and contain key information, as detailed on the following Oyster Walk, Coffin Bay Case Study.

High quality trailhead signs can enhance the trail experience through providing information about features that can be found along the trail, as well as to promote other trails in the region. Many trail users take photographs of the trailhead sign to refer to whilst using the trail, or (where network coverage allows) scan a quick response (QR) code which provides the trail map on a personal phone/ device.

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



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

# Trail Standards & Planning

## Waymarker

Waymarking signs provide trail users with reassurance that they are following the correct alignment. The amount of waymarking necessary is dependent on the classification of trail. The walking standards specify:

- Grade 1 & 2 - waymarkers at intersections and at regular intervals along the route
- Grade 3 - limited waymarkers may be used
- Grade 4 - trails: minimal signage for management and directional purposes
- Grade 5 - signage is limited and only for management purposes
- Grade 6 - signage is generally not provided.

Where one section of alignment is used for multiple trails, all trails should be waymarked on the same signpost with corresponding colours or symbols, as shown on the image below.

## Waymarking Sign - Bungendore Park, WA



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

For Mountain Bike Trails, The Australian Mountain Bike Trail Guidelines specifies that the rating colour should be used on all trail directional signage. Communicating the risk through classifications and signage reduces the probability of a rider attempting a trail above their ability.

## Waymarking Sign Masons Hill - Tumbarumba ,VIC



## Directional

Directs users to or from the trailhead and other features, such as a nearby town, road or car park facility. These signs are particularly relevant at intersections where users are required to choose between a number of routes. It is usually appropriate to indicate the distance to/from the identified feature/s, as shown in the Bright example below.

Directional signage from a trail to a town can have positive economic impacts as users are more likely to impulsively visit the town if they are aware of its close proximity.

## Directional Signage Case Study - Bright, VIC



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

# Trail Standards & Planning

## Interpretive

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

Interpretive Sign - Coffin Bay, SA



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

## Management/Warning

Management/warning signs are used to advise trail users of dangers, risks or management policies.

As outlined in AS2156.1, management/warning signs should include a statement of:

- Danger
- Consequence
- Precautionary Actions
- Pictogram.

These signs play an important role for both users and trail managers in risk management of a recreational trail.

Management Sign, Kinchina Conservation Park, SA



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

# Trail Standards & Planning

## Case Studies

Relevant case studies are highlighted to showcase a diverse range of recreational trail initiatives across Australia and New Zealand.

### Sunshine Coast Council Trail Webpage

The Sunshine Coast Council has made it easy for locals and visitors to find information on things to do on the Sunshine Coast, with a focus on recreation trails. This is provided through the new online 'Adventure Sunshine Coast' tool which collates all of the region's pathways, tracks and trails into one handy online tool. This makes it easier and faster for local and visitors to plan their next adventure.

The tool allows users to quickly filter six key adventure activities - walking, mountain biking, cycling, horse riding, canoeing and kayaking - by location, difficulty level, distance, time, and other aspects to find a free adventure that suits their requirements.

Users can create their own profile to keep track of the adventures they have done or want to do. The system allows users to provide reviews of adventures to help others decide, and to view photos of what they can expect to see on their journey.

Visit: [adventure.sunshinecoast.qld.gov.au](http://adventure.sunshinecoast.qld.gov.au)



# Trail Standards & Planning

## Bibbulmun Track

The Bibbulmun Track is one of the world's great long distance walk trails, stretching 1000 kilometres from Kalamunda, to Albany on the south coast and passing through the scenic southwest of Western Australia.

The Bibbulmun Track is signposted with yellow triangular markers symbolising the Waugal, the rainbow serpent of the Aboriginal Dreaming. Trail markers are spaced up to 500 metres apart and are more frequent when there is an intersection or turns. There are 49 campsites with facilities along the track, which are spaced a day's walk apart.

The Bibbulmun Track has a regular email newsletter called Bibbulmun Bytes which is available to the general public. The Bibbulmun Track also has eight maps (for each town) which show permitted car access points, campsites, terrain profiles and distances tables and eight associated guidebooks.

Visit: <https://www.bibbulmuntrack.org.au/>

## Standley Chasm

Known traditionally as Angkerle Atwatye, meaning 'Gap of Water', Standley Chasm is a 3 metre wide, 80 metre high gorge amongst the West MacDonnell Ranges.

Standley Chasm is privately owned and operated by the Western Arrernte people. It is a place of deep cultural significance to the Western Arrernte people as a sacred site of women's dreaming.

Half-day tours are guided by an Arrernte local and includes a guided walk up to Standley Chasm with commentary on geology, flora, fauna, bush medicine, bush tucker and weaponry.

Visit: <https://www.standleychasm.com.au/>



BIBBULMUN TRACK WAYMARKER, WA



STANDLEY CHASM GUIDED WALKS, NT

## Trail Standards & Planning

### The Yindyamarra Sculpture Walk

The Yindyamarra Sculpture Walk traverses for 5.3 kilometres and features a series of stunning contemporary Aboriginal sculptures lining the Wagirra Trail from Kremur Street to Wonga Wetlands. Fifteen sculptures created by local Aboriginal artists have been installed along the trail.

The sculptures are accompanied by interpretative panels and smartphone videos which tell the story of the Aboriginal history and cultural significance of the Murray River.

Visit: <https://www.alburycity.nsw.gov.au/leisure/sport-and-recreation/walking-and-cycling-trails/yindyamarra-sculpture-walk>

### Shiraz Trail

Spanning from McLaren to Willunga, this 8 kilometre shared use path has been constructed along a disused rail corridor and connects both walkers and cyclists to McLaren Vale and Willunga. The Shiraz Trail is also an extension of the Coast to Vines Rail Trail.

This Shiraz Trail features mostly flat terrain and vineyard views. Users of the Shiraz Trail have the opportunity to stop off at one of the many cellar doors, breweries and eateries along the trail.

Visit: <https://mclarenvale.info/whats-on/latest-news/explore-the-shiraz-trail-in-mclaren-vale>



THE YINDYAMARRA SCULPTURE WALK, NSW



SHIRAZ TRAIL VIEWS, SA

# Trail Standards & Planning

## Riesling Trail

Traversing the picturesque Clare Valley wine region, the Riesling Trail is one of the first rail trails to be developed in South Australia. The trail is named after the grape and wine variety that the region is famous for.

The Riesling Trail traverses for 35 kilometres from Auburn to Clare and onto Barinia and is located approximately two hours drive north of Adelaide. . Parking is available in Clare, Sevenhill, Watervale and Auburn.

The Riesling Trail is suitable for recreational walkers, mountain and touring bikes, as well as wheelchairs and pushers. The trail travels past many cellar doors and other visitor attractions.

Visit: <https://www.clarevalley.com.au/directory/riesling-trail>



RIESLING TRAIL, SA

# Appendix B - Consultation Summary

# Consultation Summary

## Consultation Process

### Community On-line Survey

A comprehensive community online survey was conducted to inform the Master Plan using Engage Alpine the Shire's interactive community engagement platform.

The engagement was around three key themes:

- People's experience of existing trails in the Shire
- Views on improvements to existing trails in the Shire
- Suggestions for new trails in the Shire.

Interactive mapping was provided which allowed respondents to locate a track or trail on the map and then provide a comment in relation to that particular trail or track (refer Figure 1).

### Community Submissions

In addition to the online community survey a number of community submission were provided to the Shire for consideration in the development of the Strategy. The key suggestions are included in the consultation summary below.



**To have your say on the existing network of tracks and trails, follow the instructions below:**

1. Locate a track or trail by either entering an address using the search function below (if applicable) or navigating to a location using your mouse (computer or laptop) or your fingers (phone or tablet).
2. Once you have located your track or trail, select the **Add Marker** button in the bottom right hand corner of the map.
3. Place the marker on your track or trail.
4. Fill out the survey that pops up once you have placed your marker.
5. Once you have filled out the survey, select **Submit**.

**NOTE: You can toggle between tracks and trails by selecting the layers button in the top left hand corner of the map.**

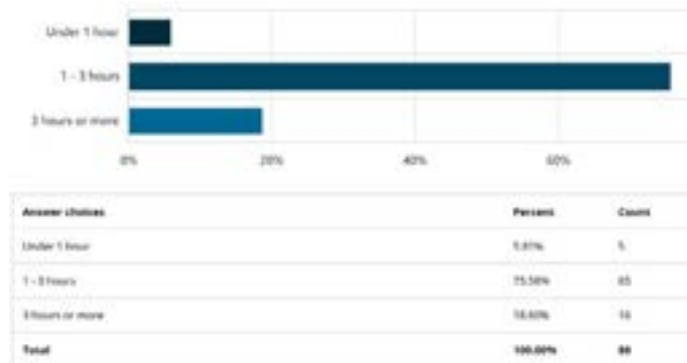
63 contributions

Figure 1: Interactive mapping provided on the Engage Alpine Platform.

# Consultation Summary

## Consultation Findings Summary

How long do people spend on trails within the Shire.



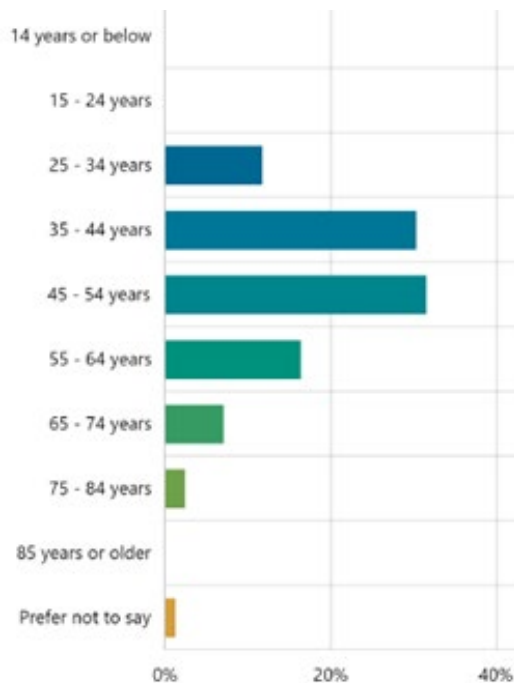
What do people value about trails in the Shire

Activity	No of People
Maintaining health and fitness	79
Opportunities to connect with nature	72
Forming connections with other people	28
Providing alternative transport options	23
Encouraging local and economic development	20
Contributing to environmental sustainability	16
Other	5

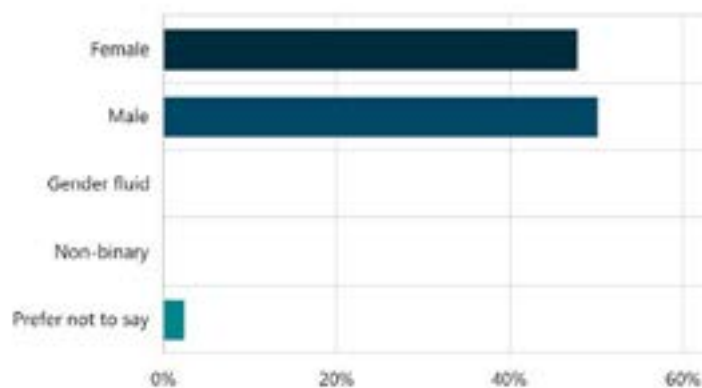
What key features of the current trails in the Shire do people find useful

Feature	No of People
Connectivity between trails (linkages)	60
Facilities (such as seats, shelters or amenities)	43
Signage (e.g. wayfinding)	43
External collateral (such as brochures, maps, websites etc.)	13
Accessibility information and facilities	11
Other	10

Age profile of respondents



Gender of respondents



All but four respondents were residents and/or ratepayers of the Shire

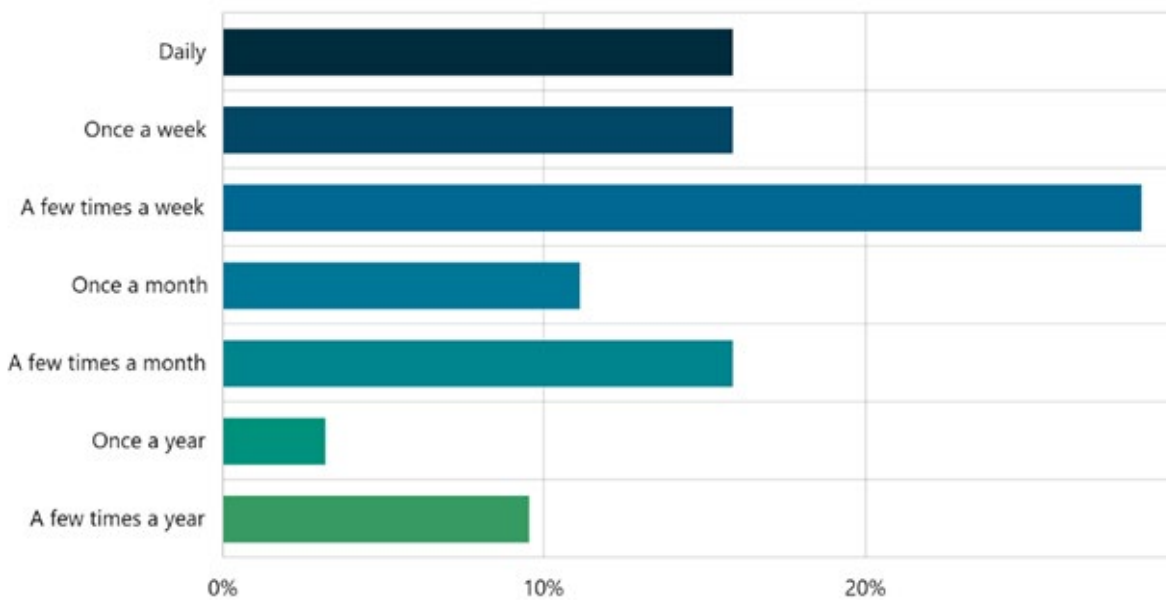
# Consultation Summary

Locations of respondents who provided information on specific trails by location.

**Top Contributions by Location**  
Top 10 most frequent postal/ZIP codes of posts submitted by participants.

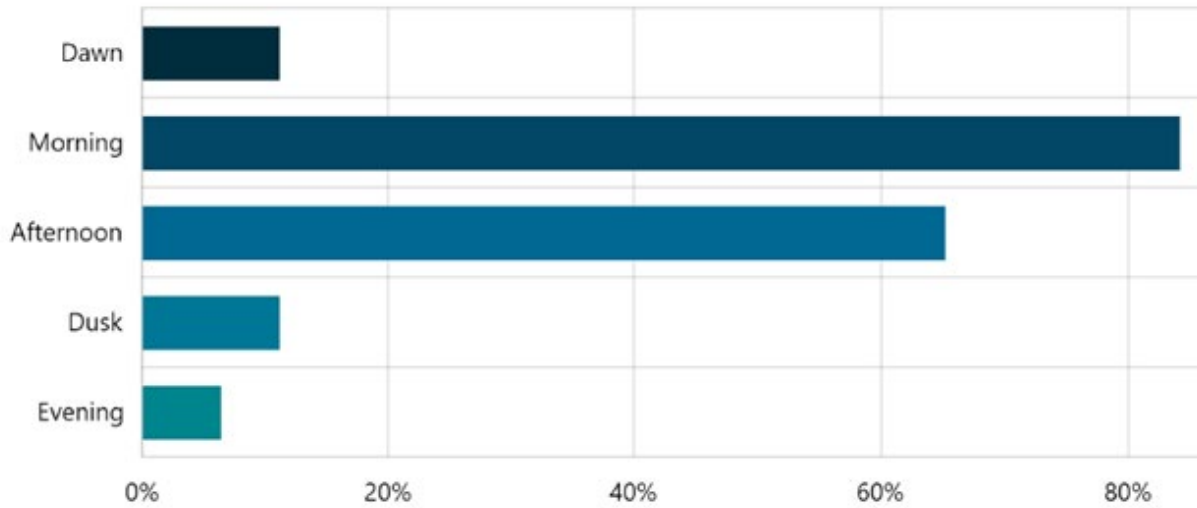
Location	Total Contributions	% Contributions
3741, Bright, Victoria, Australia	21	33.33%
3744, Wandiligong, Victoria, Australia	8	12.7%
3740, Porepunkah, Victoria, Australia	7	11.11%
3698, Tawonga South, Victoria, Australia	6	9.52%
Mount Beauty, Victoria, Australia	5	7.94%
3697, Tawonga, Victoria, Australia	4	6.35%
3741, Harrietville, Victoria, Australia	3	4.76%
3744, Buckland, Victoria, Australia	2	3.17%
3691, Dederang, Victoria, Australia	1	1.59%
3701, Mitta Mitta, Victoria, Australia	1	1.59%

Frequency of use of trails within the Shire



# Consultation Summary

## Time of day people use the trails in the Shire



## What type of activities do people participate in on the trails in the Shire

Activity	No of People
Walking	35
Mountain Biking	25
Trail Running	15
Gravel Riding	11
Road Cycling	11
Hiking	7
Other	5

# Consultation Summary

Community responses to the online survey identified a diversity of improvements that could be made to existing tracks and trails and proposals for new tracks and trails. These comments and responses have been collated below on the following pages. Note these comments and responses do not necessarily represent the views of the consulting team or the Shire.

## Existing Trails

Improvements that could be made to existing trails

### General

- Consider adding lighting to some of the trails within the Shire
- Where trails utilize pine plantation roads they need to be upgraded and maintained for walkers and cyclists
- Provide separate trails for walkers and riders
- General trail maintenance such as slashing and removal of weeds, repairing of erosion, surfaces and signage.
- Rectifying safety and risk issues
- Traffic management
- Improved signage including maintenance/upgrade of existing signage

### Specific

Canyon Walk, Bright

- Please allow cycling (MTB) on the Canyon Walk. We have ridden it on MTBs in the past and it is a great connection between Bright and the Ovens River/Rail Trail crossing. If MTBs are not deemed compatible with walkers/runners due to track conditions or sight lines, please upgrade to overcome perceived safety issues.
- Connect Canyon walk to trails in Porepunkah (section behind golf course) so that people can walk along river the whole way to Bright and access great sections of the river (the path does not currently exist)
- An extension along the river which also accommodates a loop back to Porepunkah would be ideal.

Back Porpunkah Road, Bright

- This is the main Back Porepunkah Road. It's becoming more and more popular with road cyclists and it's dangerous for cyclists both experienced and families and casual riders who failed to find the rail trail. Choices how to adjust this could be to prohibit bikes in the dangerous section (rail trail alternative here) or widen the road to add a shoulder.
- The extension of the seal on the Buckland Valley Road has been wonderful for road cyclists.

Bright to Mystic Park Access

- There are 3 main cycle/walk routes from Mystic Park to Bright. Two along Moses Creek, on either bank and these are in desperate need of repair and are bordered by high blackberries and other weeds. The third route is along Cobden Street but cutting onto the footpath at the junction with Coronation Avenue to avoid the narrow road. The footpath here is regularly used by older residents and mobility scooters. The safety of the crossing needs to be investigated, widening the footpath and removing the drop edge.
- The quality of the trail along the eastern bank of Moses Creek, between the NMRA Bright Holiday Park and Coronation Avenue is mostly very poor and uninviting for visitors. With four bridges across Moses Creek between Hawthorn Ln and Coronation Ave, the trails on each side of the creek could provide great walking and cycling loop options for both residents and visitors.
- Provide a sealed path from Bright to Pioneer Park.

Mystic Park

- Drinking water provided at the top of Mystic (Park) would be amazing.

Murray to Mountains Rail Trail

- The edges of the Murray to the Mountains Rail Trail west of Taylors Gap are breaking up quite badly. While I think this section is (predominantly?) in City of Wangaratta, its deterioration will affect users of the Shire section who wish to ride between Myrtleford and Everton.

# Consultation Summary

- The rail trail crossing at the entrance to Bright remains pretty unsafe, particularly with children. Could it be made an underpass?
- No path/bike lane from the Rail Trail down to the river trails in Bright. Potential link.
- Would be great to have the Rail Trail extend from here (intersection of Railway Ave/Bakers Gully Rd/Ireland St) through and join up with the trail to Harrierville and Wandi. At the moment it is choose your own route to work out how to meet these other trails.
- Dangerous intersection (Park St/Deacon Ave in Bright) particularly for children crossing to get to school.
- Provide a link from the rail trail through to Nightingales, Wandiligong

## Parkrun, Bright

- "Install gazebo at Parkrun course start as shelter for volunteers/participants during poor weather. For safety when large numbers of Parkrun participants, move railing around Mystic Flight Park at Parkrun course end so participants finish off Bennetts Trail and don't obstruct trail for non-Parkrun users. For safety on hot days, install water fountain at start/end of Parkrun course. Install posts marking start/end and turn-around points on Parkrun course to inform participants about course route.

## Bessies Track, Wandiligong

- Bessies Track follows the west bank of the Morses Creek and links Sangsters Lane to McLeans Road. McLeans Road is missing from this map and it is unclear why. It is the logical exit from Bessies Track out to Centenary Avenue.

## Morses Creek Road, Wandiligong

- This busy section of road needs a footpath connecting to Nightingales. You can walk the back road from Alpine Park which is relatively safe but from Morses Creeks Rd to the orchard is a high traffic area and needs separation (especially for kids on bikes)

## Myrtleford Mosaic Trail

- Improve lighting along the trail

## Wandi Walk

- The Wandi Walk is a fantastic track that follows the west side of the Morses Creek from the Alpine Park, crossing a swing bridge and continuing to Bright. It dates back to the gold mining era at least and is a beautiful alternative to the shared bike path. It has been blocked recently and needs to be reopened. Walking along White Star Road is neither safe nor appealing in comparison.
- This track is now incomplete due to private property. Suggest this is rectified to allow connection or potentially add a new bridge across to connect.
- Better signage from Bright to the start of the trail.

## Porpunkah River Walk

- This is a fantastic trail that just needs to be finished. There is a pile of gravel at the Bright end of the trail that has been there for over 12 months. At the moment the gravel is soft and shifting which makes bike riding difficult, particularly for little kids and presumably older people or those with mobility issues. The section from the trail to the rail trail is rough, uneven and narrow. If it was widened and smoothed it would make for a much more accessible and enjoyable user experience.
- Continuation of the path on the south side of the bridge that travels parallel to the Great Alpine Road (Bright bound) and connects with the Porepunkah footbridge. This will create a town loop for all ages and abilities and provide connectivity into the plantation which is regularly used for walking, running and cycling. The existing river trail is an asset to the community and provides valuable connections. The 'Town Loop' would be ideal for children and families and older people.
- A new path from the bridge into the Porepunkah township would be a safer and more efficient passage for residents and visitors. Although the rail trail is available you must use the underpass which isn't the most direct route which results in pedestrians and cyclists walking along the roadside which is dangerous. There is a well worn track on the river side of the road (proposed location of the new path)

## Consultation Summary

which demonstrates use. In peak holiday season there are big groups walking along the road.

- Improve connectivity from path on east side of bridge over river to the plantation/up along start of Buckland Valley Rd - plantation on that side of road is very popular recreation for people in Poreunkah but connection after bridge and through roundabout and up start of Buckland Valley is very sketchy.
- The link between the Great Alpine Road and the Punkah River Trail just west of the Punkah Vet and the new cafe in this vicinity is only occasionally slashed/maintained. At other times it gets overgrown and very slushy when it is wet.
- A couple of sections of this popular Punkah trail are not well suited to safe cycling and one steep pinch is impassable for uphill riders, due to erosion below an old concrete run-off drain that has created a substantial step-up. Reformation of this short section, remediation of a few wet areas, and maintaining sight lines around bends (they are pretty good at the moment, thanks to shire maintenance works - thanks!) would ensure year-round safety and comfort for both walkers and riders.
- Extend separated footpath/bikepath to at least turn off to popular Buckland River waterfall and swimming hole; ideally the whole way to Mt Buffalo entrance.

### Kiewa River Trail, Mount Beauty (extension to Tawonga)

- Extend it to link up with the short trail from the Ryders Bridge at Tawonga. This would create a nice little loop for safe cycling between Tawonga, Tawonga South and Mount Beauty.
- Extend it to Damms Road and have a roadside path back to town to link to the library area.
- It needs to be extended to Damms Road along the East Kiewa as was planned some time ago.
- Extend it to join the river walk trail that starts at the bridge near Tawonga Caravan park. Would crest a brilliant complete loop path Mount Beauty - Tawonga - Tawonga South - Mount Beauty (especially if the section in Tawonga South was improved and moved to the eastern side of the highway).

- Extending the track to Tawonga, would provide a perfect link between the caravan park and town. This creates a flat route which is more suitable to all age groups and abilities. The link to Damns Road would be good, however for cycling it is a very short route.
- This is a lovely walk along the river bank which could be enhanced by an extension. The ideal would be one riverside track that links Tawonga to Mt Beauty, and together with a path alongside the highway, a walking, cycling track loop is created. Ideal for visitors (the loop connects Tawonga Tourist Park and The Park Mt Beauty) and locals alike.
- Toilets need to be provided near Tawonga Caravan Park.
- A public toilet is desperately needed at this location (near Tawonga Caravan Park). It is a heavily utilised recreational area.
- The Keiwa River Trail requires maintenance and improvement works including river bank stabilisation, patching of the bitumen, line trimming and picnic table replacements.

### Gorge Walk, Mount Beauty

- Need to consider landslides and the associated impacts including on the main cables of the suspension bridge.

### Survey and Pole Track, Mount Beauty

- Address general and surface maintenance issues need addressing

### Pondage Walk, Mount Beauty

- A well utilized track in Mt Beauty. Consider widening and reducing the drop off on either side of the path.

### Fisherman's Walk, Mount Beauty

- Needs considerable work to clear and complete to achieve the original concept.

### Junction Creek Walk, Mount Beauty

- Requires extensive maintenance however is a "great little walk"

### Lake Guy Walk, Bogong Village

- Recently re-opened, however looks neglected and requires extensive maintenance

# Consultation Summary

## Mount Beauty to Tawonga Trail

- The track is dangerous with cars reversing from the driveways. It is also very undulating at each driveway with loose stones. This path should be on the opposite side of the road.
- The section through Tawonga South on the western side of the highway is not suitable for bikes with the driveways and rough surface.
- Move it to the eastern side of the Kiewa Valley Hwy away from multiple driveways
- There is no contiguous track between Tawonga and Mt Beauty via Tawonga South and the current intermittent pieces need repair/ overhanging trees pruned. Travellers are required to cross the highway at multiple locations. The solution one path on the eastern side of the highway. One safe well-maintained track will attract more use from more locals, visitors, young and old.
- I only use it for walking, even though it is designed for cycling. To make it cycle friendly it needs to be wider, less up and down and less driveway crossings. All of this leads me to say, it would be much much more user friendly if it was relocated to the eastern side of the Kiewa Valley Highway.
- The bicycle trail is not continuous and changes sides of the road. It discourages cyclists from using it. It is dangerous for cyclists and car drivers on this section of the highway. Having a continuous off-road trail between Tawonga and Mt Beauty would be a great asset for locals and tourists.

## Trappers Gap (Snowy Creek Picnic Ground - Mt Beauty)

- Better signage along the route to indicate the direction of Mitta Mitta as it is not always clear which turn to make to descend off the ridge. I know of several people who have taken a wrong turn on the way to Mitta Mitta and got very lost.

## Apex Lookout Track, Quins Gap

- This is a common place for people to park their cars and hike up Apex Quinns gap loop. However there is only one car parking spot available. So cars park half on the road causing danger to vehicles going to the tip. Cars used to

be able to park in the flat area on the Western side. However erosion has caused a big ditch to open up making it hard to access this area. It would be great if an excavator can flatten the access to allow cars to park on the west side of the intersection.

- Jaspers Track provides a connection up to Apex from Bright. We live at the bottom of Jaspers Track. I see people going up and down all the time. However there is one section that is very muddy. Handmade bridges have been put in place with scrap wood to reduce people having to walk through the mud, but it would be great to have a more permanent and purpose built bridge. This would enable people to walk from Bright up to Apex on trails.

## Dederang

- The trail between Dederang Store and the Rec Reserve deserves traffic lane separators to make it safe for local kids in particular. Even the white posts that were initially installed when the trail was put in were not replaced when knocked over by traffic.

## Buckland

- The extension of the seal on the Buckland Valley Road has been wonderful for road cyclists. The addition of signage and a seat outside the cemetery near the end of the seal might encourage cyclists to take a break and look around the wonderful historic cemetery.

# Consultation Summary

## New Trails

### General

- Experienced cyclists can road ride up to Falls Creek and do technical mountain biking in the Big Hill MTB Park. There is also the short ride along the Kiewa River and/or around the Pondage which caters for those wanting to do short distances or families with young children. However, there is no provision for those wanting to do up to 50 kms safely of non-technical, casual riding. Would the Shire consider putting a bike path up the Kiewa Valley to match what the Ovens Valley has to fill this gap?
- A lot of tourists find it hard to get from the Murray to Mountains Rail Trail to the Great Valley Trail out to Harrietville. Perhaps some better signage or bike lane through town (Bright)?
- A safe cycling path to take cyclists off the busy Kiewa Valley Highway from Mount Beauty to Dederang similar to what is in the Ovens Valley from Myrtleford to Harrietville.
- I would make this part of a Bright 5 Peaks (Mystic, Huggins, Apex, Clear Spot)
- More running and hiking loops.
- Old mining trails – we are fortunate to have old mining trails throughout the Shire as there is potential to be able to join up the various trail networks we have in the Shire, which would provide a world class bike packing network. Being able to connect Bright with Mt Beauty, Falls Creek, Omeo (outside of the Shire but accessible), Dinner Plain and Harrietville via Mt Hotham with a mix of old and new trails plus gravel/dirt roads would be truly spectacular and open up accommodation and business options for summer riding.

### Bright to Mount Beauty Trail/Epic Trail

- This track doesn't yet exist, however a mountain bike track that links Bright and Mt Beauty would be a great asset to our town. The Murray to Mountain and High Country Rail Trail is a great initiative, and links many towns in the region. Mount Beauty is isolated as we don't have an old railway line/trails that link us to other towns.

- Epic trail between Bright and Mount Beauty. This could be for running and biking and use the existing Sec Track.
- The trail would be called the B2B from Bright to Beauty. It would be a gravel/mountain bike/running trail between these two towns. It would also make the Murray to Mountains Rail Trail a real trail to the mountains instead of to the mountain valleys. There would be a direct trail only route up to Falls Creek from the train at Wangaratta. This would make a true world class bike trail.
- Epic Trail between Bright and Mount Beauty
- The bike trail link between Mt Beauty & Bright is a glaring omission in our bike trail system.
- Develop a long distance mountain bike trail from Tawonga Gap to Bright and Mt Beauty. A figure of 8 loop with Tawonga Gap in the middle allowing climbing and descending to both Bright and Mt Beauty.

### Bright

- Connect the rail trail to the river trails through town either the road next to Hometown and Dr Mauve's or make Barnard St a pedestrian/bike zone.
- Extend the Canyon walking track to continue to Porepunkah at the Rail Bridge over the Ovens River. Cherry Walk, Canyon Walk, Porepunkah River Walk. The surface would be similar to Cherry and Canyon walks. Awesome for walking, trail running and dog walks. A great link and alternative for getting to / from Porepunkah when out on adventures. Perhaps a traditional name?
- If Quinns Gap Rd was sealed, it would make a good road loop north of Bright and alternative route between Bright and Porepunkah. (Bright rather lacks good sealed road loop rides).
- Clearly define the rail trail through Bright.

### Porepunkah

- Join Eurobin Creek track to Hughes Lane (Porepunkah)
- It would be nice to see short and long loop options around the river within Porepunkah that bikes/ scooters/ prams can utilise ideally with some nice rest stops by the water.

# Consultation Summary

- Extend the path on the south east side of the bridge that travels Bright bound parallel to the Great Alpine Road that connects with the Porepunkah footbridge. This would create an accessible town loop of a short distance that would be ideal for children (bikes and scooters), families (prams) and older people. Currently people walk on the roadside. This would link up two existing paths and provide a valuable loop for our community.
- Winters Hill on the Buckland Valley Road is a pretty slow climb for some riders. Providing a bike lane or a separate sealed trail up the hill on the east side of the road would improve rider safety.
- It would be nice to see short and long loop options around the river within Porepunkah that bikes/ scooters/ prams can utilise ideally with some nice rest stops by the water.
- There is already a bridge on the Pukah River Loop that basically leads to nowhere. Approximately where I have placed this marker.

## Porepunkah to Bright

- Extend the river walk from Porepunkah into Bright (ie, not the Rail Trail), connecting to existing trail at the old railway bridge. For walkers and possibly mtb, similar style to the existing trail along the river from Porepunkah.
- Connect the Canyon Walk Trail to Porepunkah.
- I think it would add huge value to the Porepunkah and Bright communities and also to tourism if the towns were linked by gravel/ single track. Could the Porepunkah River Loop be extended to run behind the golf course and then link up to the footbridge over the Ovens near Lowen Drive? From there it could join the Canyon Walk Track.
- Continuation of the footpath on the north east side of the bridge traveling parallel to Nicholson St providing a connection to the Porepunkah township. The rail trail isn't the most direct or accessible route which results in people walking along the roadside. A footpath would be a much safer and direct alternative for what is a major point of connection / travel in this community.
- Walking trail link between Porepunkah River Trail and Canyon Walk.

## Mount Porepunkah Scenic Reserve

- This area (Mt Porepunkah Scenic Reserve) could be perfect for some Mtb trails that can be accessed from either end of Spots Track. The use of Spots Track could make it a perfect little loop. And unlike Mystic - no need to redo the trails after every plantation harvest!
- Access for running walking and riding to this area of bushland could be investigated. Not sure of public access here. Puka generally lacks access to bushland recreation despite being surrounded by it! (Eg things like Huggins in Bright walk - short, easy, pretty walks that give access to the unique sights of the area).
- Allow access from Porepunkah into the public land below Mt Porepunkah and create some trails to see this beautiful native forest. Ideally it can be a multi use trail network that can be extended over time, up to Mt Porepunkah but possibly also all the way to Bright apex with suitable connection points.
- Mountain bike and running trails to and from Mount Porepunkah would be amazing.

## Wandiligong

- Walking/running trail traversing east side of Wandi valley in the native bush. Start at South end of Churchill Ave, come out at Williams Rd Wandi.
- Extending the Wandi Trail through the Diggings to link to the Pub and Nightingales is needed.
- A link is needed for walkers, runners and cyclists between The Diggings trail network and the junction of Centenary Ave and Morses Creek Rd. At present, all users have to mix it with the traffic on the road edges.
- I think there needs to be another little bridge here (Morses Creek) to get back onto the single track and be able to access Centenary Ave for continuing on to Nightingales.
- A bike lane or even safer, a bike path, through to Nightingales.
- Continue the rail trail out to Nightingales.
- Propose to extend the bike/walking trail on Morses Creek to allow safe and unhindered pedestrian access to both the Wandi Pub and Nightingale apples, both these spots are located on high traffic roads and at peak times

# Consultation Summary

pose an unacceptable risk to vulnerable road users having to be on Morses Creek Road to access these facilities.

## Germantown

- Build connection from Hill Plantation Link Track to Back Germantown Rd. This would encourage use of the Hill Plantation Link Track, in combination with the Smart Creek - Tawonga Gap Track and the Tawonga Gap Track as an alternative route from Bright to Tawonga Gap for cyclists, trail runners and hikers.

## Harrietville

- Numerous old mining trails and deer tracks in the Cemetery Lane area of Harrietville, huge scope to open up some trails going both north and south to link with existing trails. Due to previous mining activity there are trails on all surrounding hills.
- Another mining trail called the 201 goes from the bottom of Bon Accord up the old ticket box site on GAR, this would be an excellent option for having a bike friendly trail which get's half way up Mt Hotham.
- There is an old trail called mining trail 170, it goes from here up to Crescent Saddle on the GAR. Having walked it, it is spectacular scenery and would be an amazing trail.
- Formalise Cemetery lane mountain bike trails and walking trails

## Myrtleford

- Walking track that allows residents to get into Reform Hill along Halls Roads. You currently have to walk on the road. There is an easement on Washington Parade that could connect to Halls Road and take you to the Landcare Path that goes through the Pines around the reservoir.
- Halls Road Myrtleford between Jamieson St and the end of the sealed road near 55 Halls Road. The trail would provide an essential link between existing and future residential areas and recreation areas on and around Reform Hill. The trail would be used by pedestrians, dog walkers, mountain biking enthusiasts, mothers with children in prams, joggers etc.
- I would like to see a walking track from the T

intersection of Robertson Street and Albert Street Myrtleford up the hill to join the Reform hill loop track, using an existing easement adjacent to the boundary of 31 Robertson Street. This track would form a logical and direct connection between the walking track loop, rail trail and the town centre, as well passing two historic mine sites and an air vent along the way. I have seen many people using this shortcut from the Loop to the Town centre.

- Currently people are using the Halls Rd roadway as a pathway. This section of road has four blind curves and is extremely dangerous. New walking trails were established on Reform Hill to cater for the ever growing residential areas in the Halls /Mummery Rd area of Myrtleford and are being well utilised by residents. There are currently two missing links. The Halls Rd link as described and a link through the remnant pine area which will be established by DEECA when the pines are removed.
- Formalise the easement walking track that residents use to connect Mummery to Halls Road. Needs a small footbridge or stepping stones through the creek.
- From the Myrtleford Golf Club to the rear of the Savoy Soccer Club. This track would open up visual access along the Barwidgee Creek where established native trees exist. It could become a beautiful river walk to extend the existing Ovens River Walk.
- From the recreation reserve to Williams Street and from there to McGeehan Cres/soccer club. This area was once used by schools as part of the cross country course and has since been left to be taken over by non native vegetation. Myrtleford Landcare are trying to open up some of that area in conjunction with public landholders and local clubs. These are active projects.
- Happy Valley Creek access upstream and downstream needs to be utilised as the township of Myrtleford has the potential of having a beautiful long water view. Presently our inner township waterway is limited.
- From the confluence of Happy Valley Creek to the Myrtleford Golf Club along Barwidgee Creek.

# Consultation Summary

- Create a walking track that follows Barwidgee Creek from the Rail Trail to Briggs Lane.
- A shared path along Barwidgee Creek from the Rail Trail (near bridge over Barwidgee Creek) to the Myrtleford Rec Reserve, would be used by School children/teachers, soccer clubs, and others.
- A bike path right along Snow Road, which linked into the rail trail would be great. Snow Road is not safe for bicycles. Please collaborate with Wangaratta Shire to join it from Milawa, all the way along Snow Road.
- It's difficult to join the Rail trail from Snow Road or other smaller roads that intersect with Great Alpine Road.
- I would like to suggest a new track/trail along Barwidgee Creek in Myrtleford, between Rotary Park and the Recreation Reserve. This would be an extension of the extremely popular and well used Mosaic Trail for visitors, residents and all the local schools, which would have a convenient and safe access via Mummery Road and William Street.

## Dinner Plain

- More mountain bike trails at Dinner Plain and trail head. Also connecting mountain bike trail / Epic trail to and from Hotham.
- It would also be great to have a running trail from Dinner Plain to Hotham that can be used in summer and winter - too dangerous walking and running on the road when you're not allowed on the Brabralung trail.
- A trail between Dinner Plain and Hotham

## Mount Beauty

- An off road cycling link between the Mount Beauty Roundabout and the existing path at the entrance to Svarmisk BHP Rd or via Chalet Rd. Making it safe for our kids to get themselves to the Mountain Bike Park and for Secondary school sports classes to safely access the mountain bike park. This would also provide a cycling link from Survey Track.
- From East Kiewa/Damms Road Bridge to East Kiewa Fire Track. Linking the pebble beach extension to Mermaid Beach/Rock Pool and the Mount Beauty Mountain Bike Park. Shared access for walkers, cyclists and horse riders.

This would provide a safe alternative for all current recreational users of Damms Road (walkers, cyclists, horse riders).

- West Kiewa trail extended along East Kiewa to Damms Rd. Walk and bike loop, back to Pondage.
- Connect Kiewa River trail to the river trail that starts at the bridge near at the Tawonga Caravan park. Would create fantastic loop walking/bike trail Mount Beauty - Tawonga - Tawonga South - Mount Beauty (especially if the Tawonga south section was moved to the eastern side of the highway).
- A flat river trail between Tawonga Caravan Park and Mount Beauty would be the ultimate in Kiewa Valley offroad trails and a tourist hit. All opportunities to add in sections to this trail should be taken.

## Tawonga

- I would love to see the Fisherman's Track in Tawonga extended all the way into Mount Beauty, connecting with the Kiewa River Trail. It would be fantastic for locals and visitors from the Tourist Park to safely walk or cycle all the way into Mount Beauty and back without having to navigate the highway, lots of traffic and crossing over driveways. It would also be more useful for exercise - the current 400m trail isn't long enough for much of a run or ride!
- Move the current walk/bike trail in Tawonga South from the western side to the Eastern side of the highway. Much safer. No need to cross highway two times, minimises the driveways that need to be crossed.

## Buckland

- Potential for short easy nature walks in this area - seems like wasted stop/info sign/car park.

# Consultation Summary

## Kiewa Valley Trail (proposed Bridle Trail)

- Need to improve safety (removing horse riding from roads where possible to prevent vehicle collisions) and promote tourism and economic activity as the trail riding business is unique and they offer a service not seen anywhere else in the Shire and attract quite a large cohort of tourists.
- The issue is getting from their home base on Freidas Road to the National Park and up into the High Plains - they currently use the road for this, highlighted below in yellow.

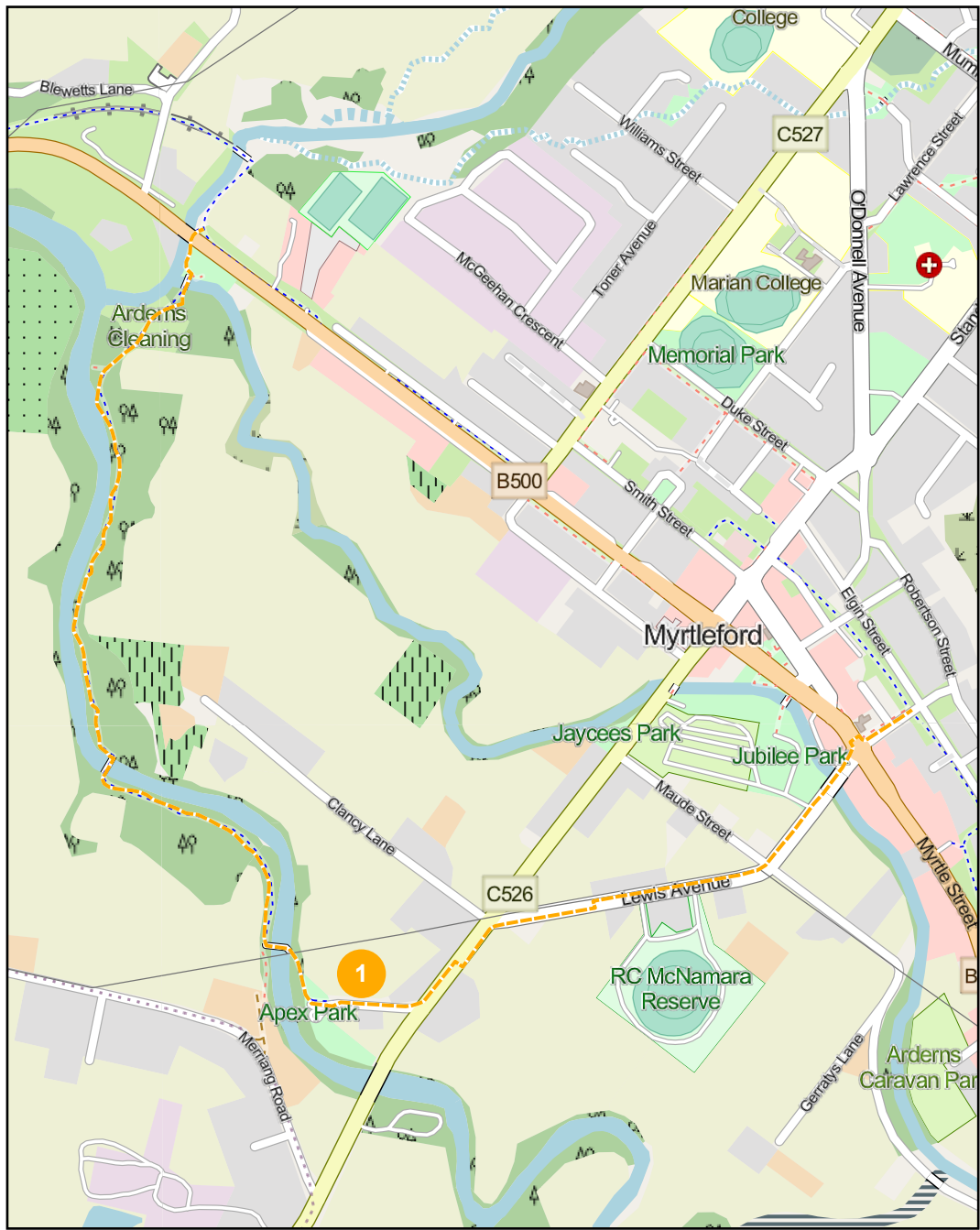
They have highlighted that upgrading Mermaids Beach Link would allow them some better safety, but also would require upgrades / multi use track along Damms Road Link.



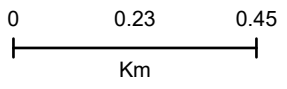
## Mount Buffalo National Park

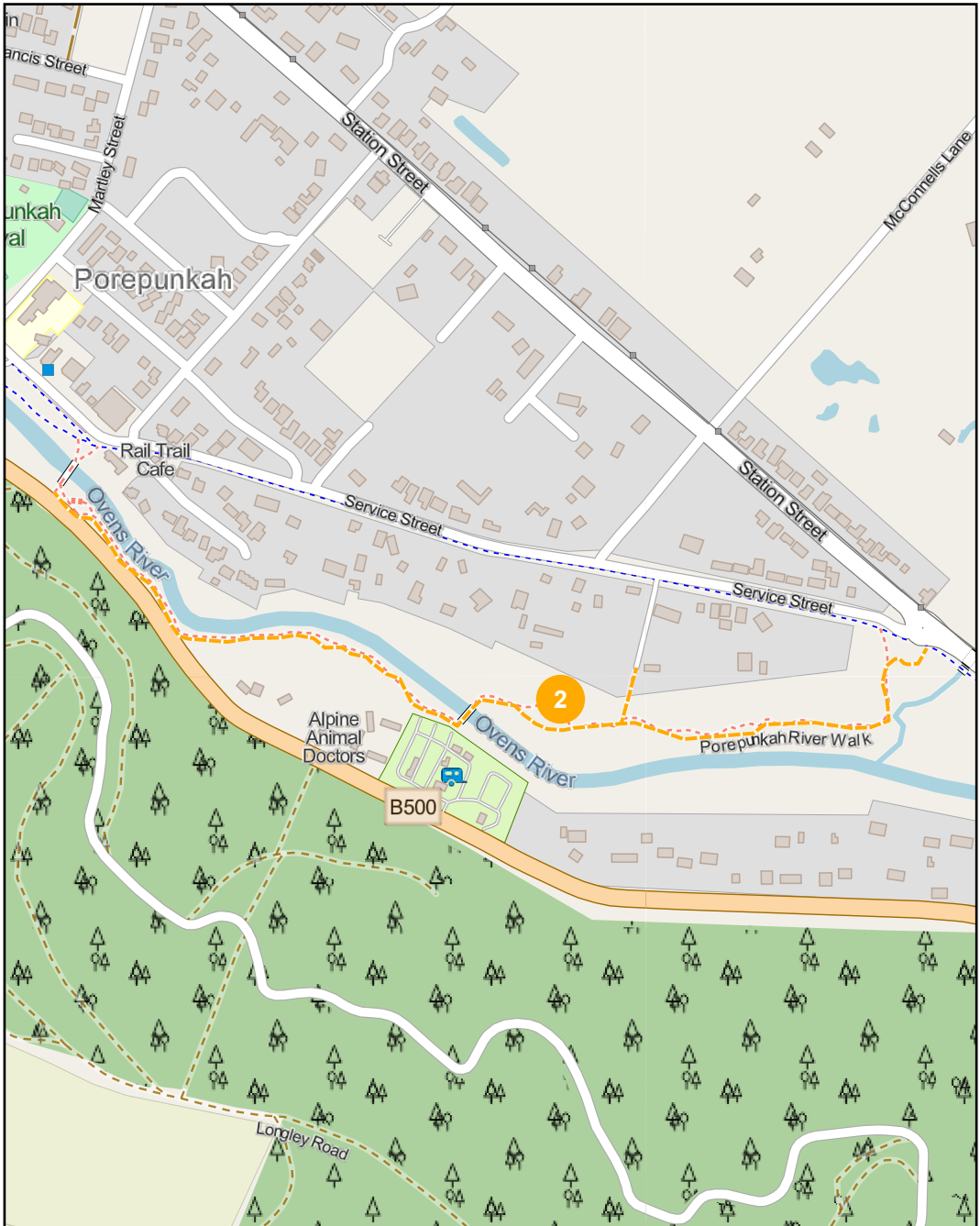
- A track from the beginning of the Big Walk that runs along Eurobin Creek to link up with the Ladies Bath Falls track. This would become the most popular and ICONIC walk in the NP because of its accessibility and beauty!
- Work with Parks Victoria to build an epic mountain bike trail at Mount Buffalo.
- Connect the Big Walk directly to the Rollasons Falls track (avoiding the Mt Buffalo Rd). The connection would provide an enjoyable side route to the Big Walk, in the same way that there are currently a number of side routes to lookouts. To be used by walkers and trail runners. No current walking/running link between the Big Walk and Rollasons Falls Track.
- Connecting trail from Buckland up to Mount Buffalo (or formalise Back Wall trail).
- Southern access to the Horn or connecting to the Back Wall Track, with the track starting in Buckland (heading west) or on the Goldie Spur Track (heading north). This track would provide more options for accessing the the southern end of the Mt Buffalo National Park. For use by hikers and trail runners.
- There is no link between the Back Wall Track and the Goldie Spur Track. The terrain between the two is steep and rocky, but I believe a viable path could be found.

# Appendix C - Walking Trails

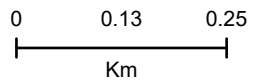


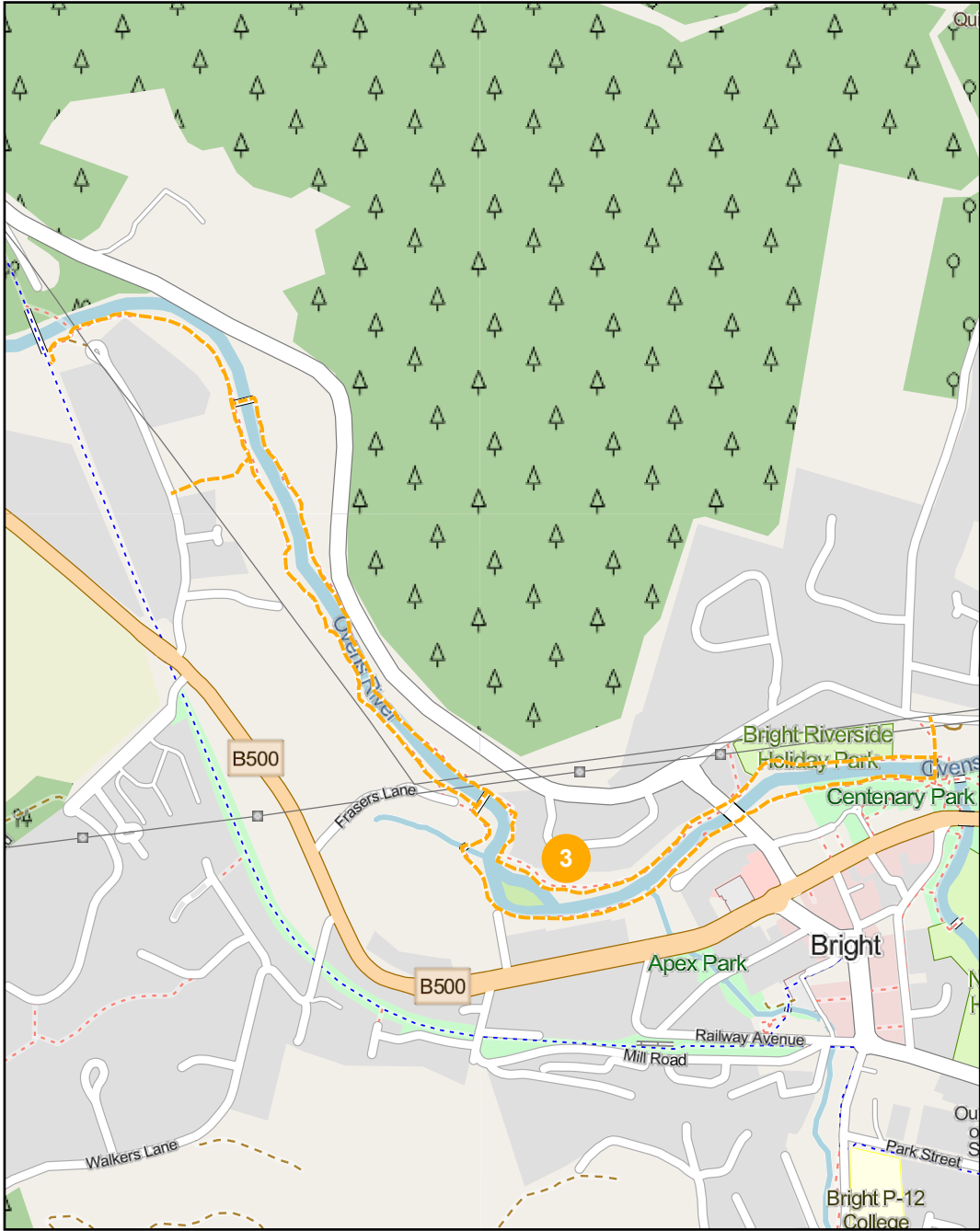
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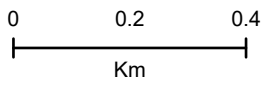


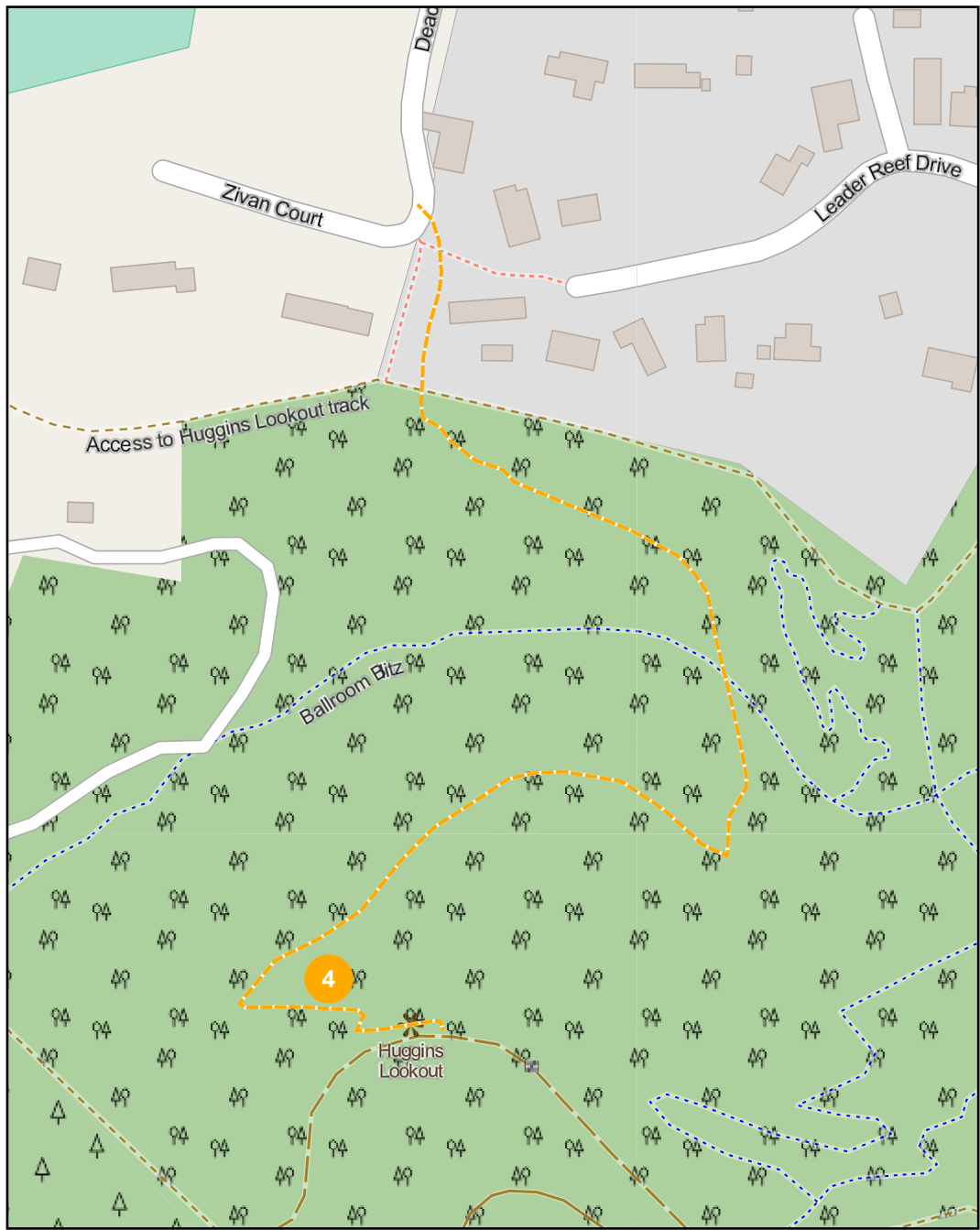
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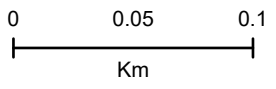


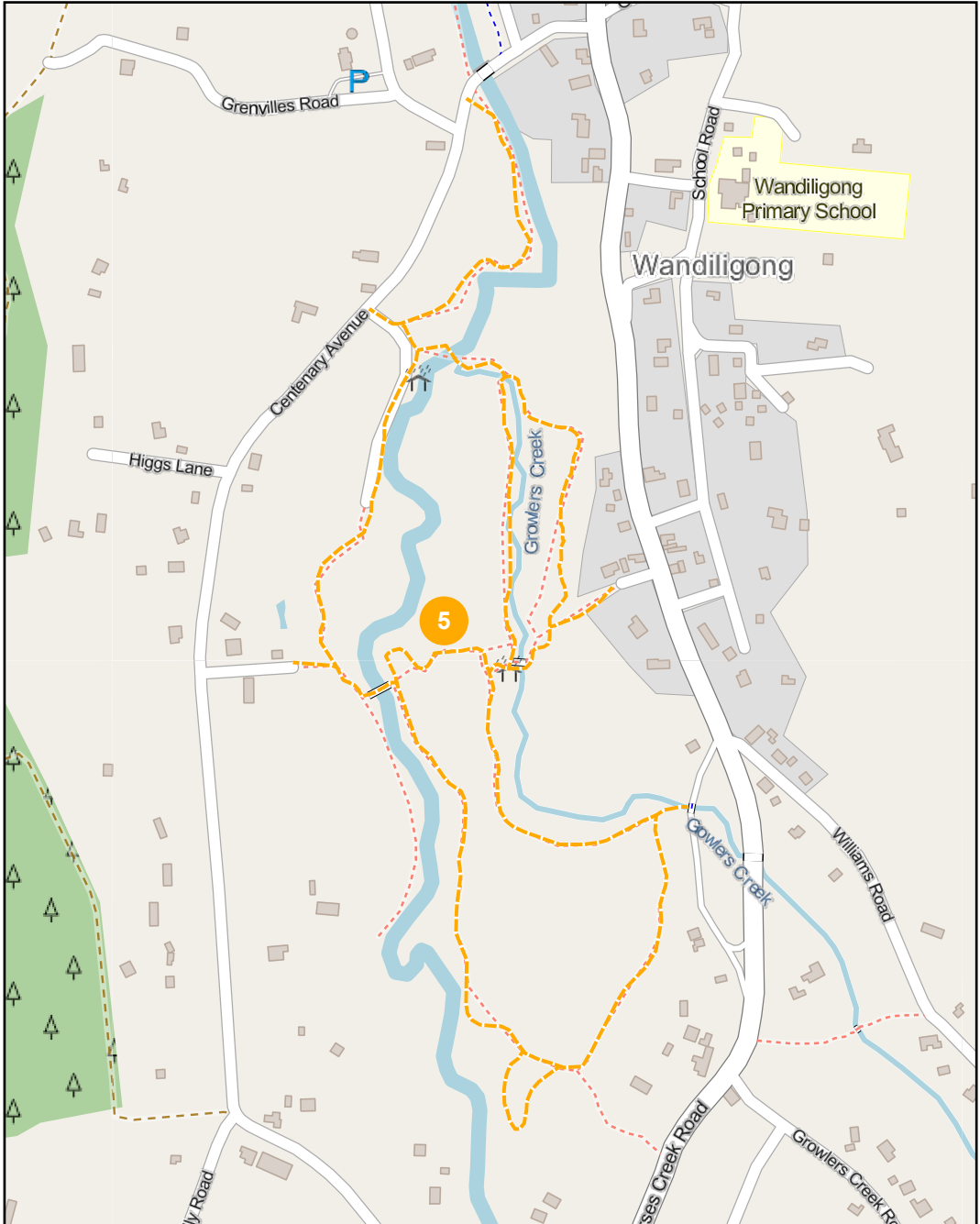
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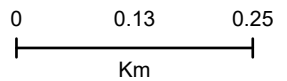


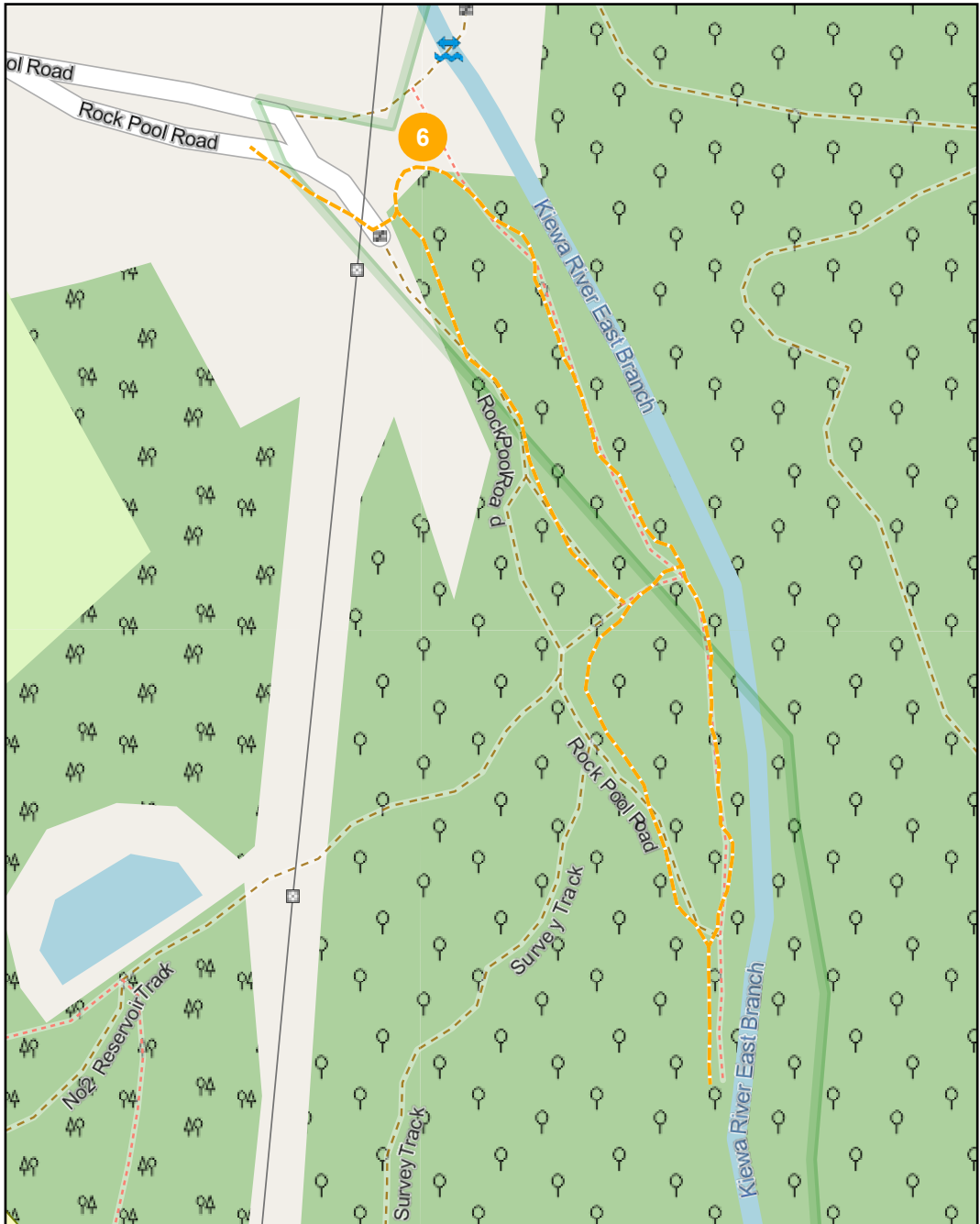
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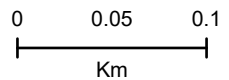




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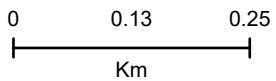
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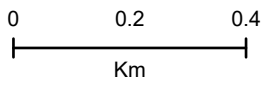


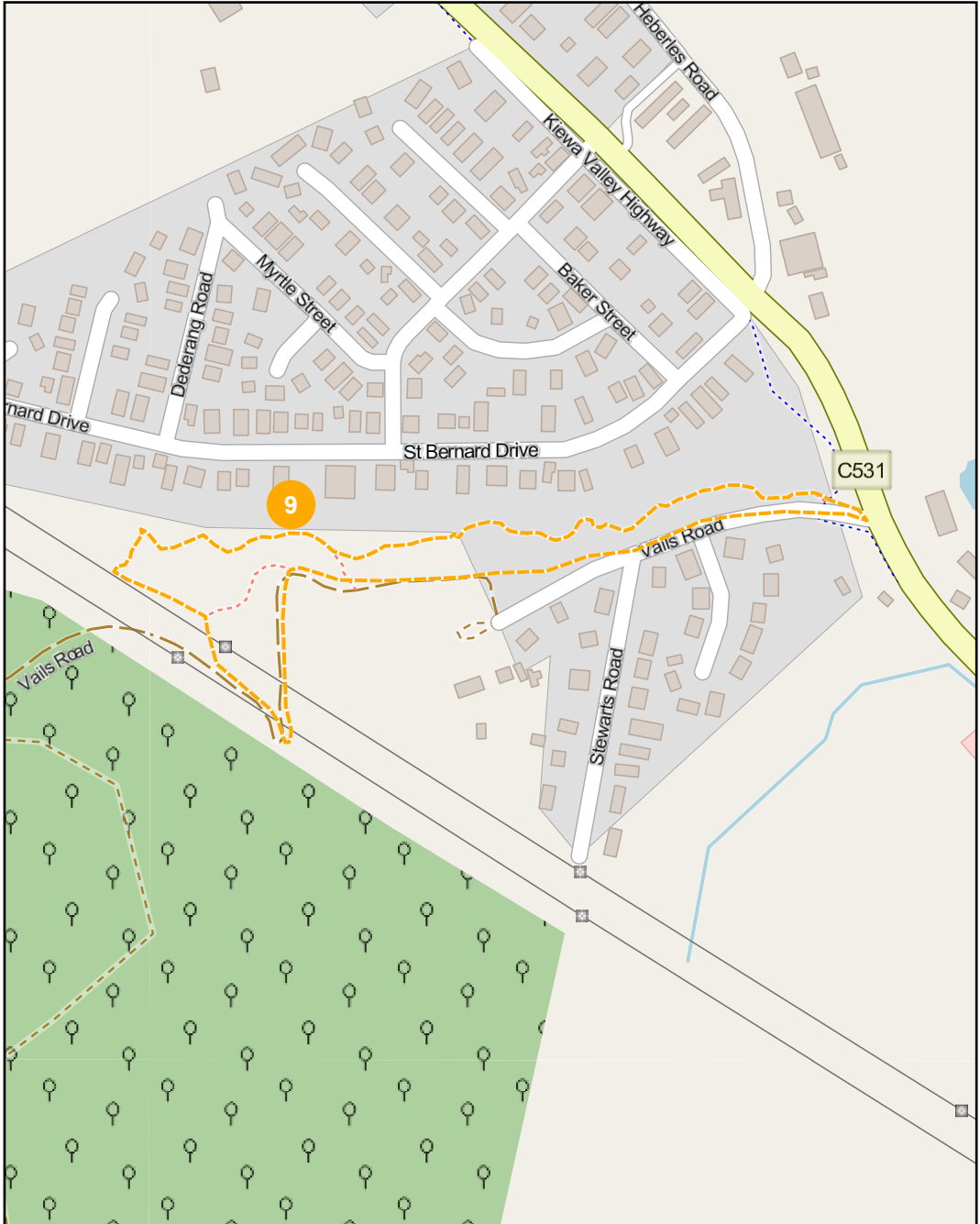
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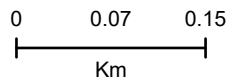


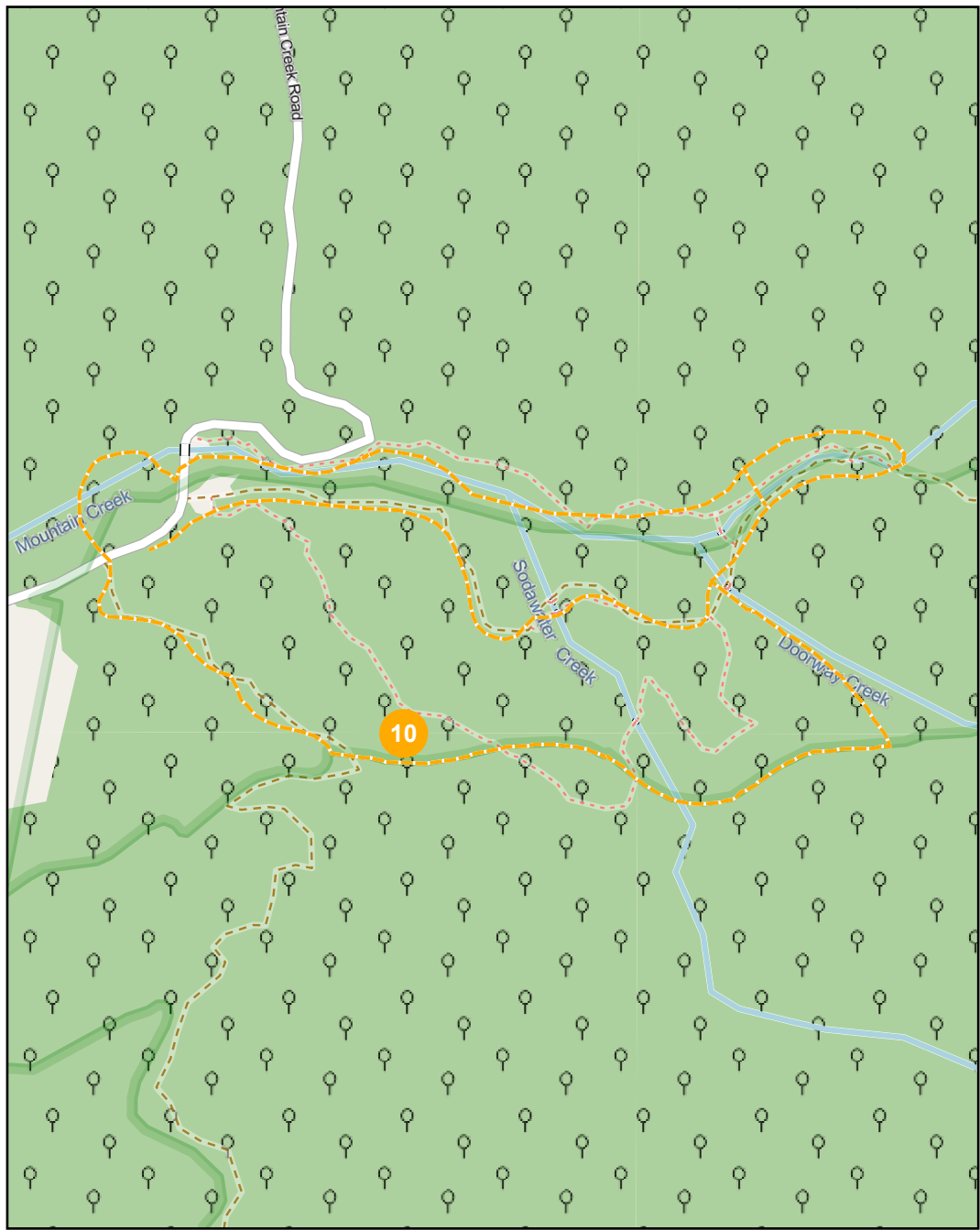
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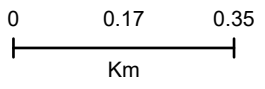


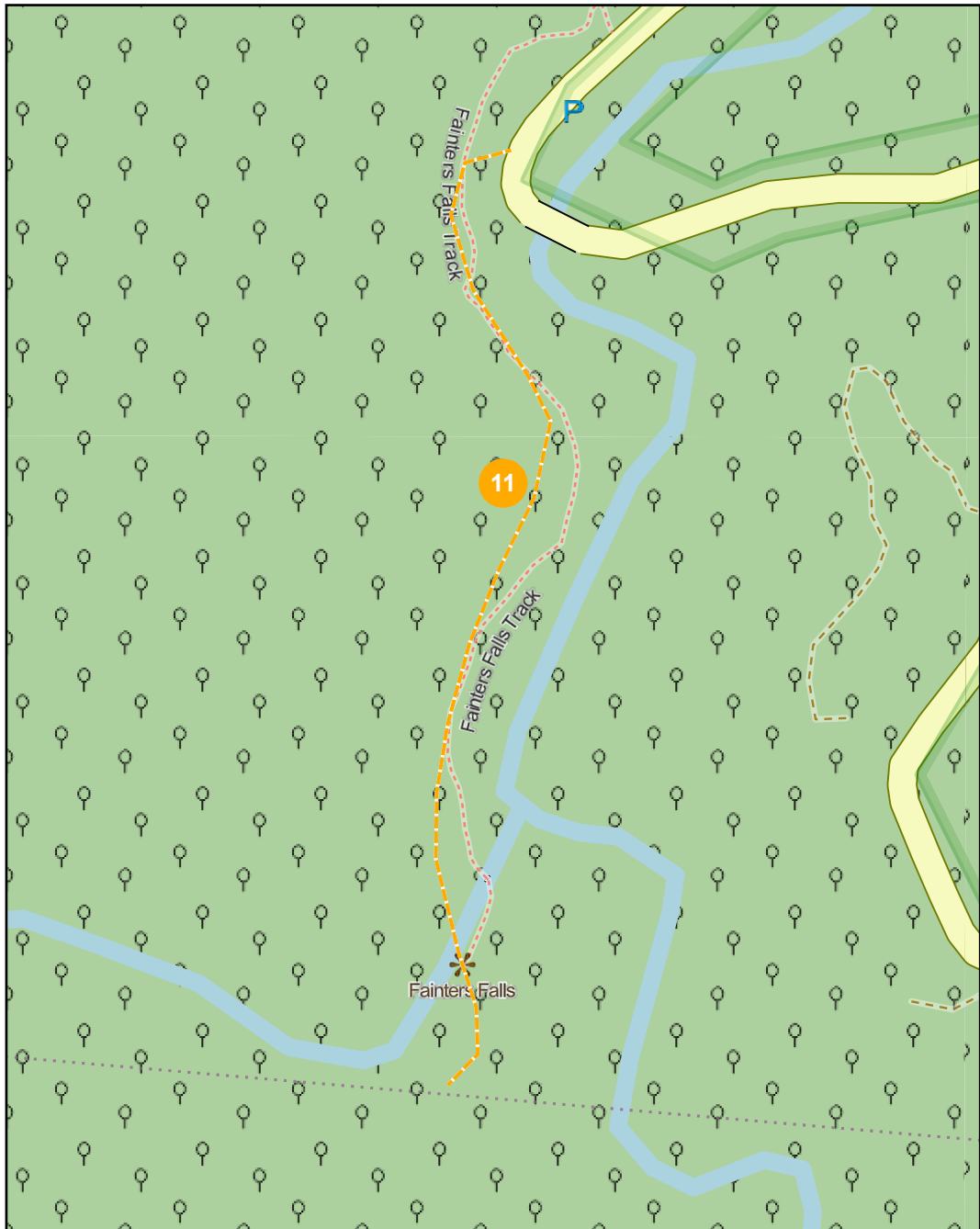
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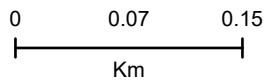


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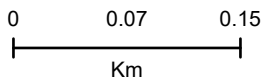


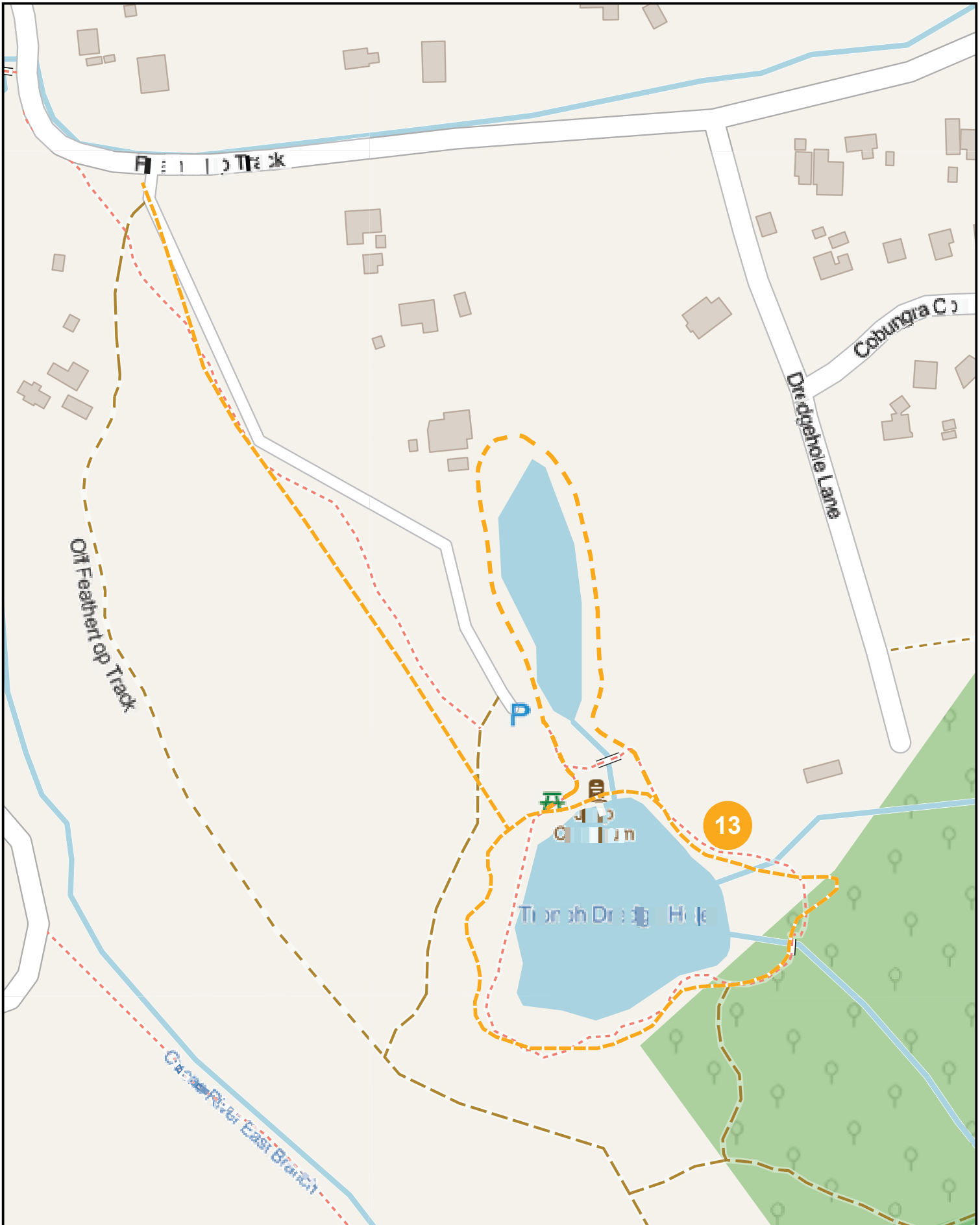
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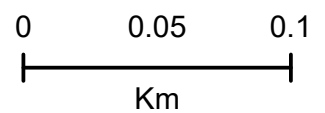


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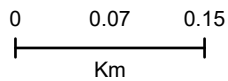


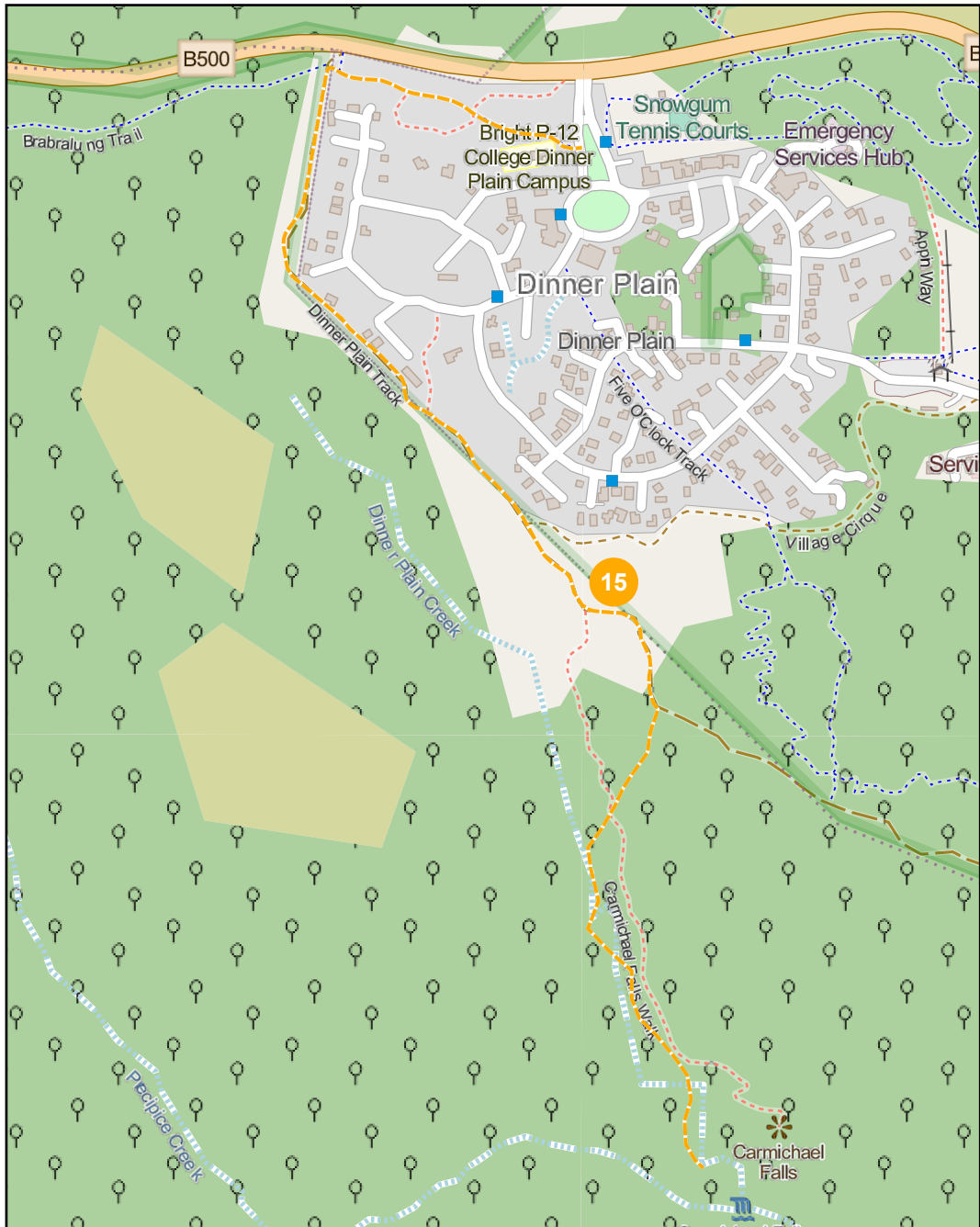
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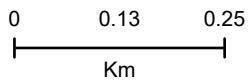


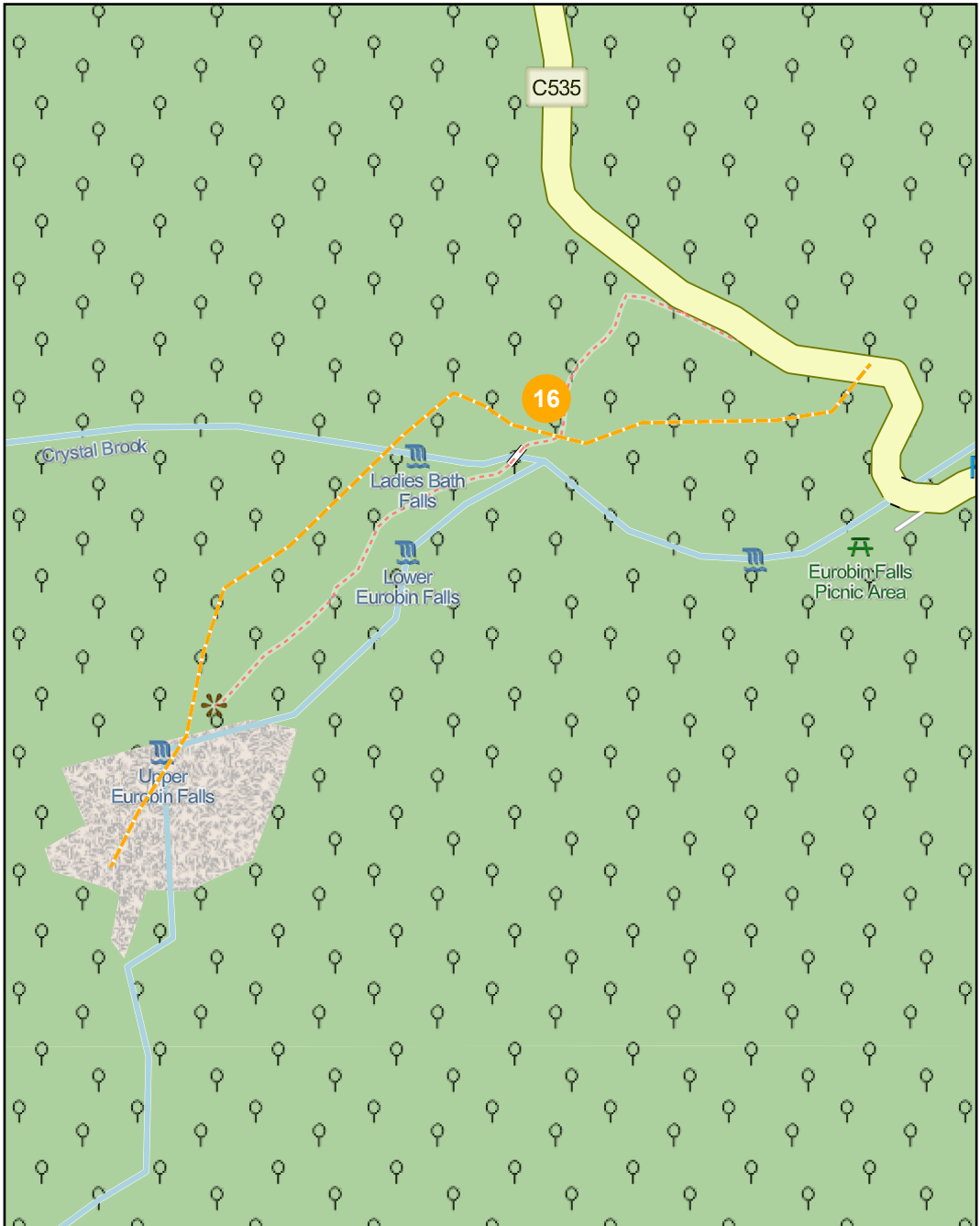
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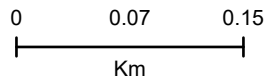


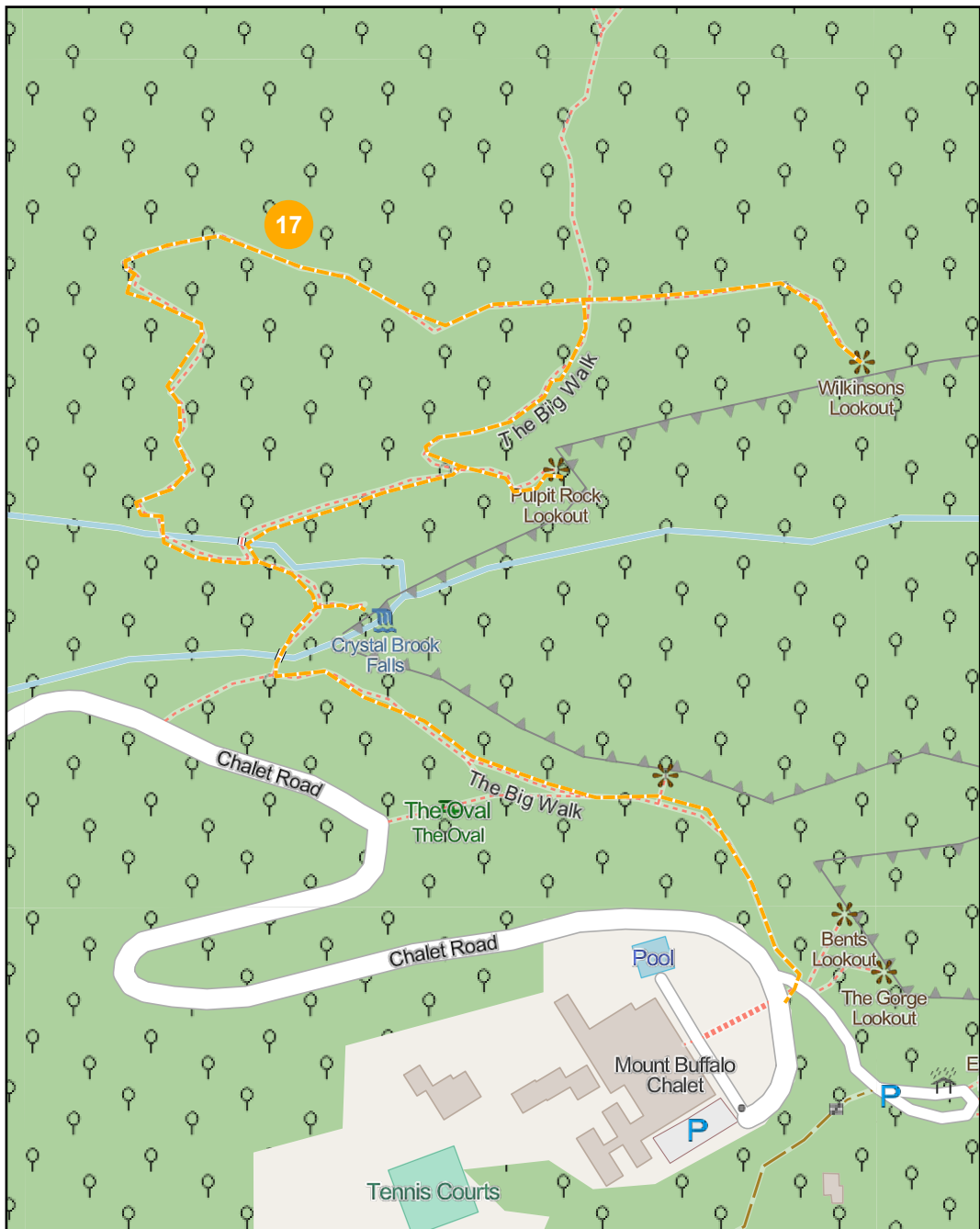
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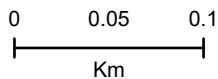


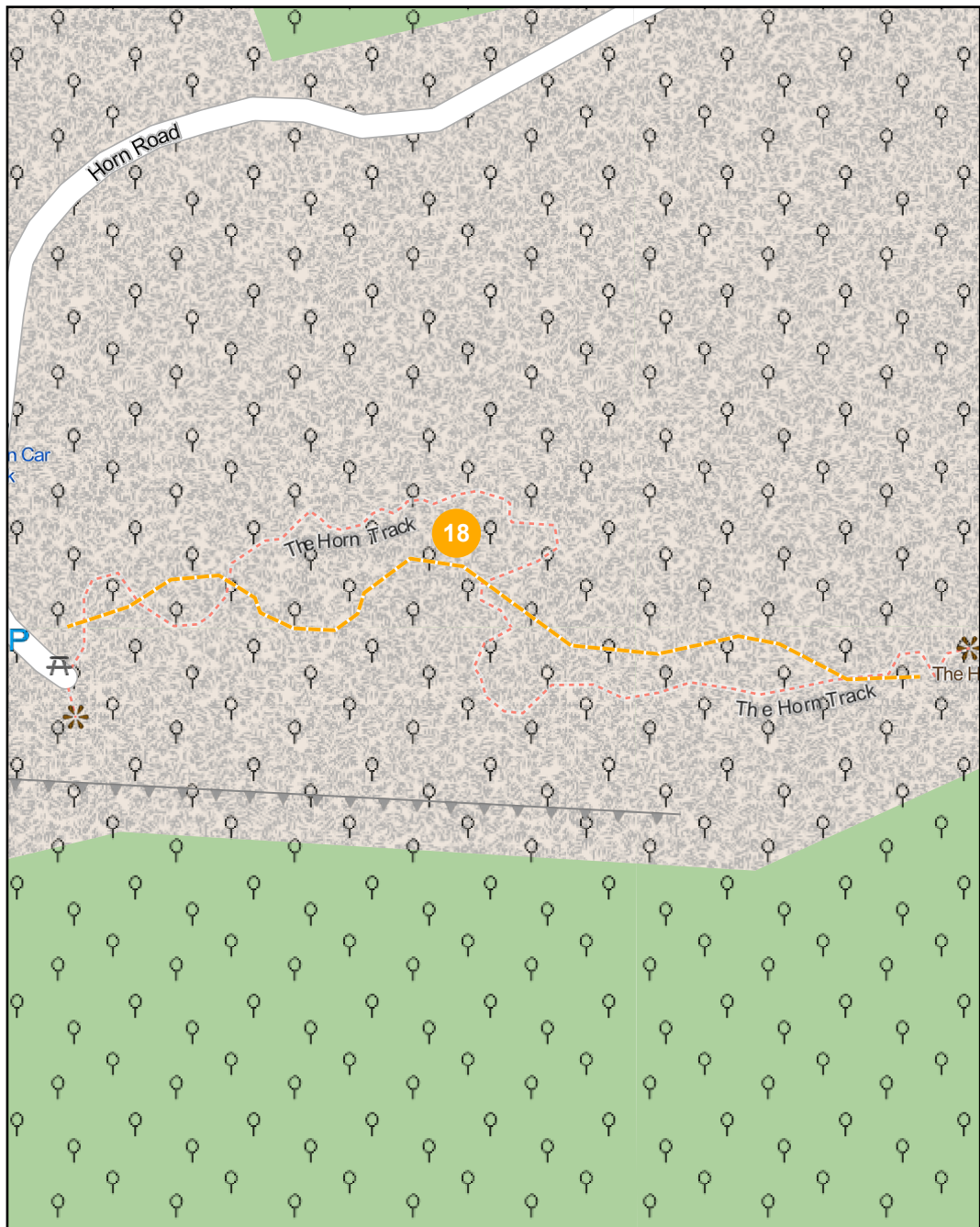
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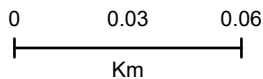


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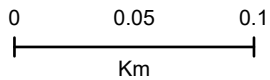


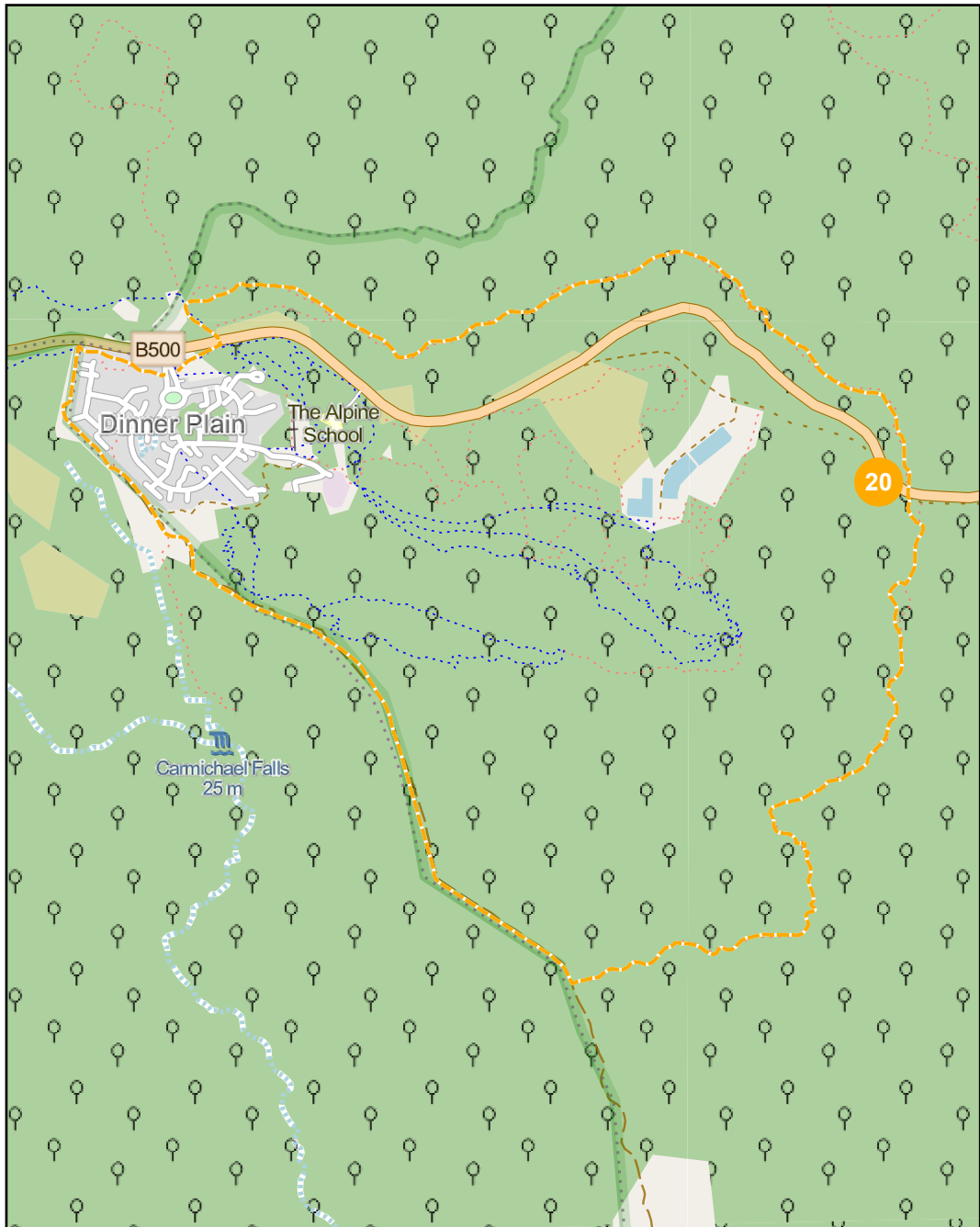
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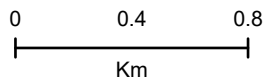


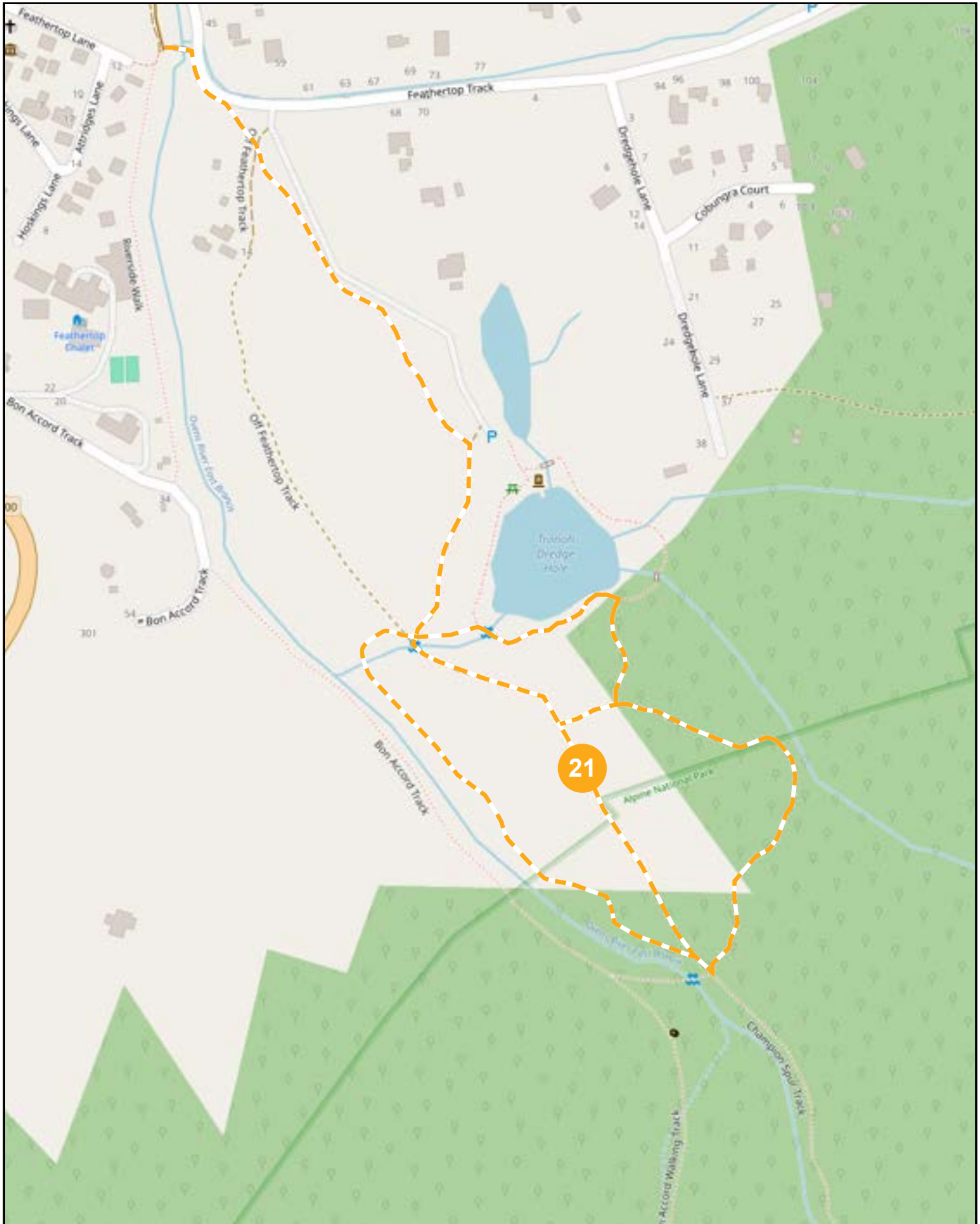
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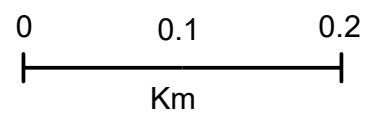


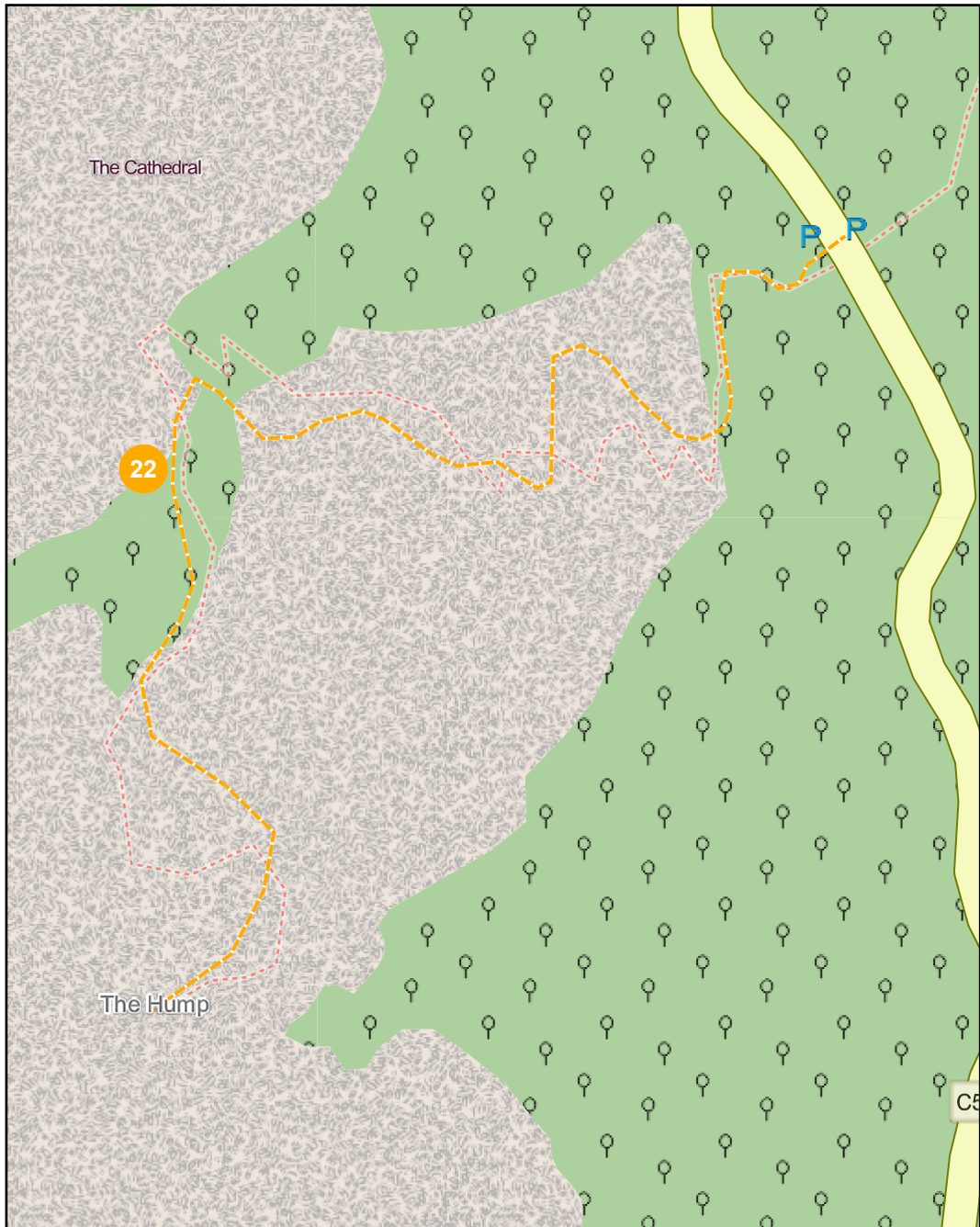


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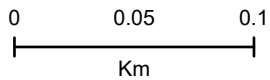


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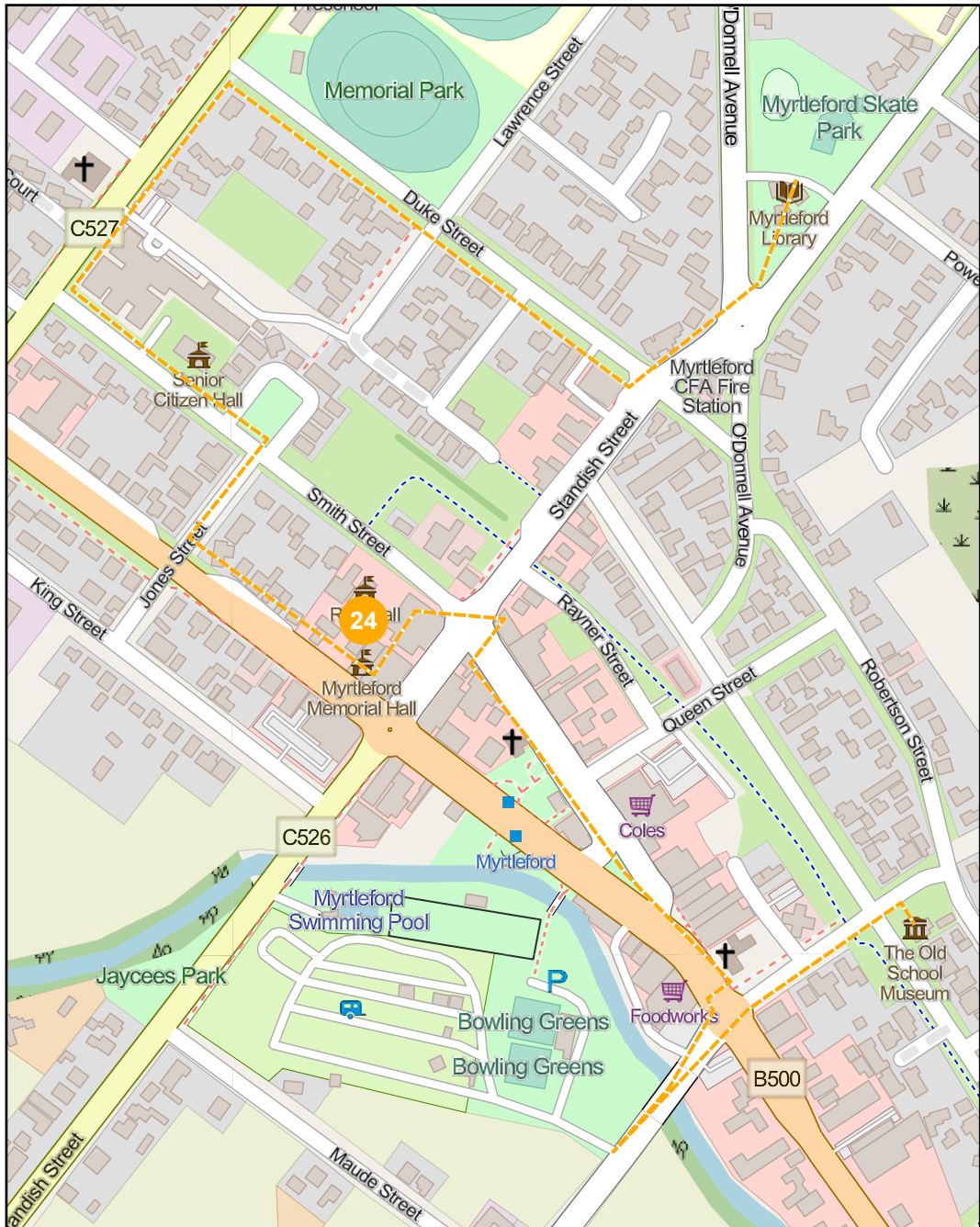




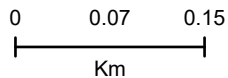
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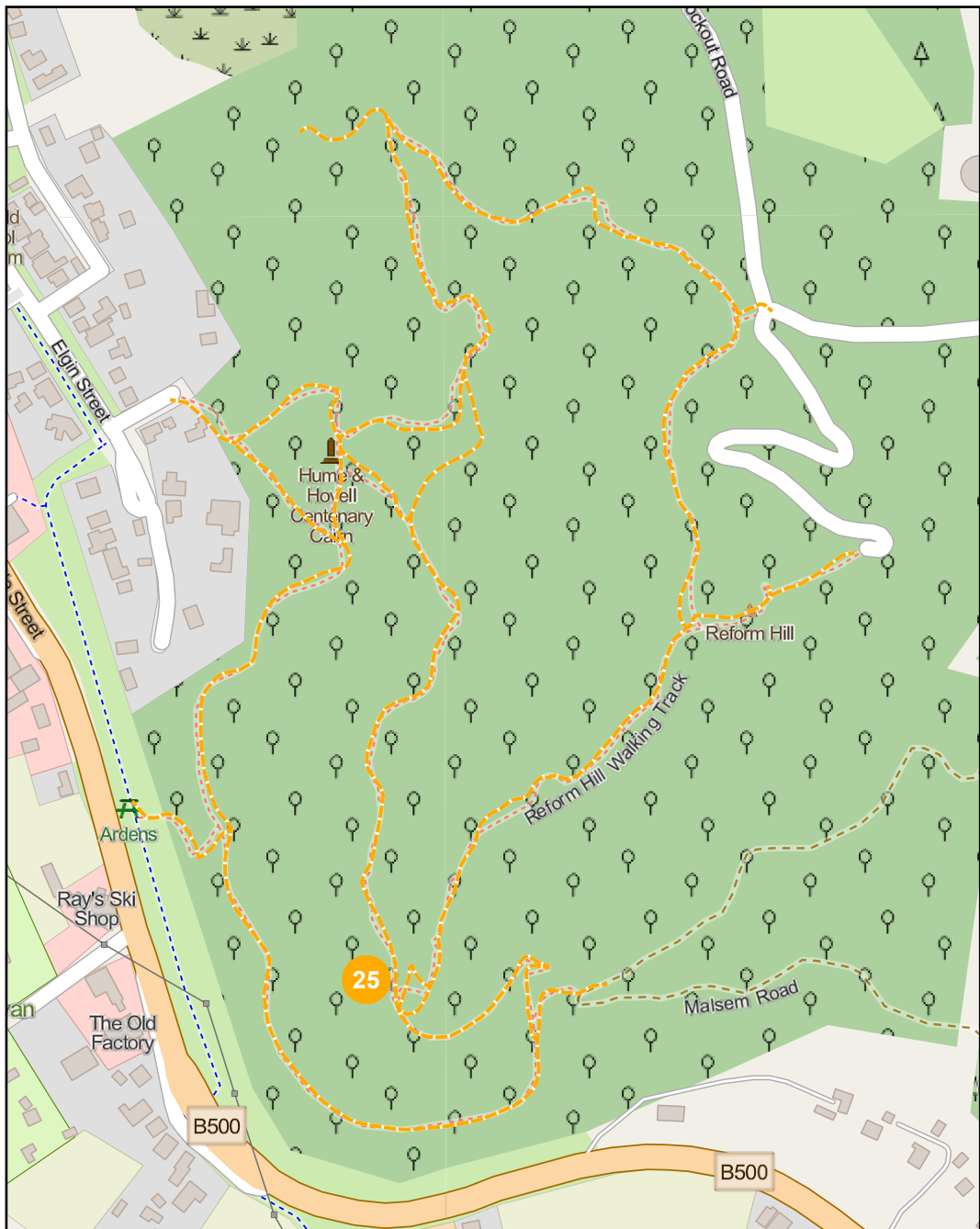




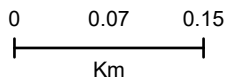


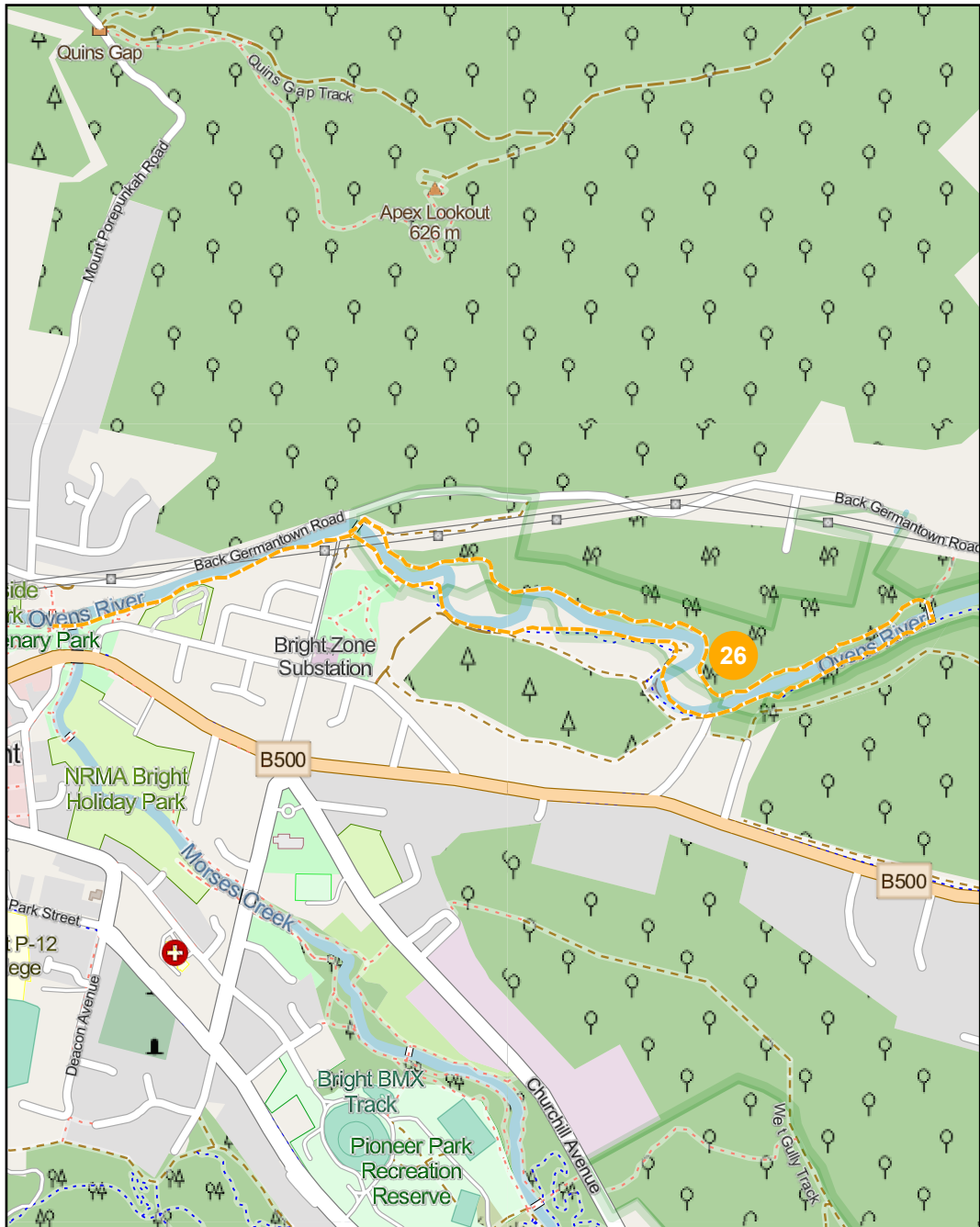
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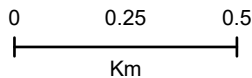


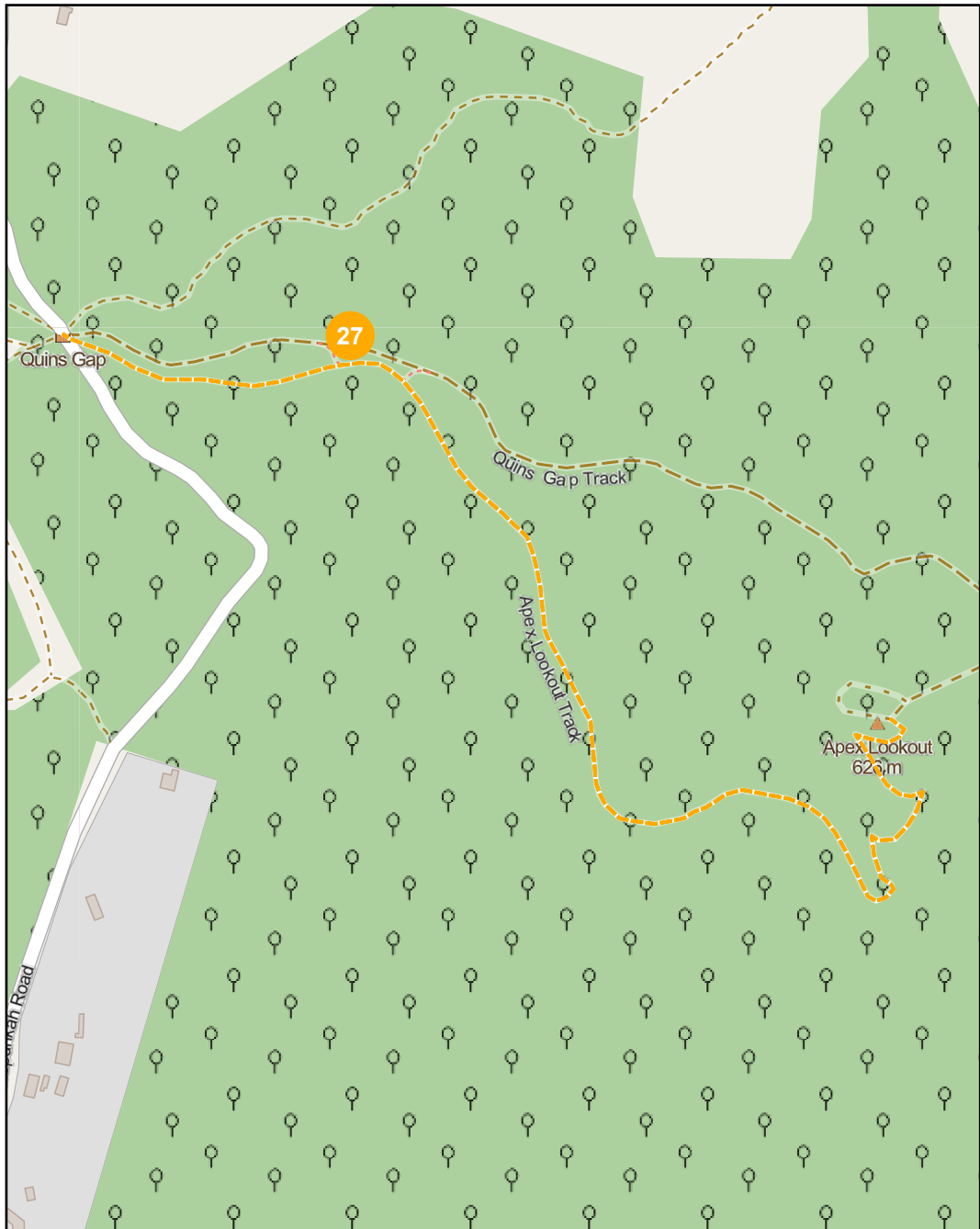


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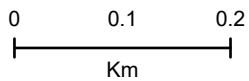


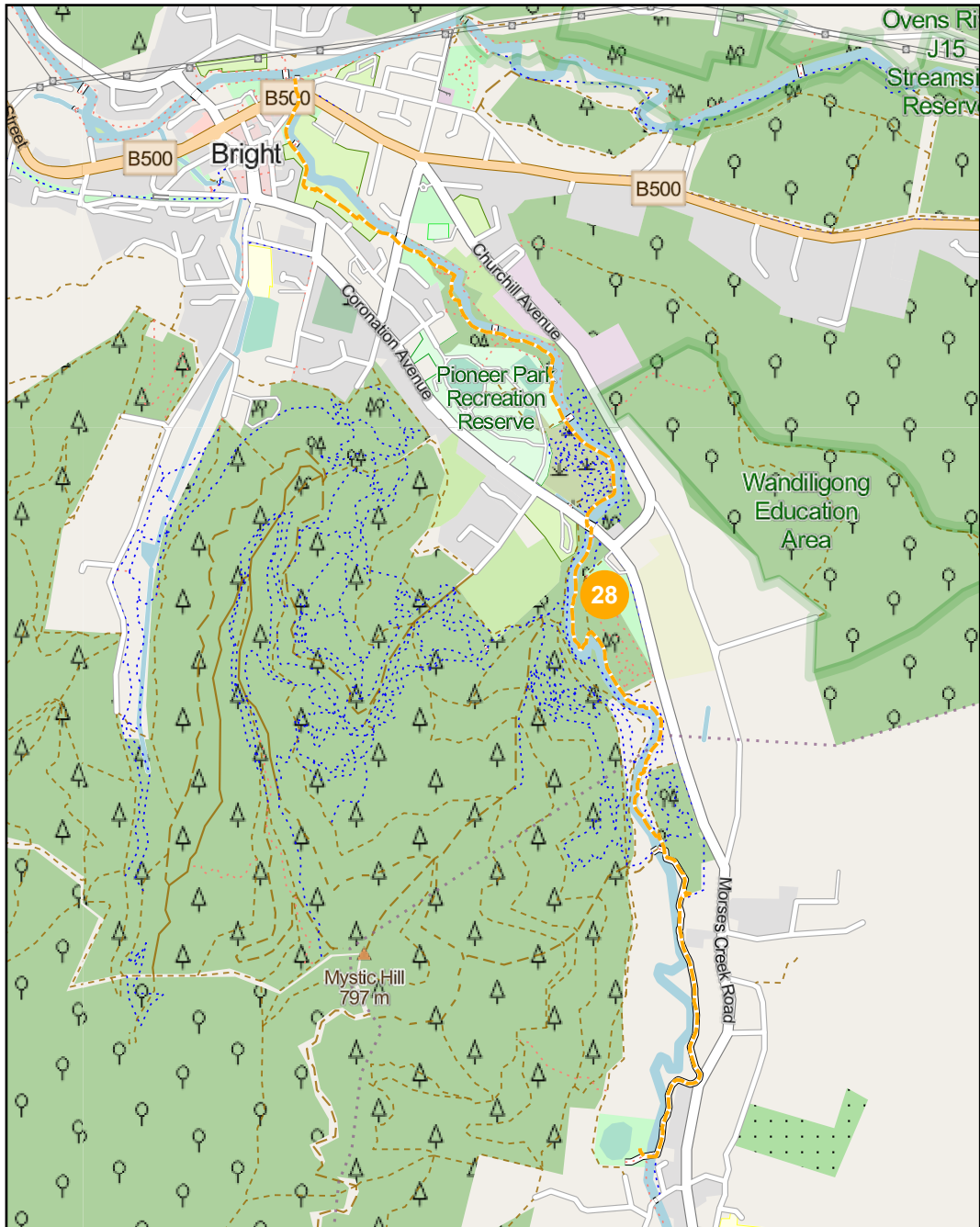
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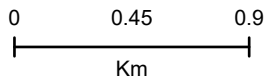


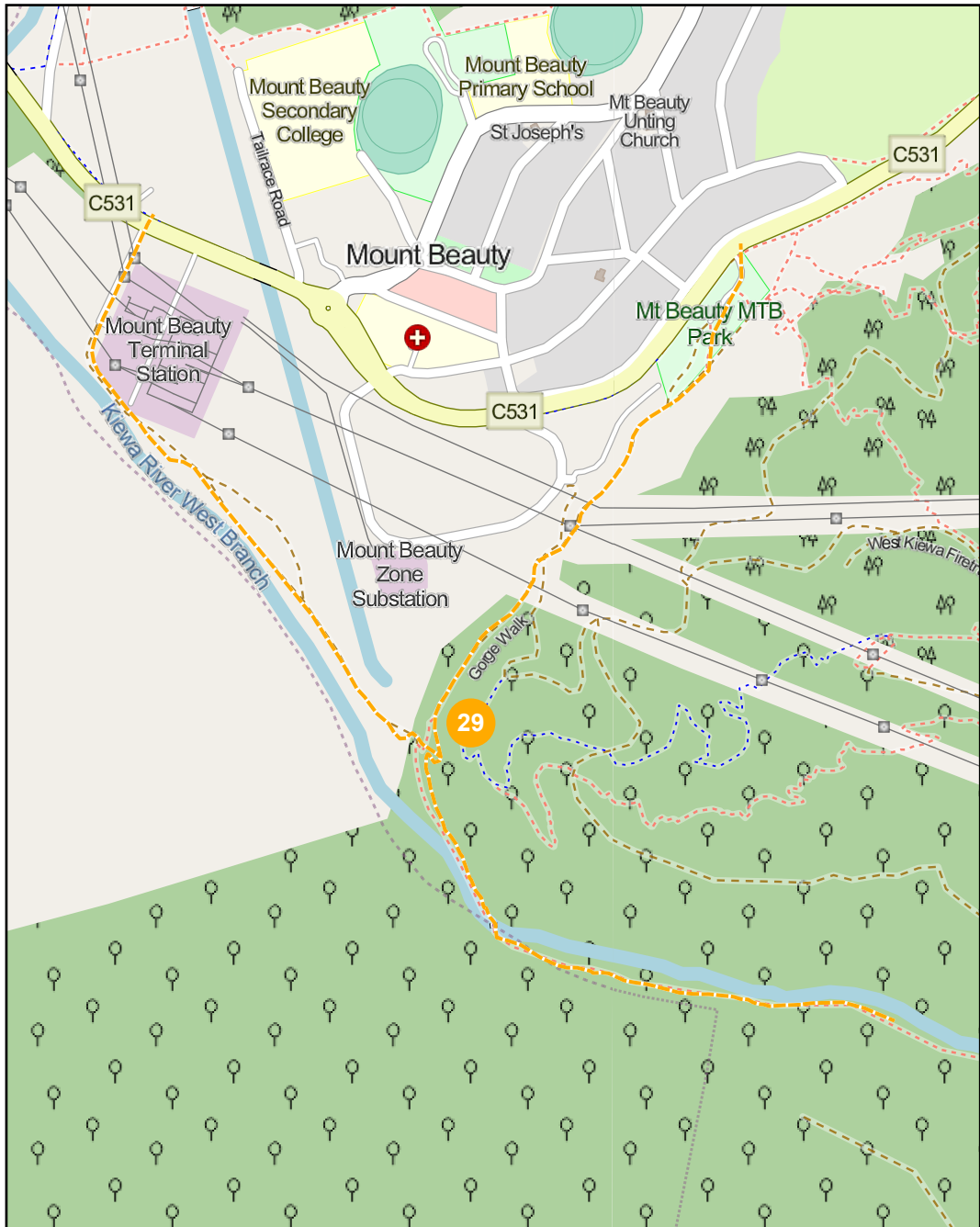
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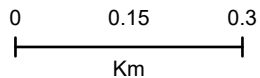


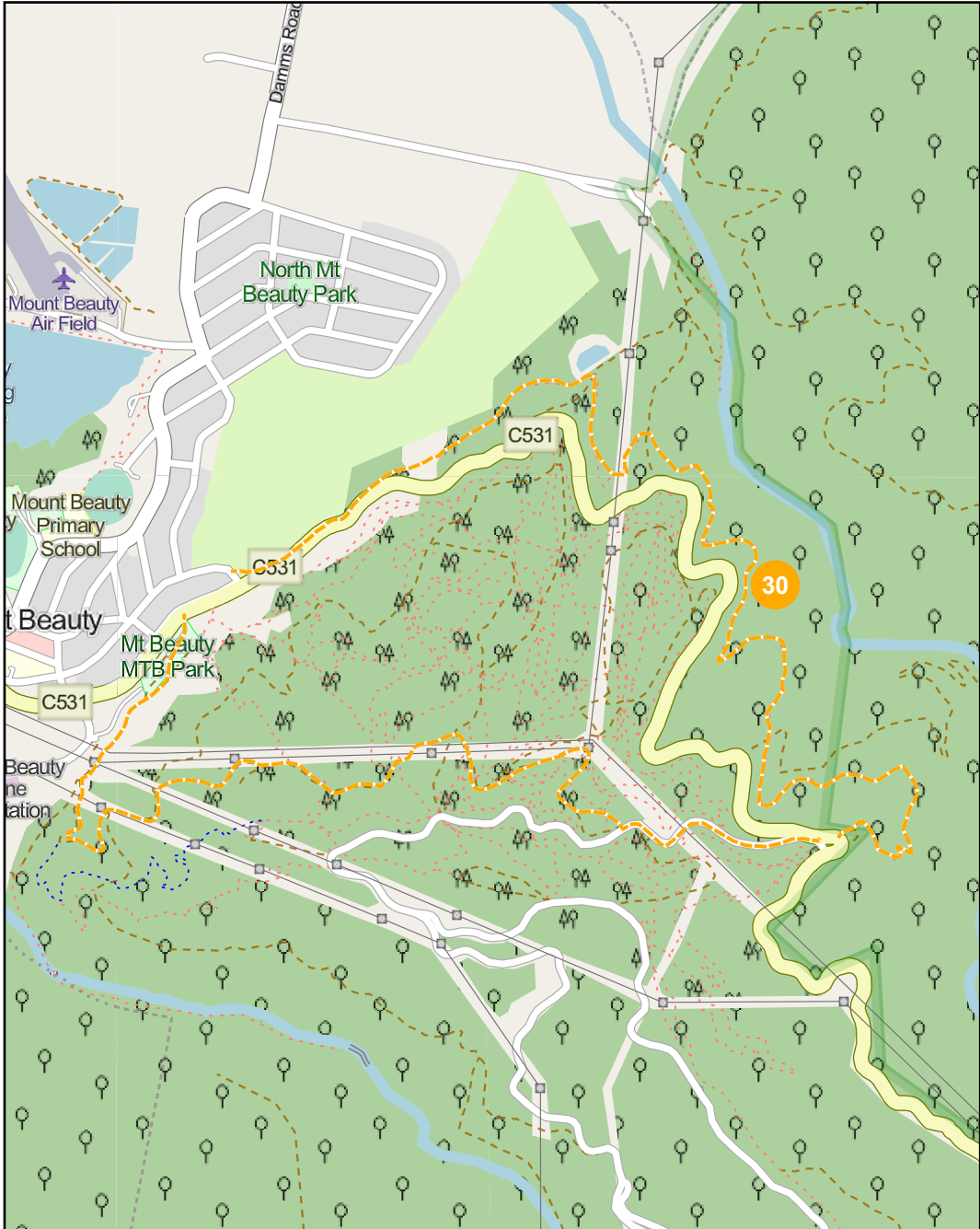
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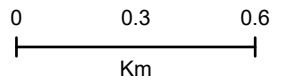


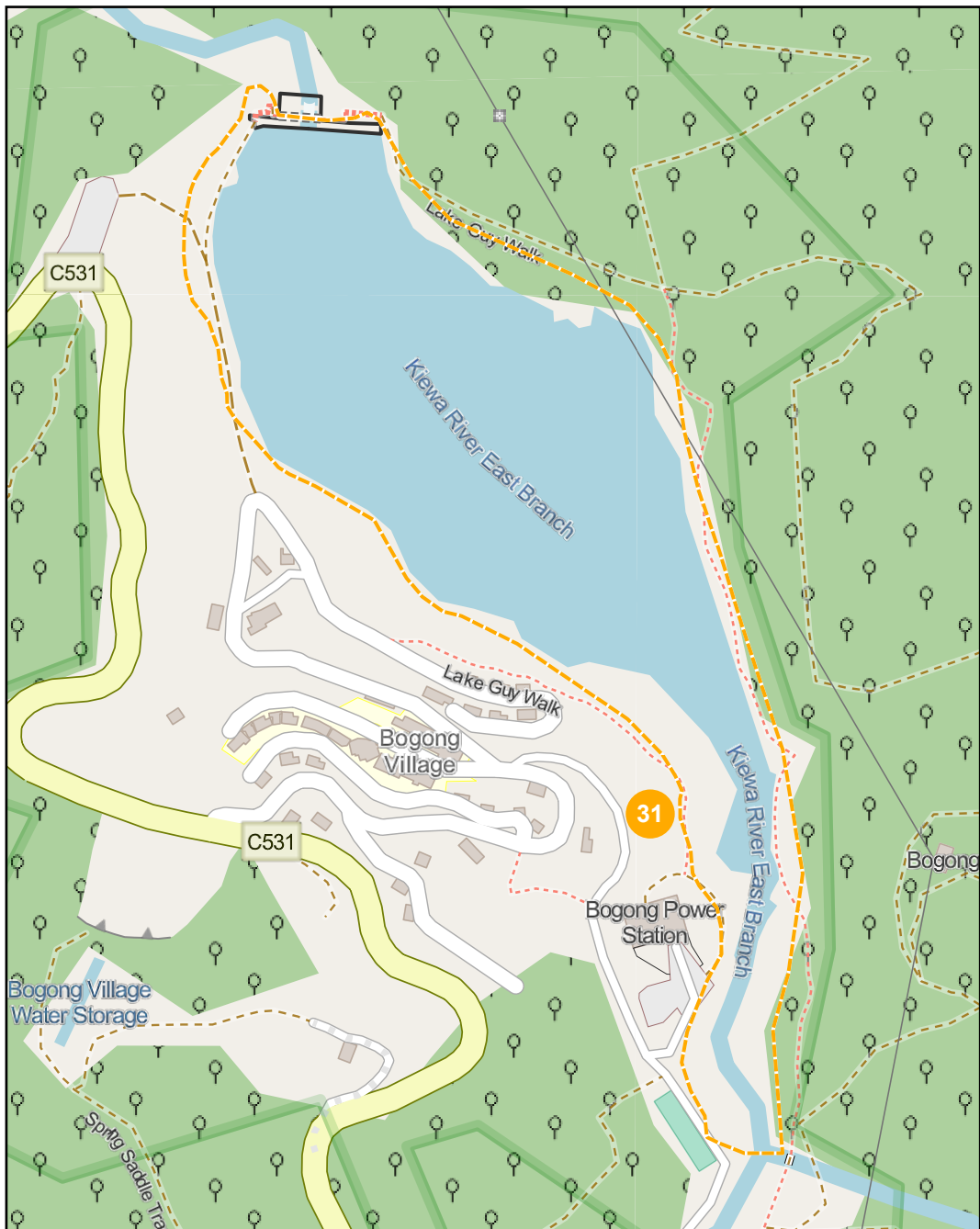
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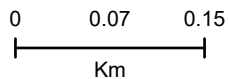


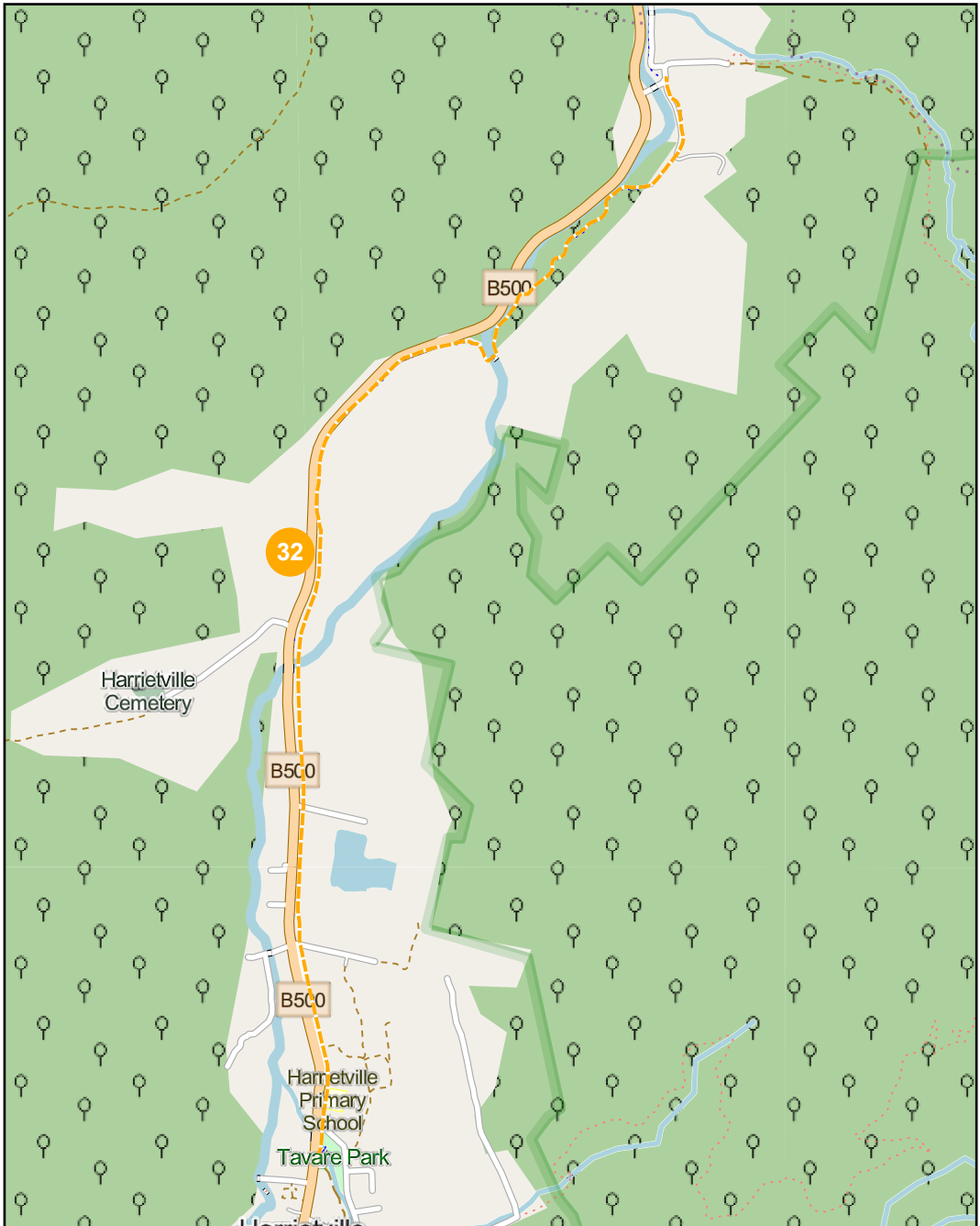
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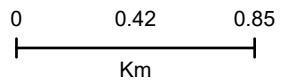


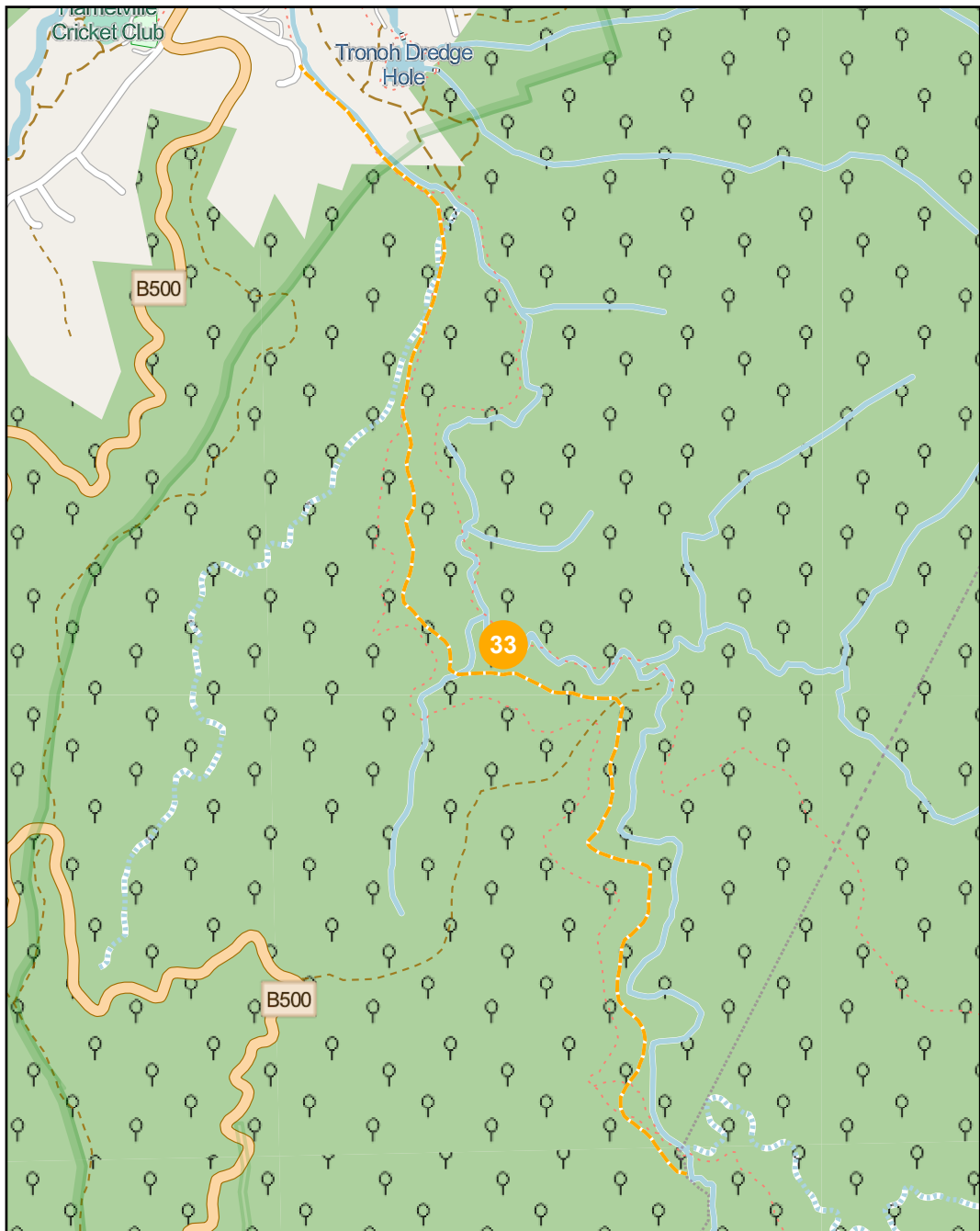
Walking Tracks



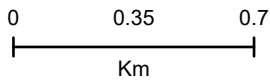


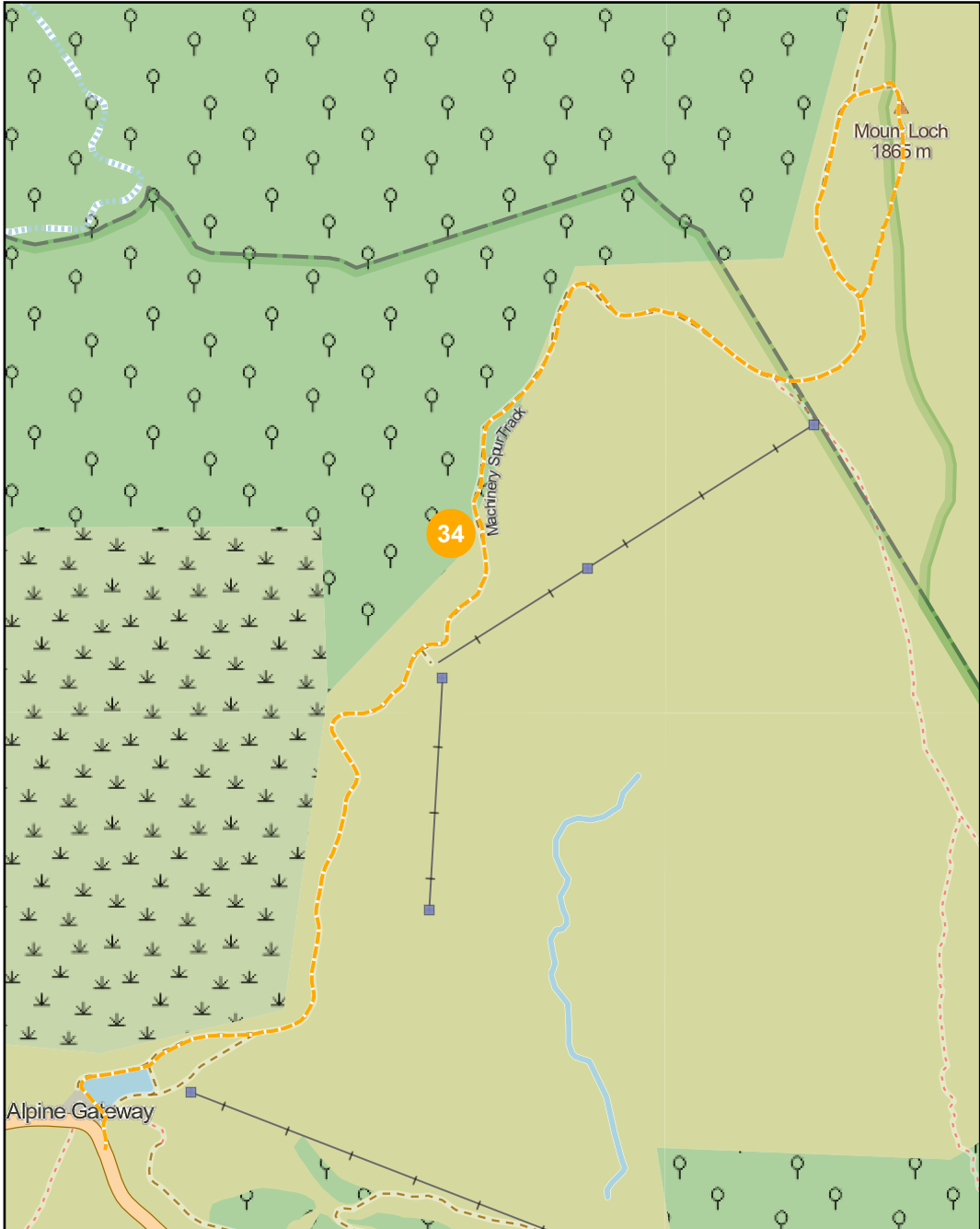
Walking Tracks



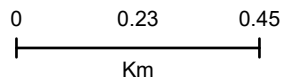


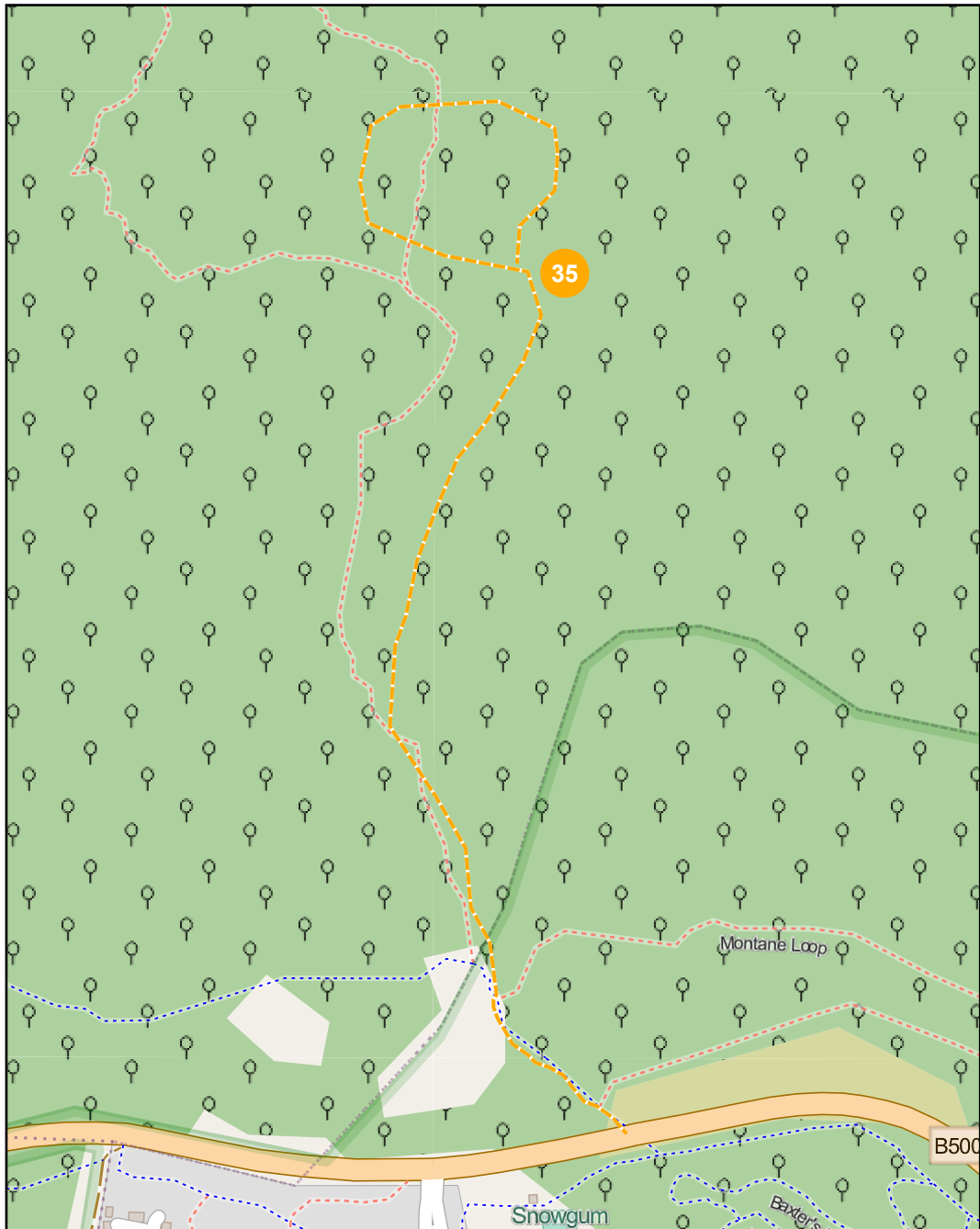
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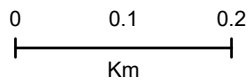


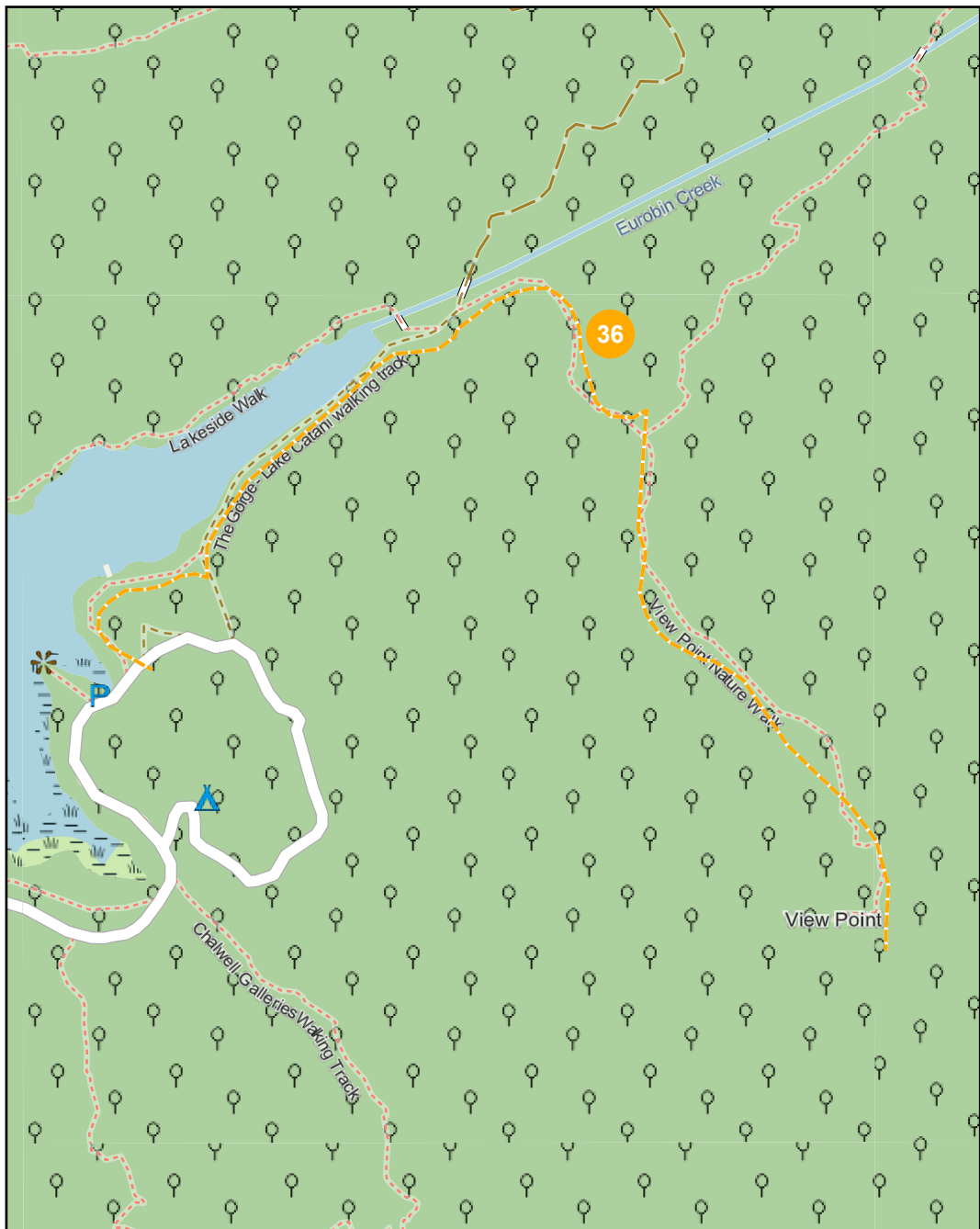
Walking Tracks



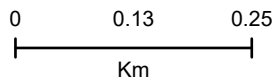


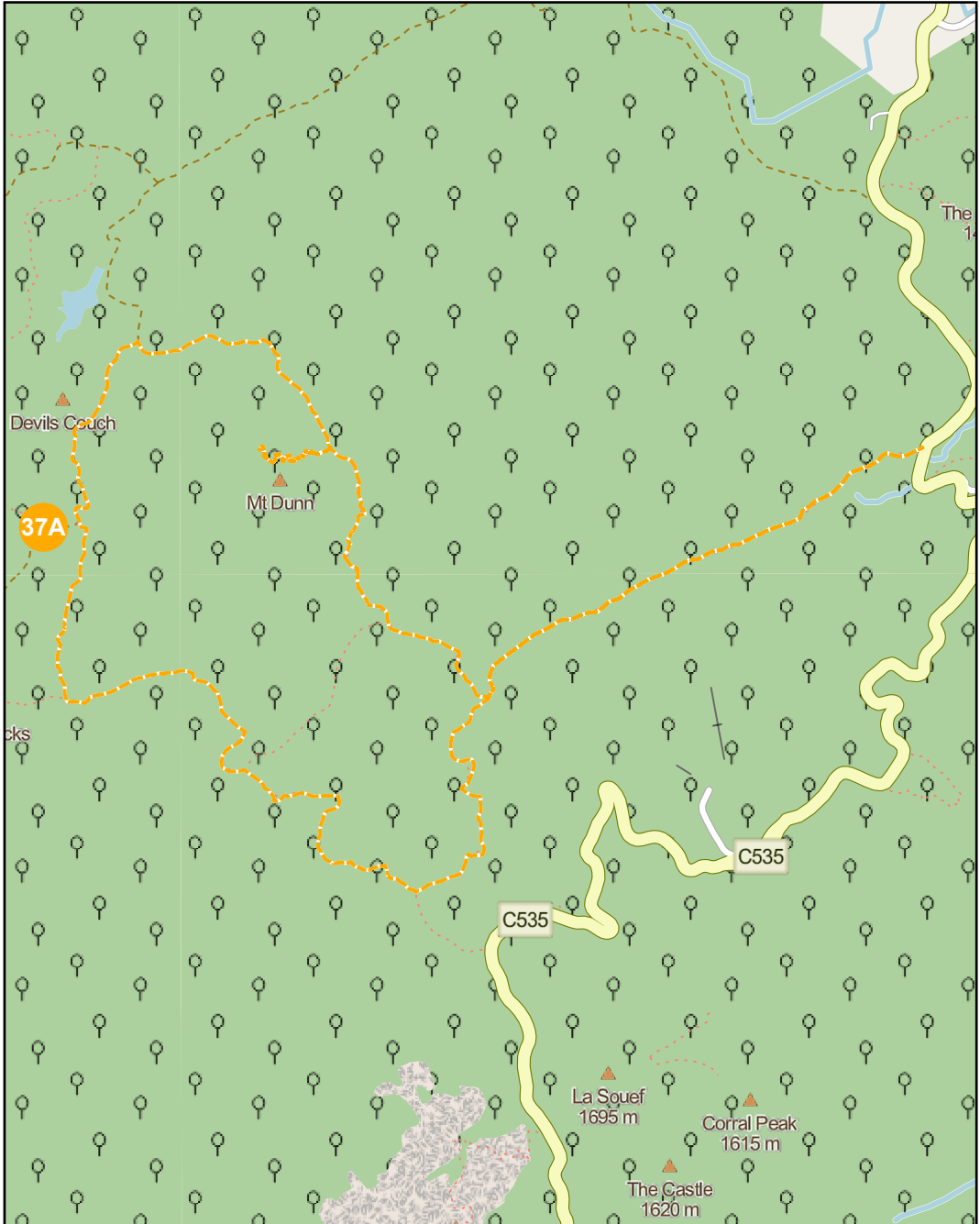
Walking Tracks



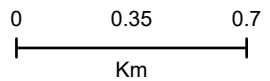


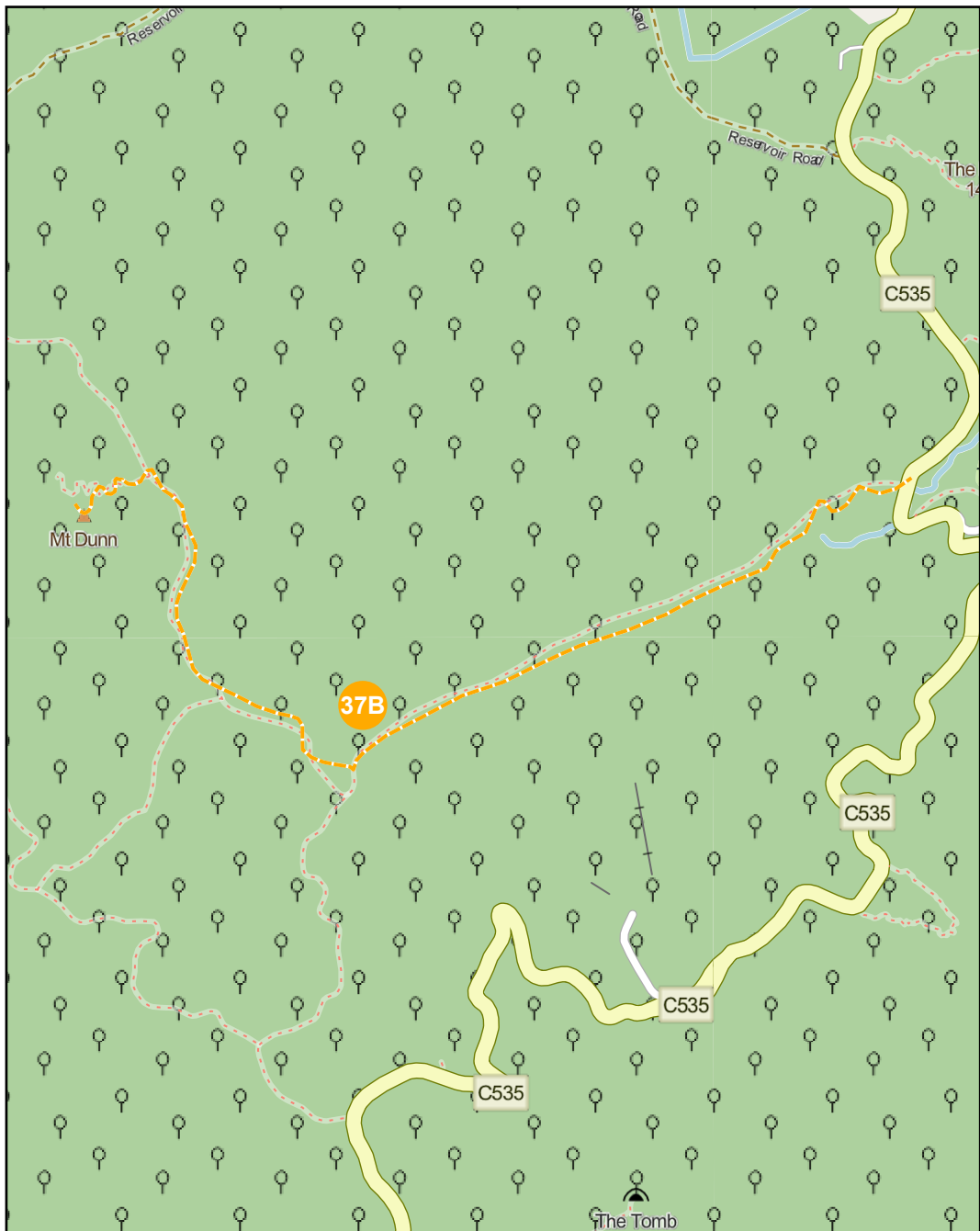
 Walking Tracks





Walking Tracks

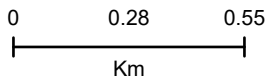


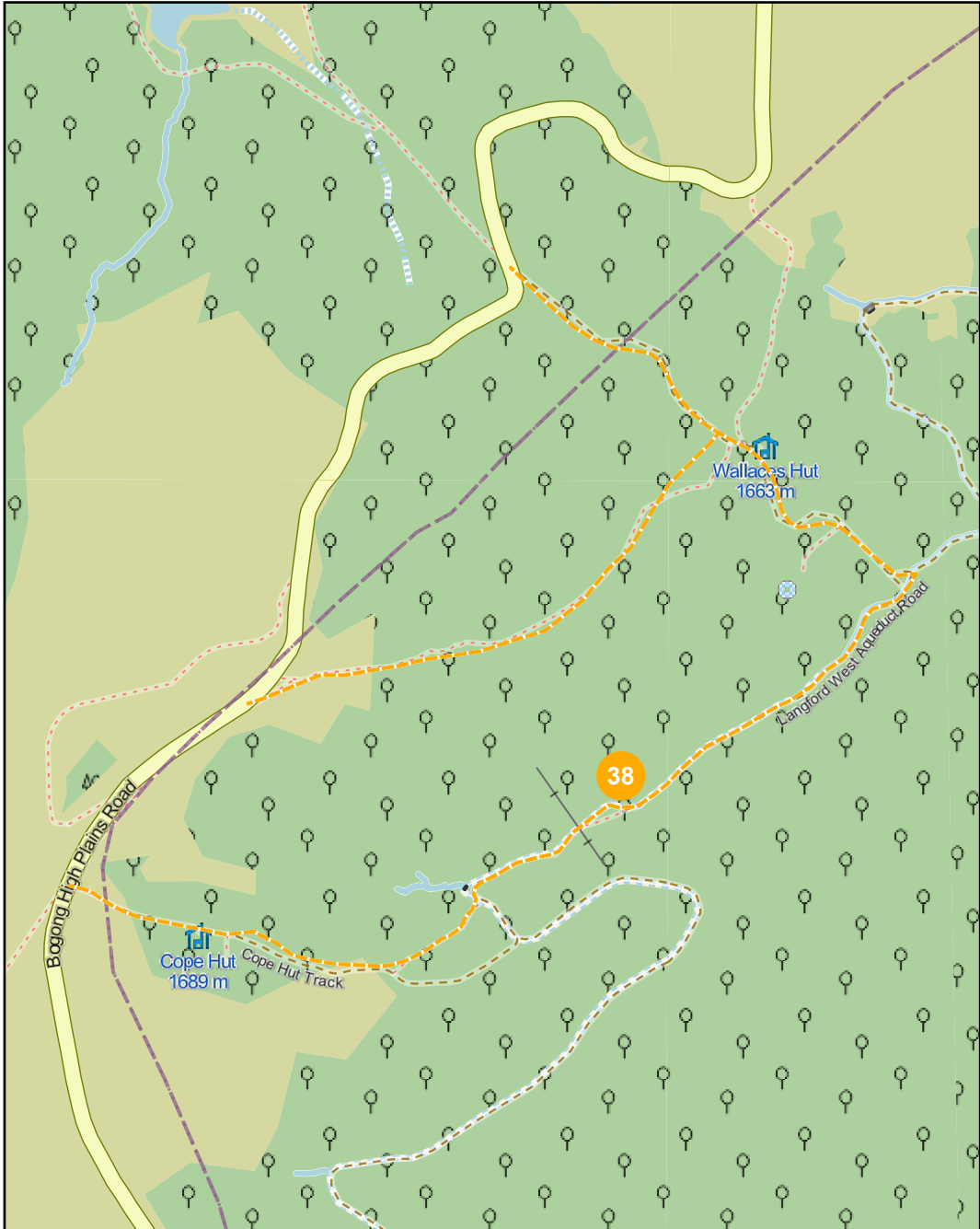


N



Walking Tracks





38

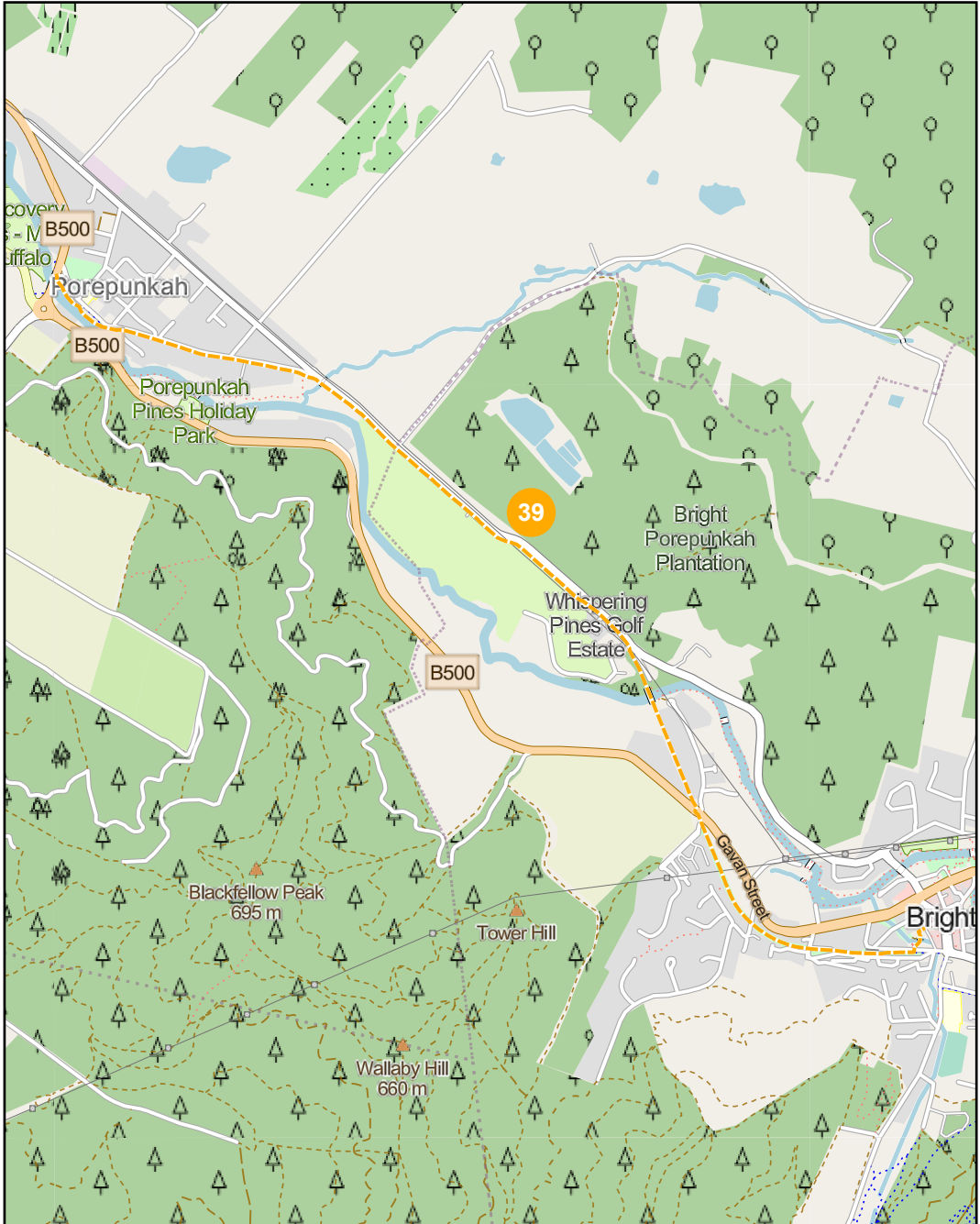
Wallace's Hut  
1663 m

Cope Hut  
1689 m

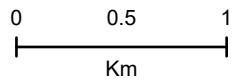
Walking Tracks

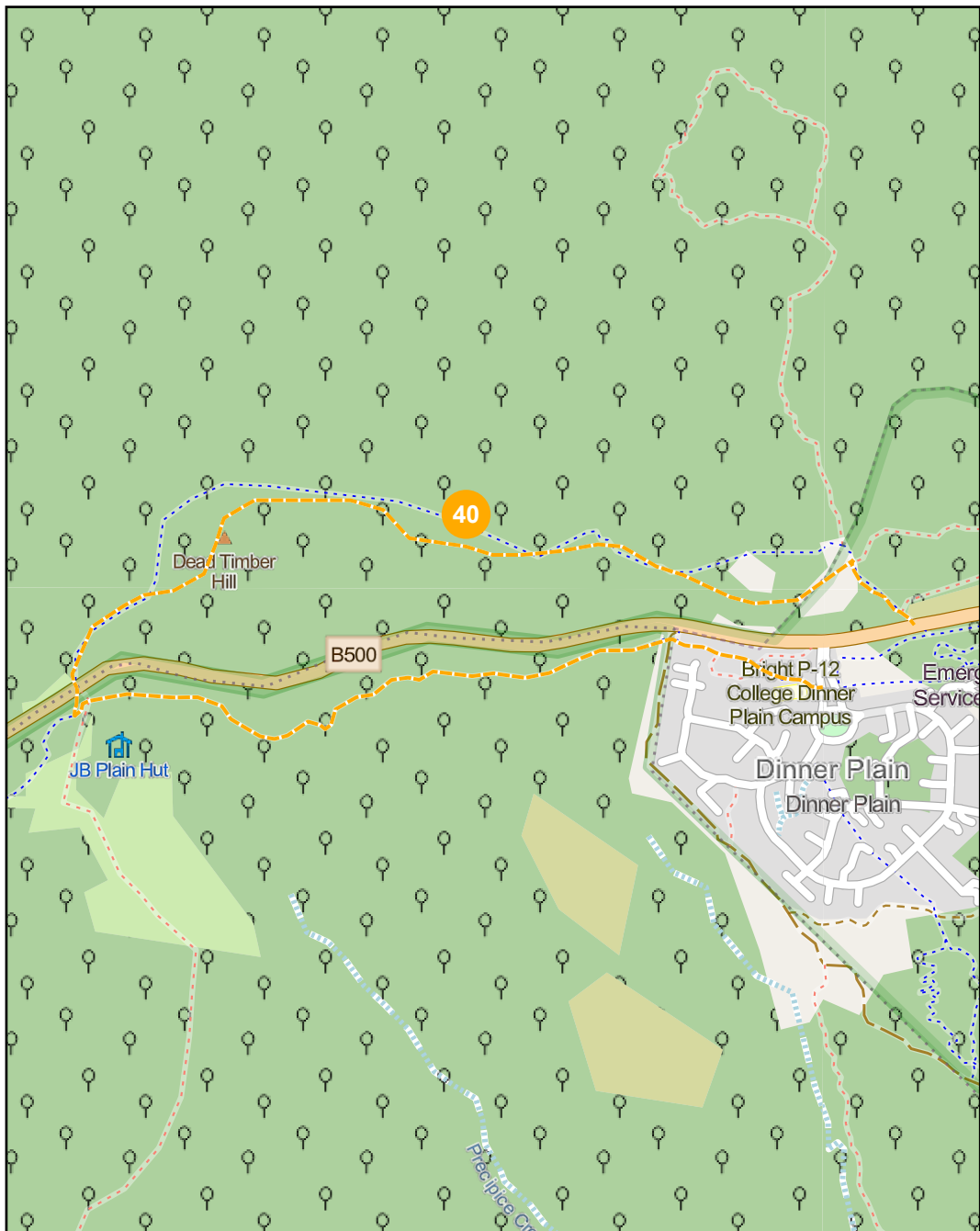
0 0.25 0.5  
Km



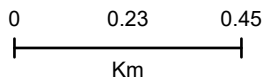


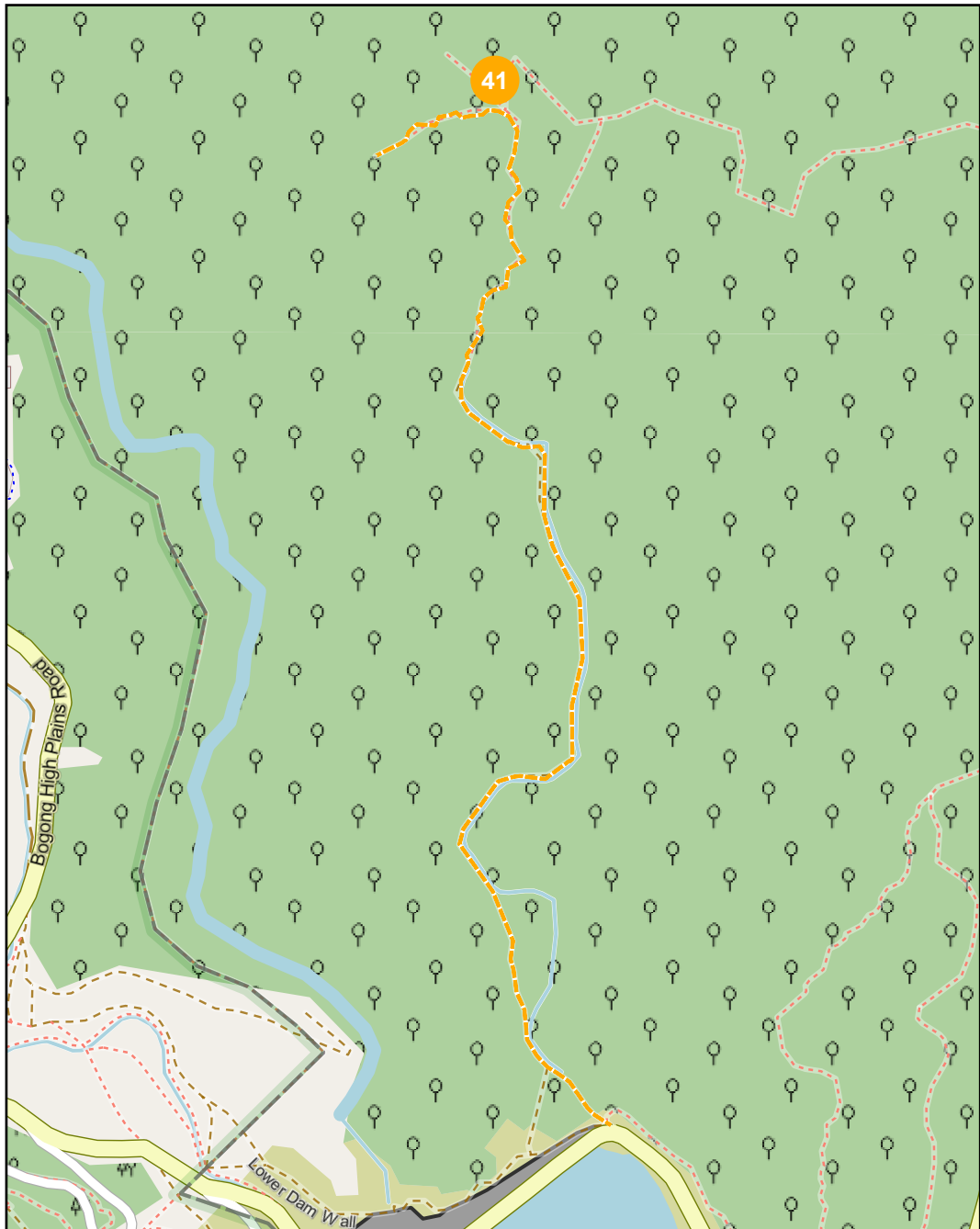
Walking Tracks





Walking Tracks

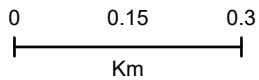


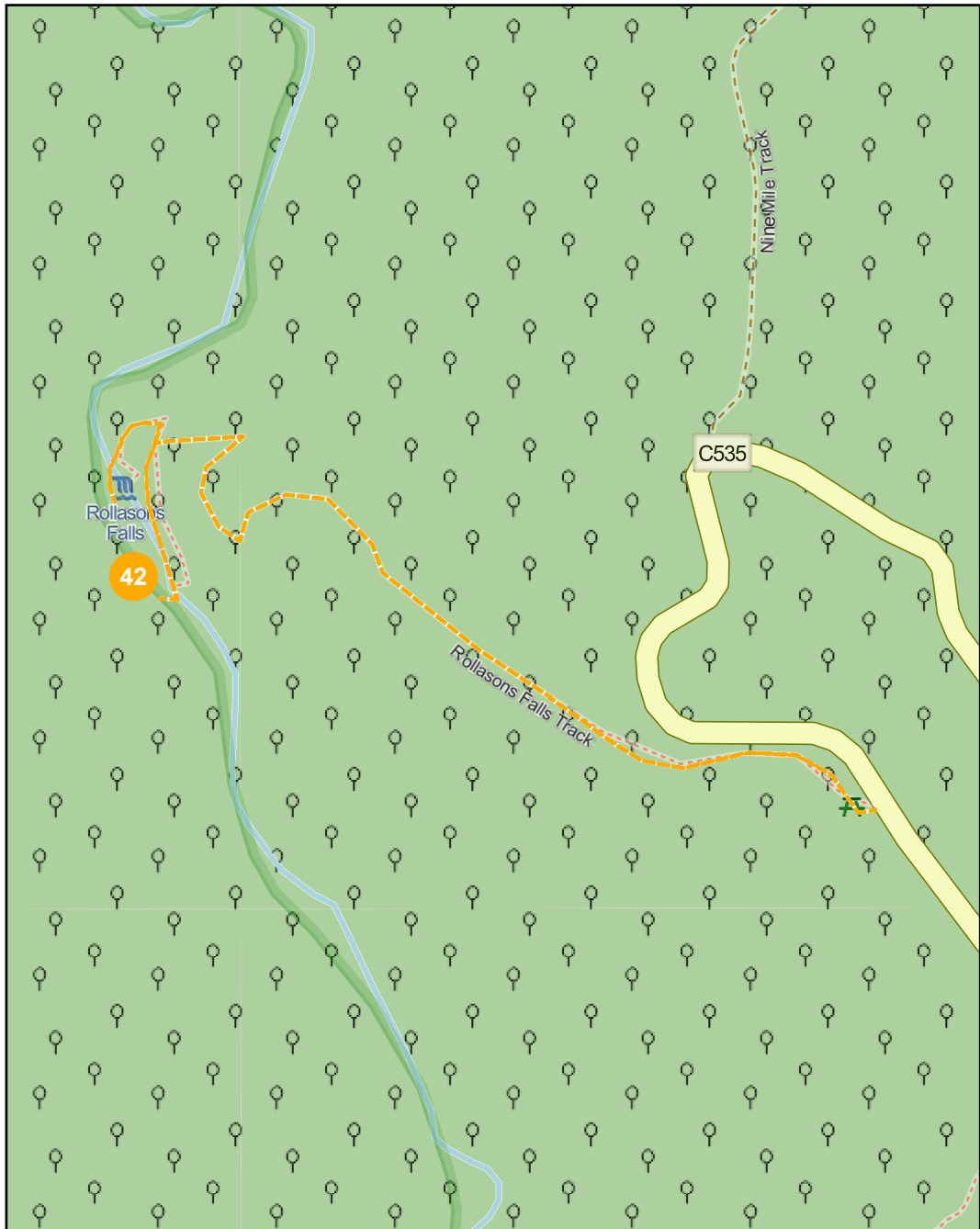


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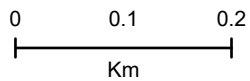


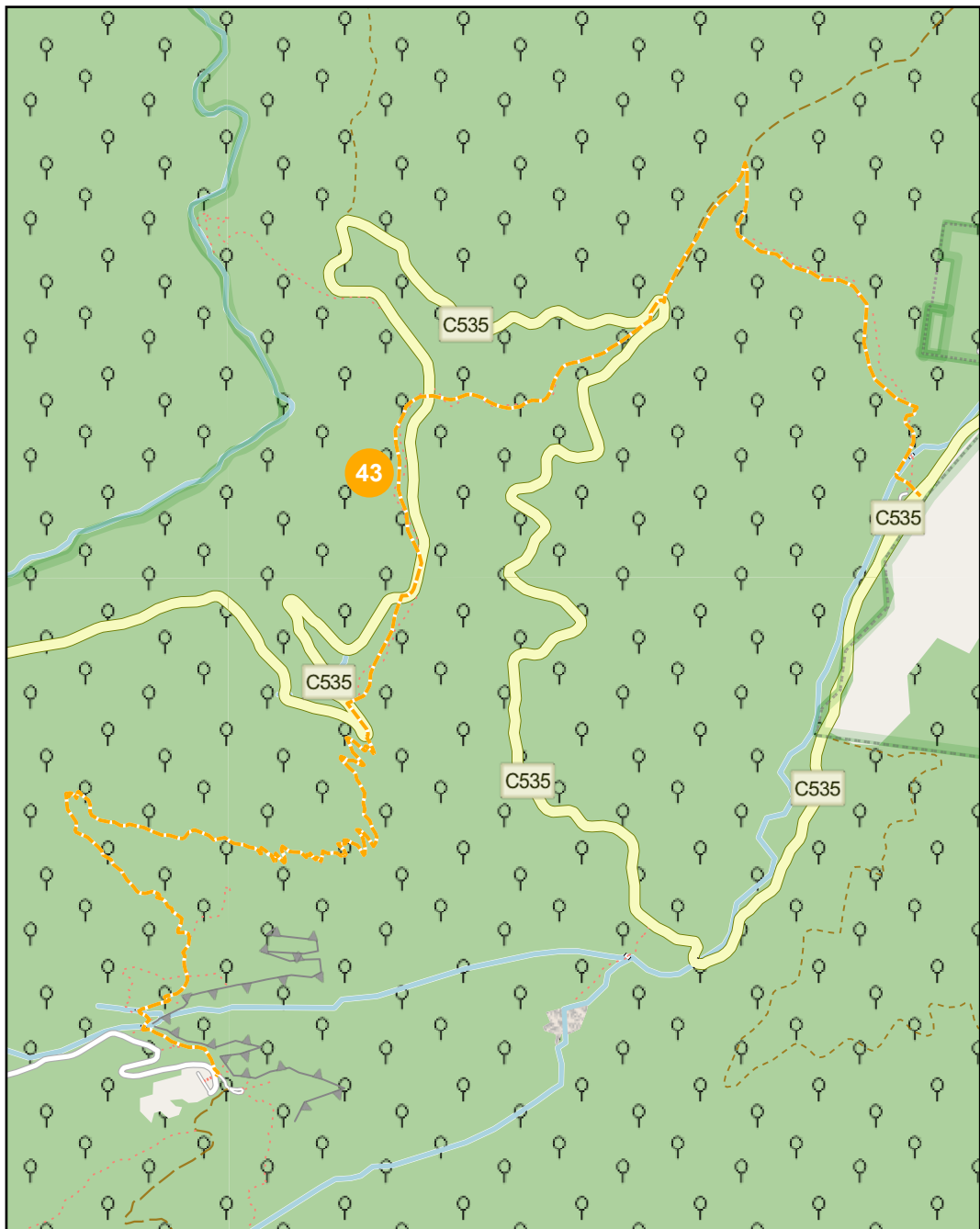
Walking Tracks



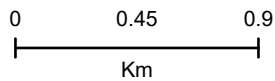


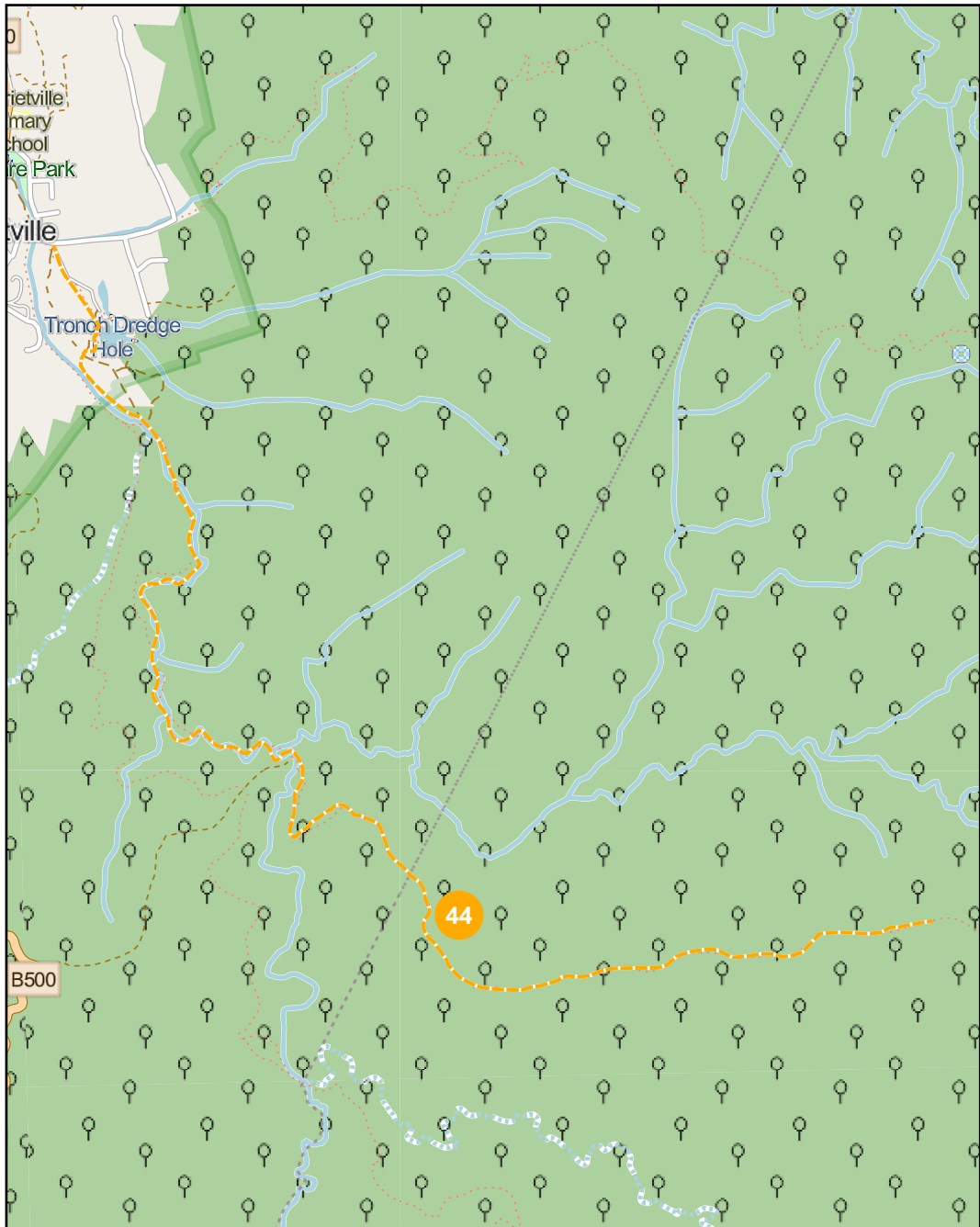
Walking Tracks



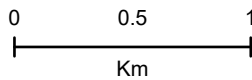


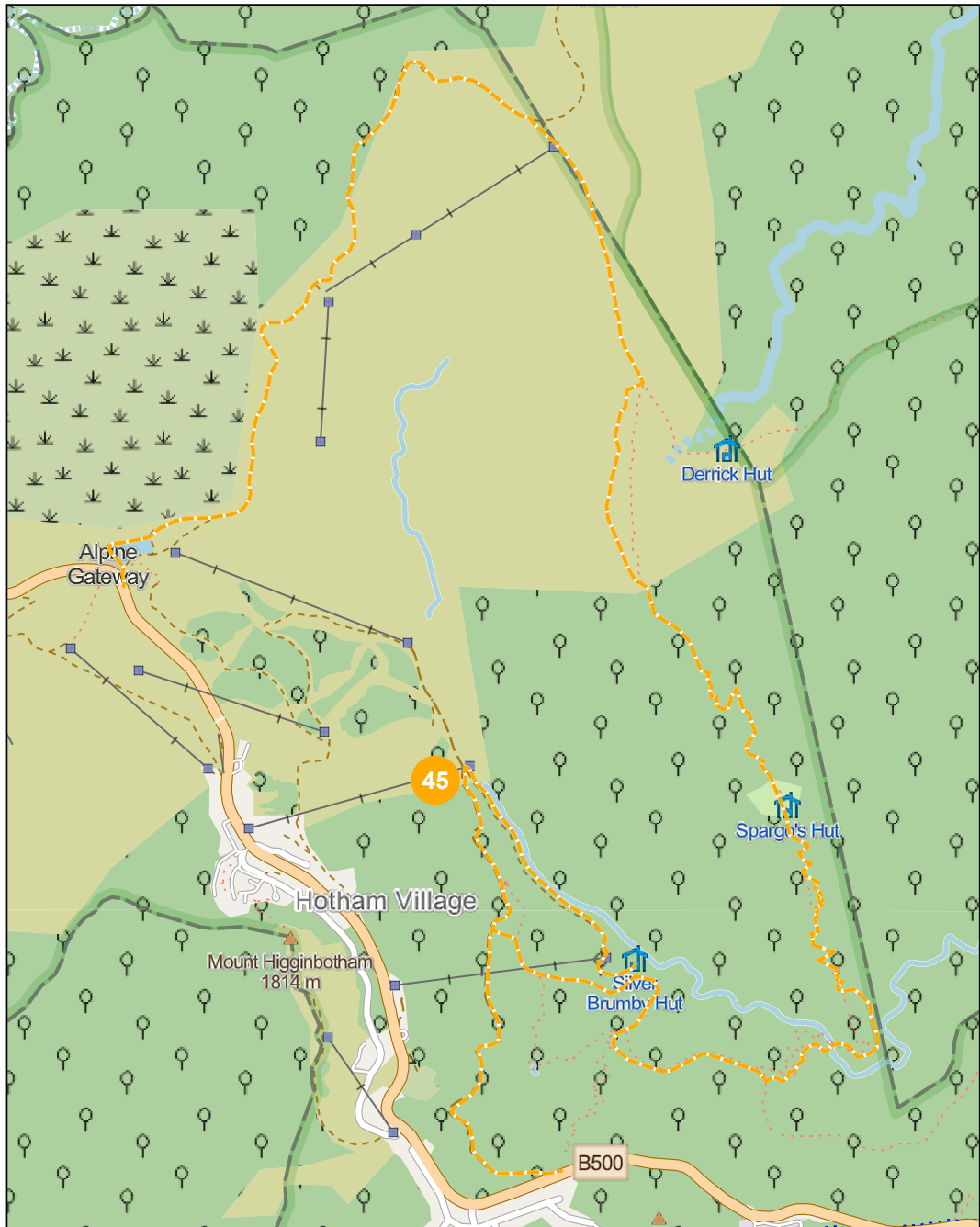
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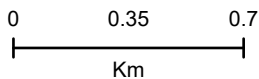


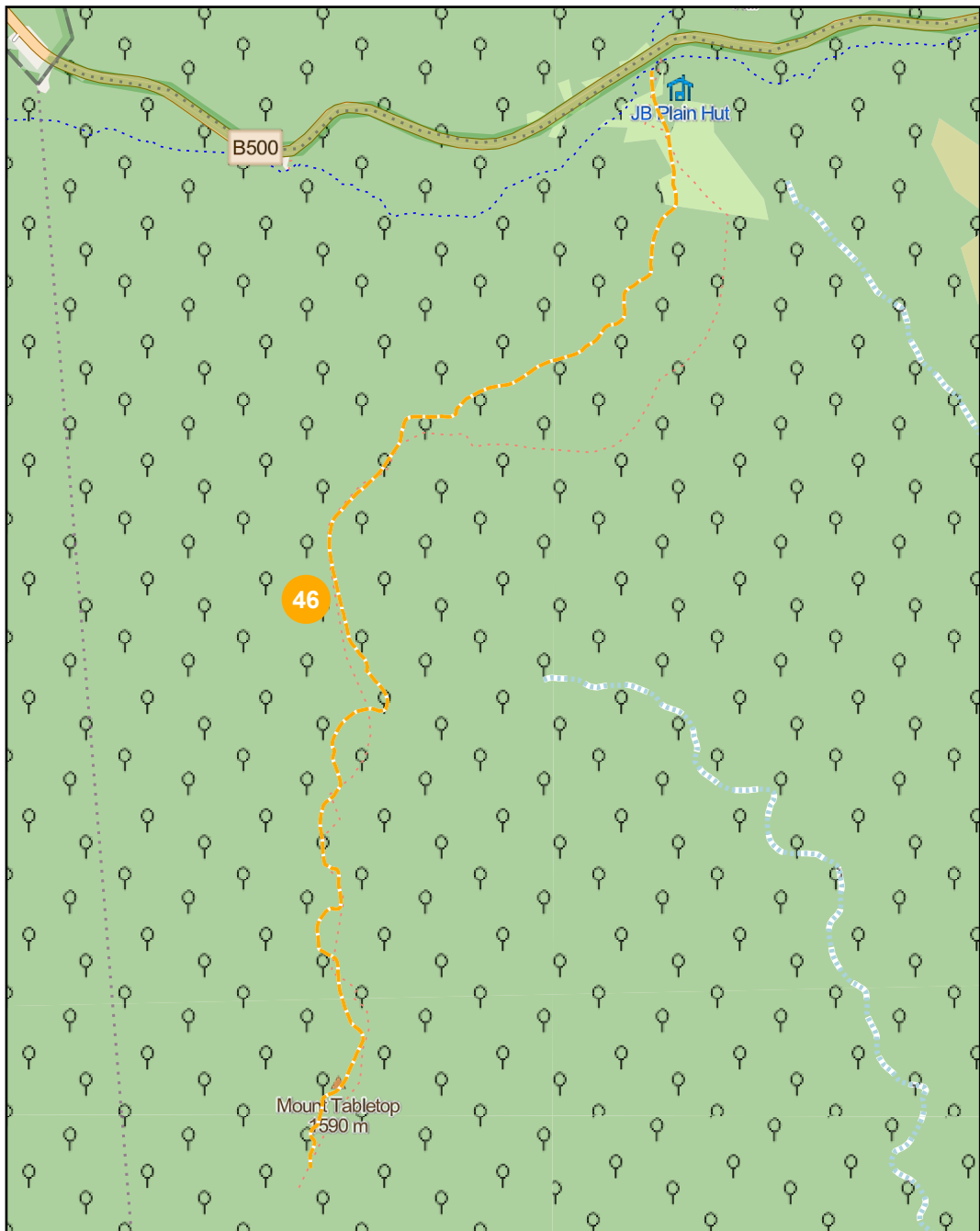
Walking Tracks



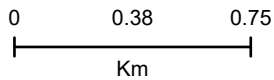


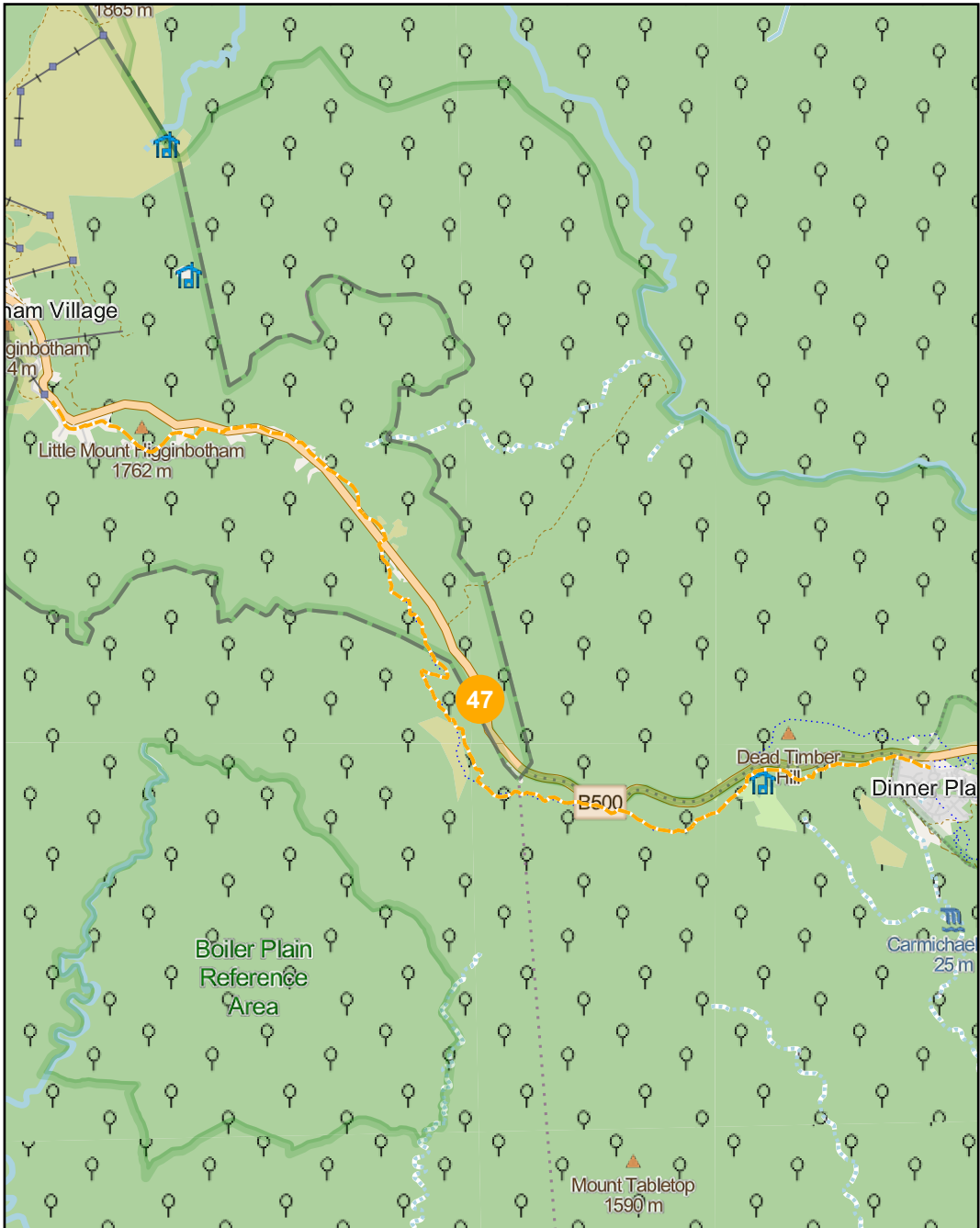
Walking Tracks



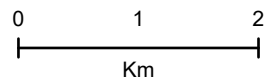


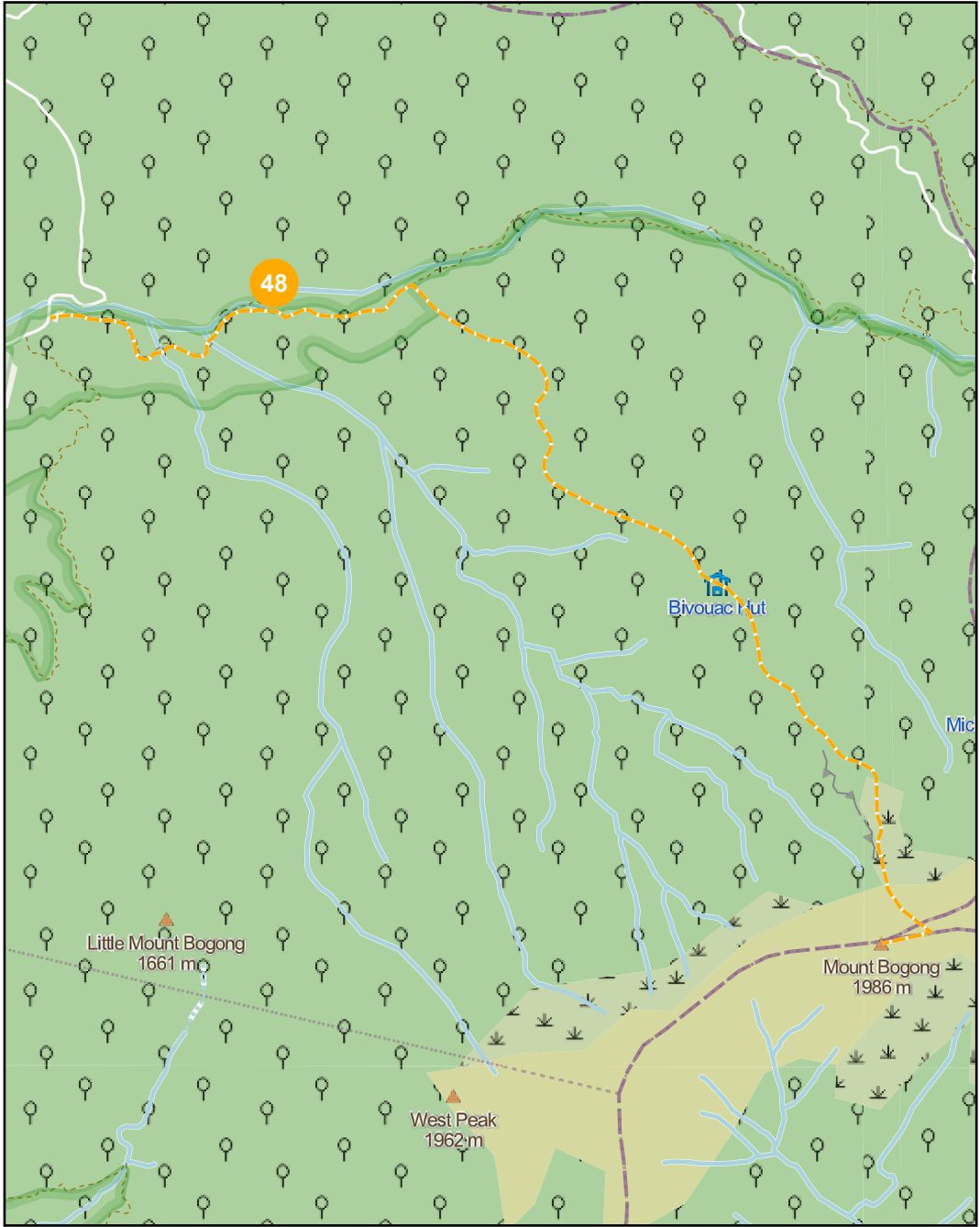
Walking Tracks





Walking Tracks





Little Mount Bogong  
1661 m

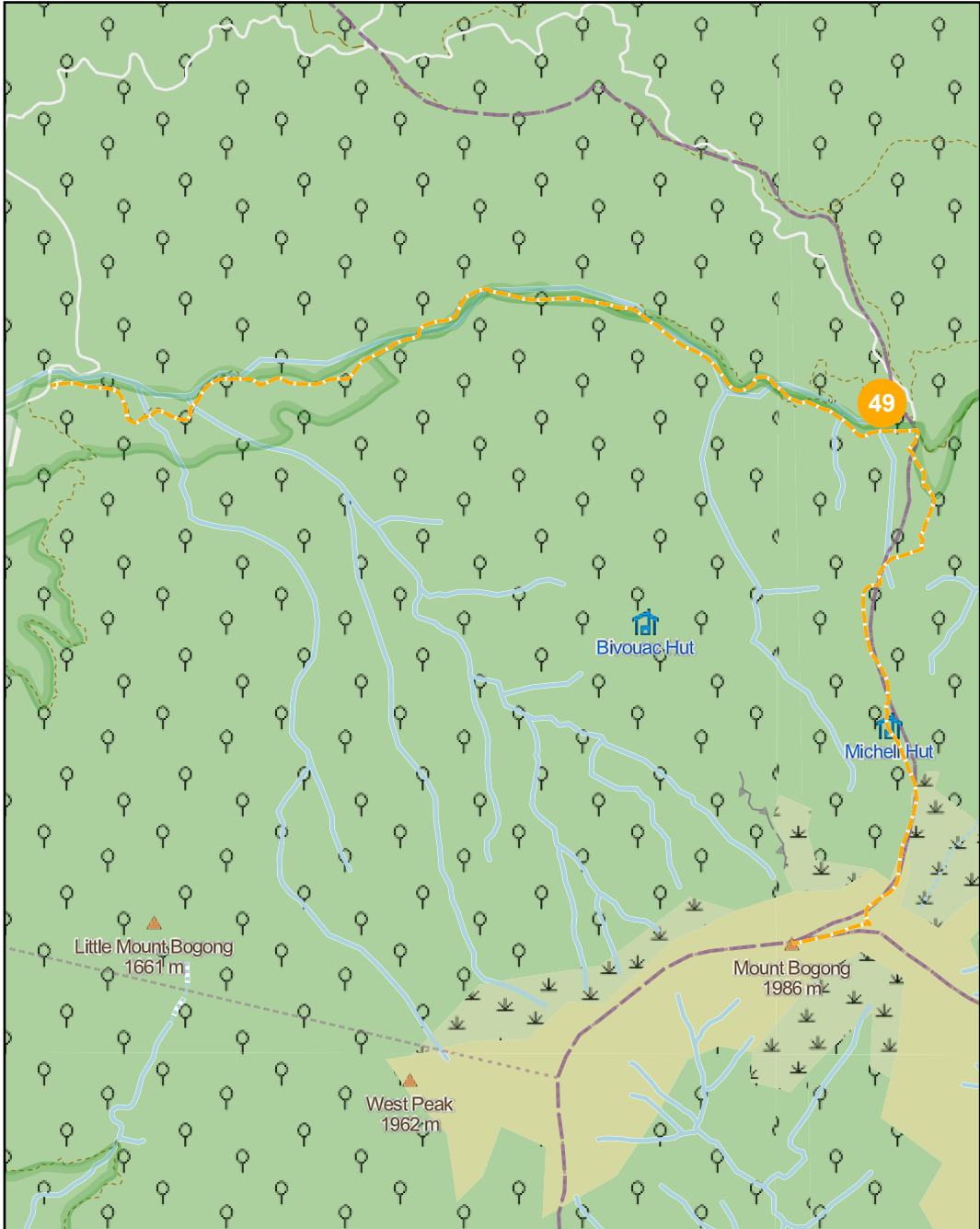
Bivouac Hut

West Peak  
1962 m

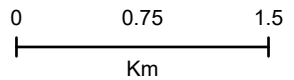
Mount Bogong  
1986 m

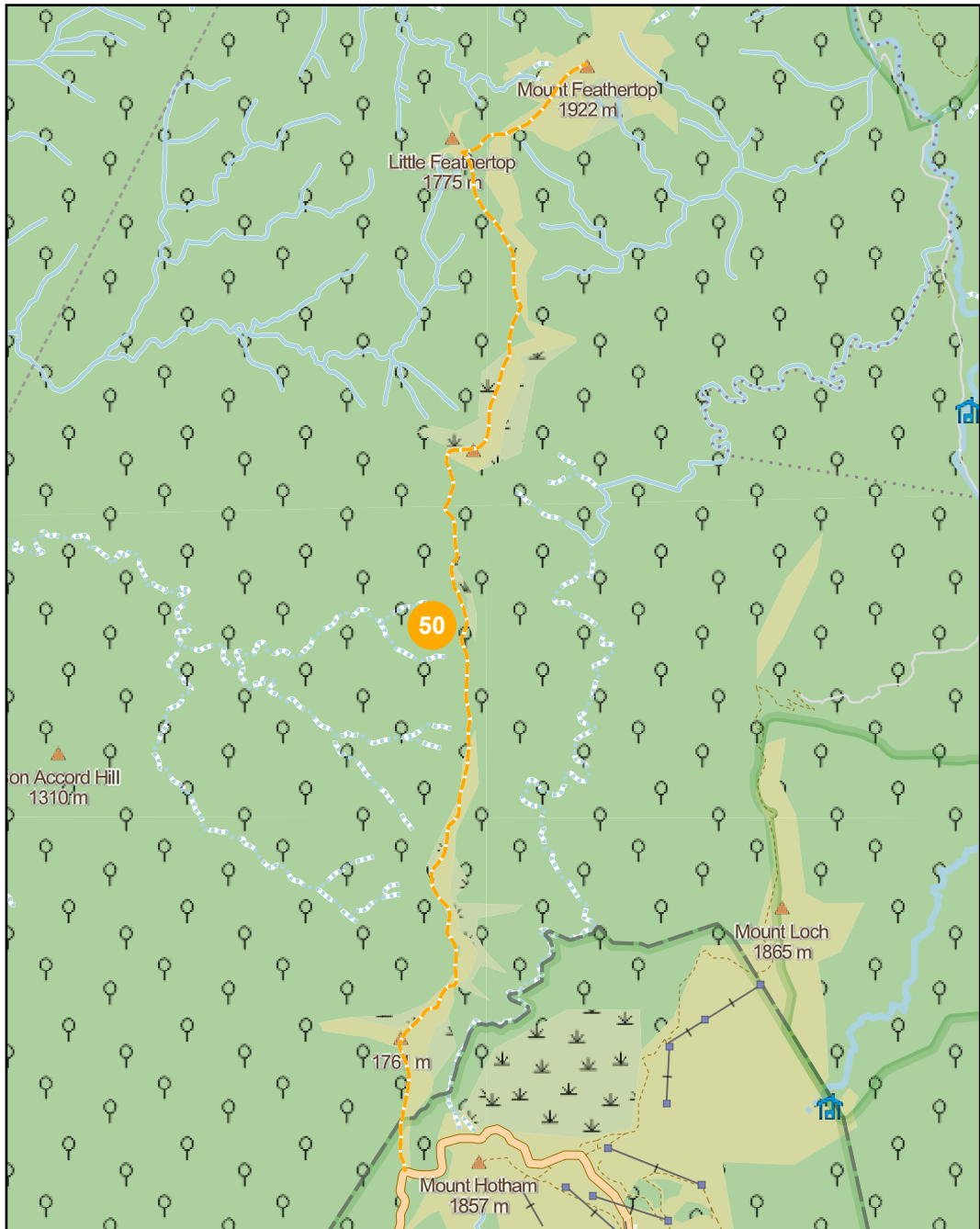
Walking Tracks

0 0.5 1  
Km



Walking Tracks





50

on Accord Hill  
1310m

Mount Feathertop  
1922 m

Little Feathertop  
1775 m

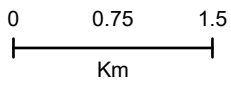
176 m

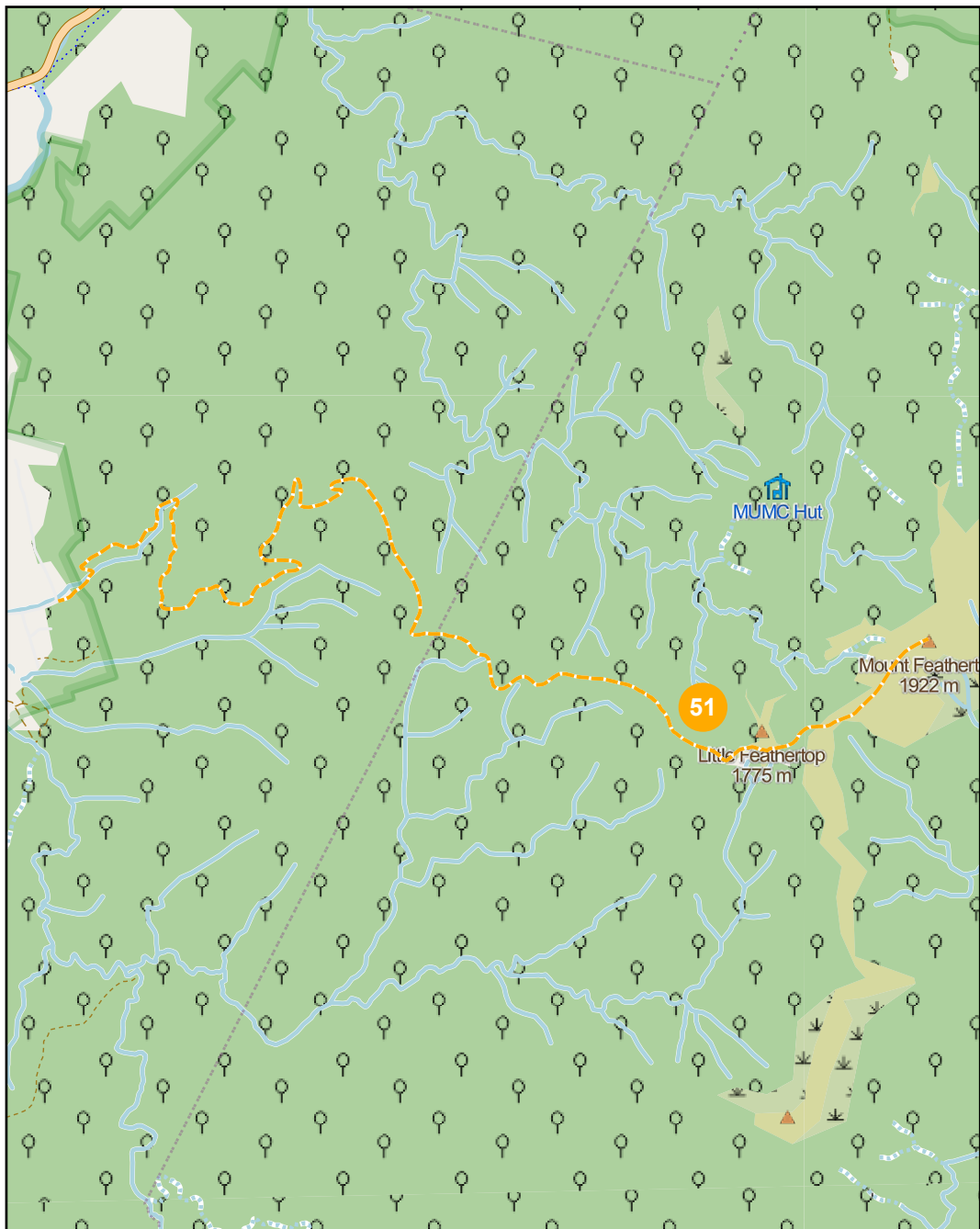
Mount Hotham  
1857 m

Mount Loch  
1865 m

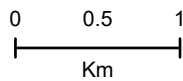


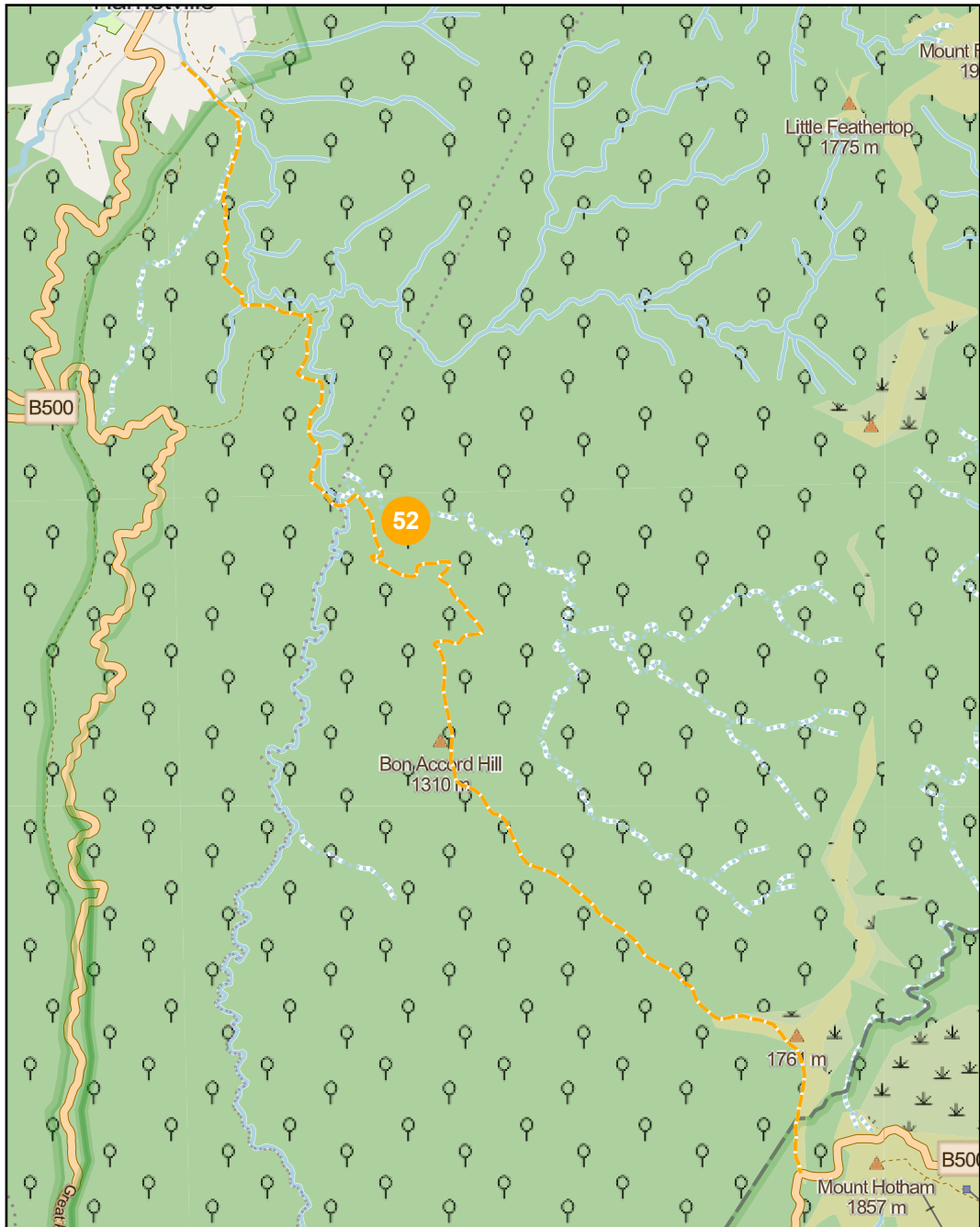
Walking Tracks



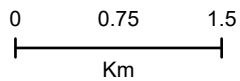


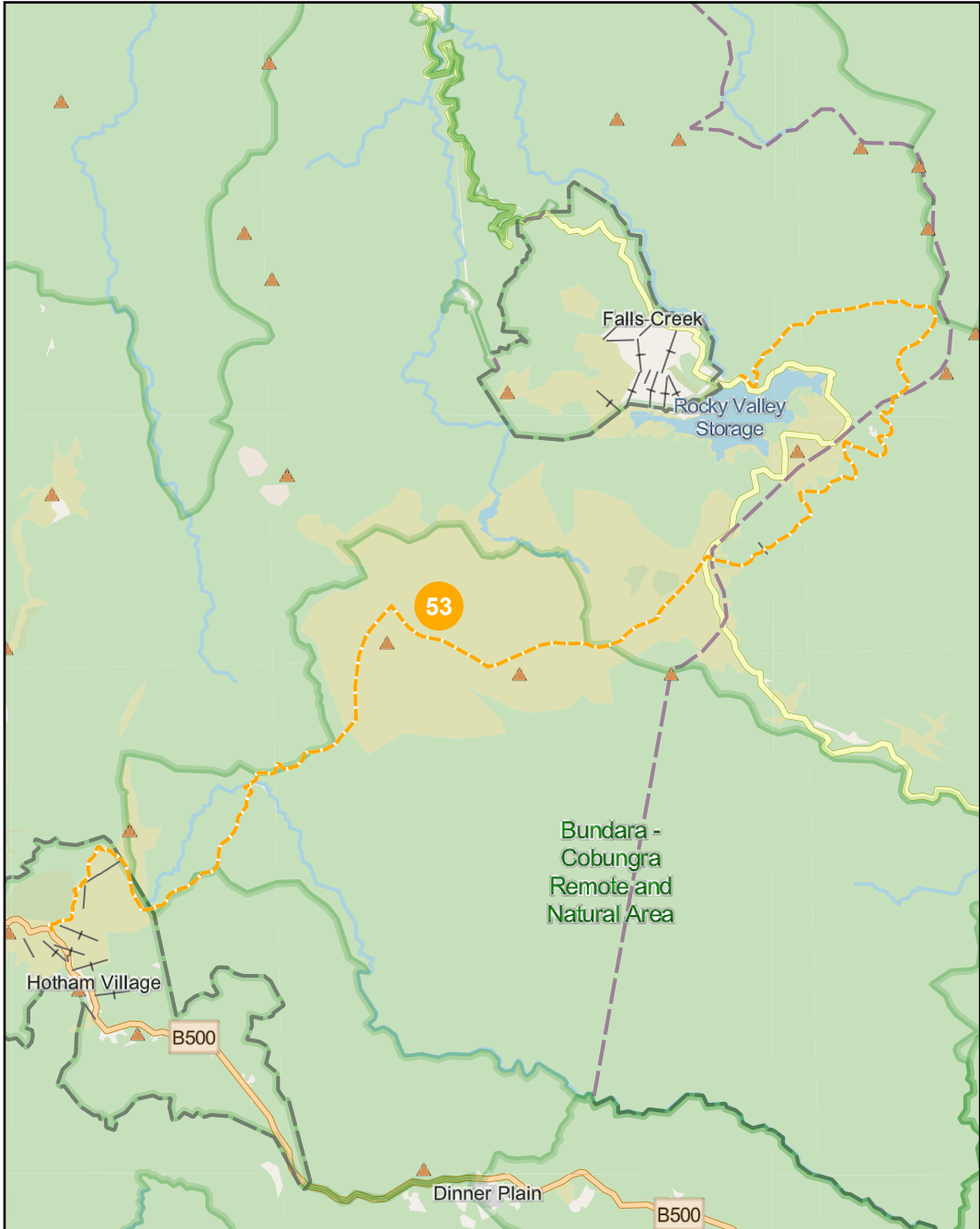
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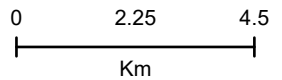


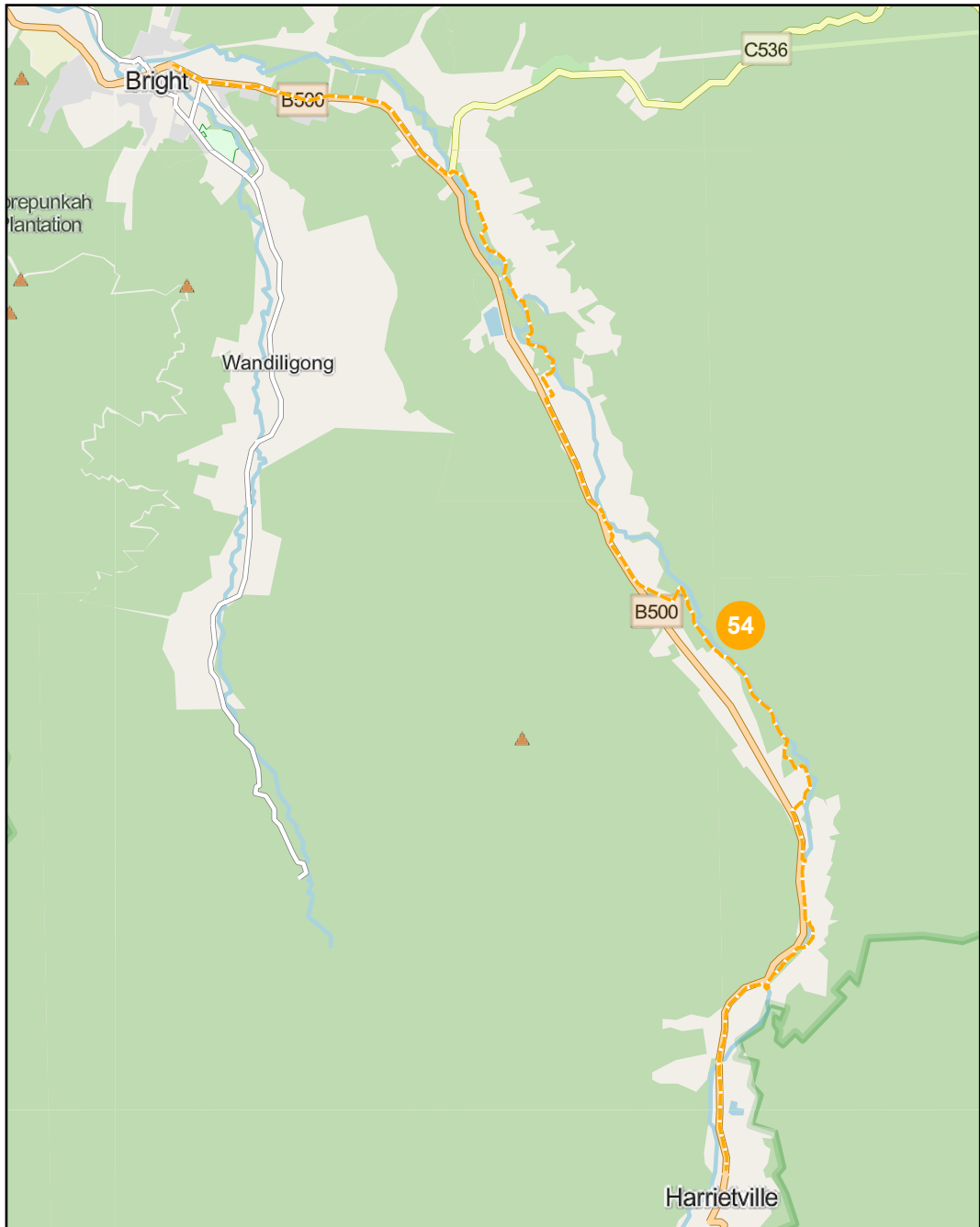
 Walking Tracks





Walking Tracks

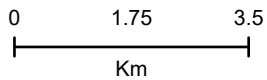


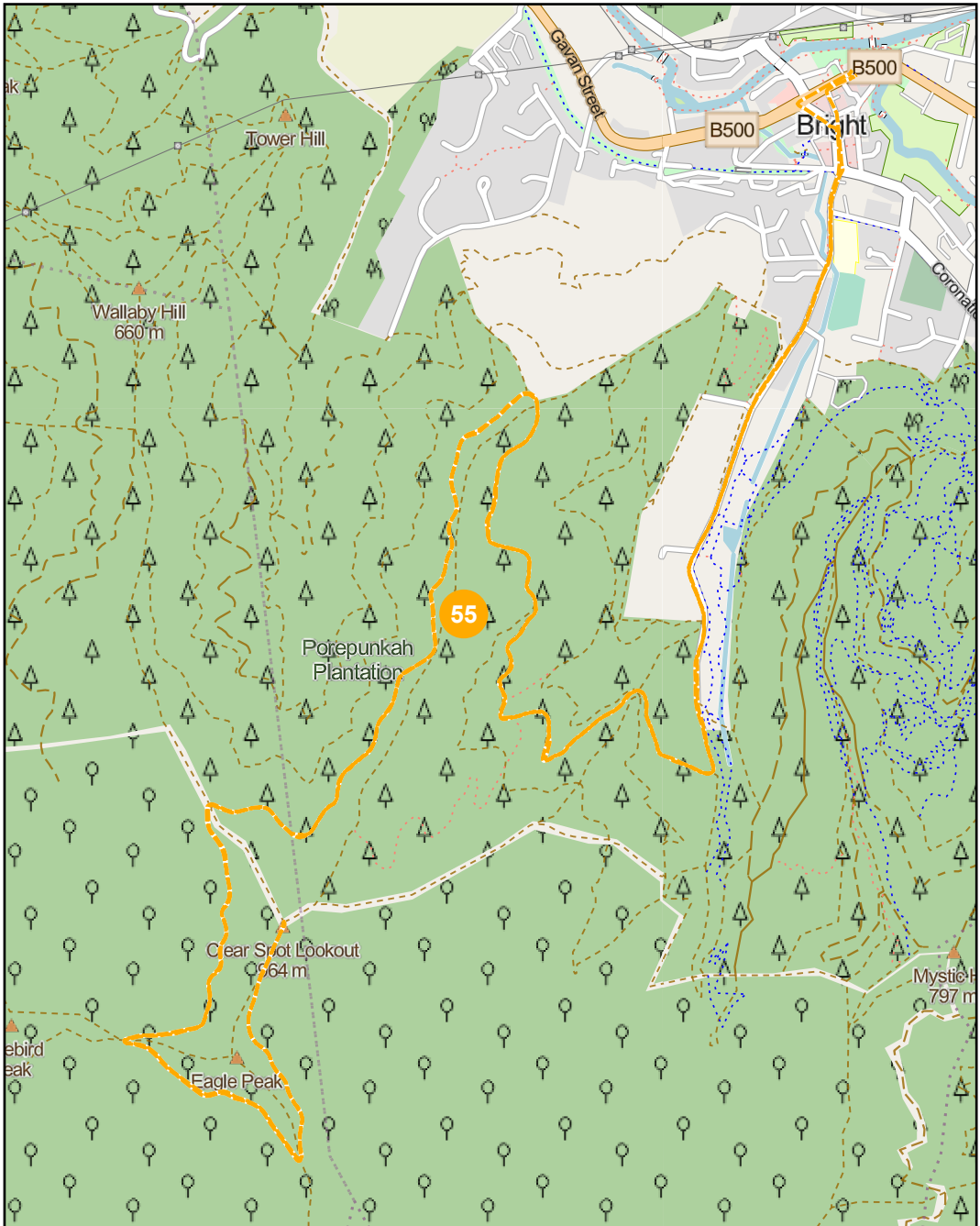


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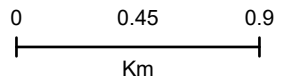


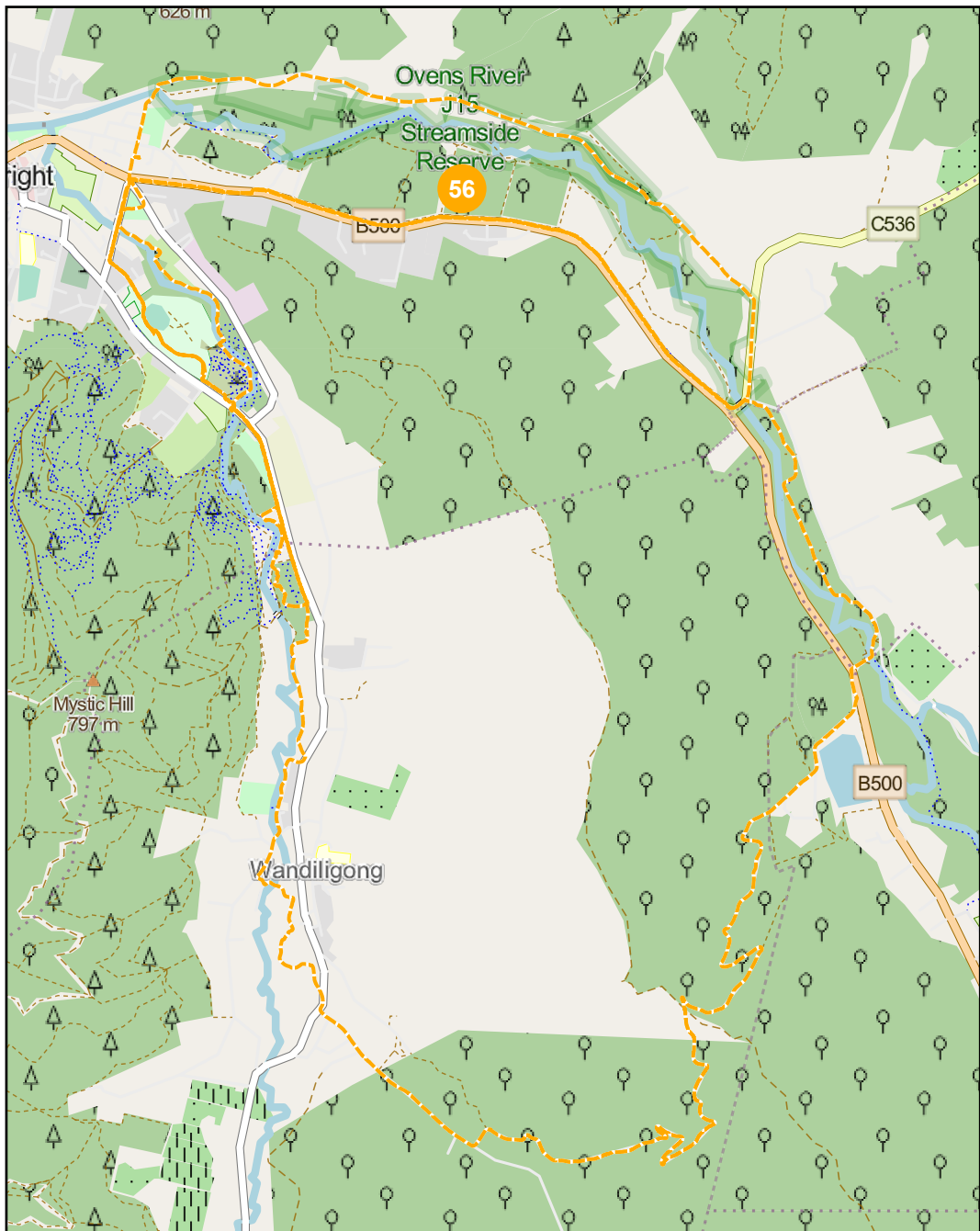
Walking Tracks



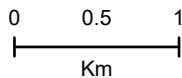


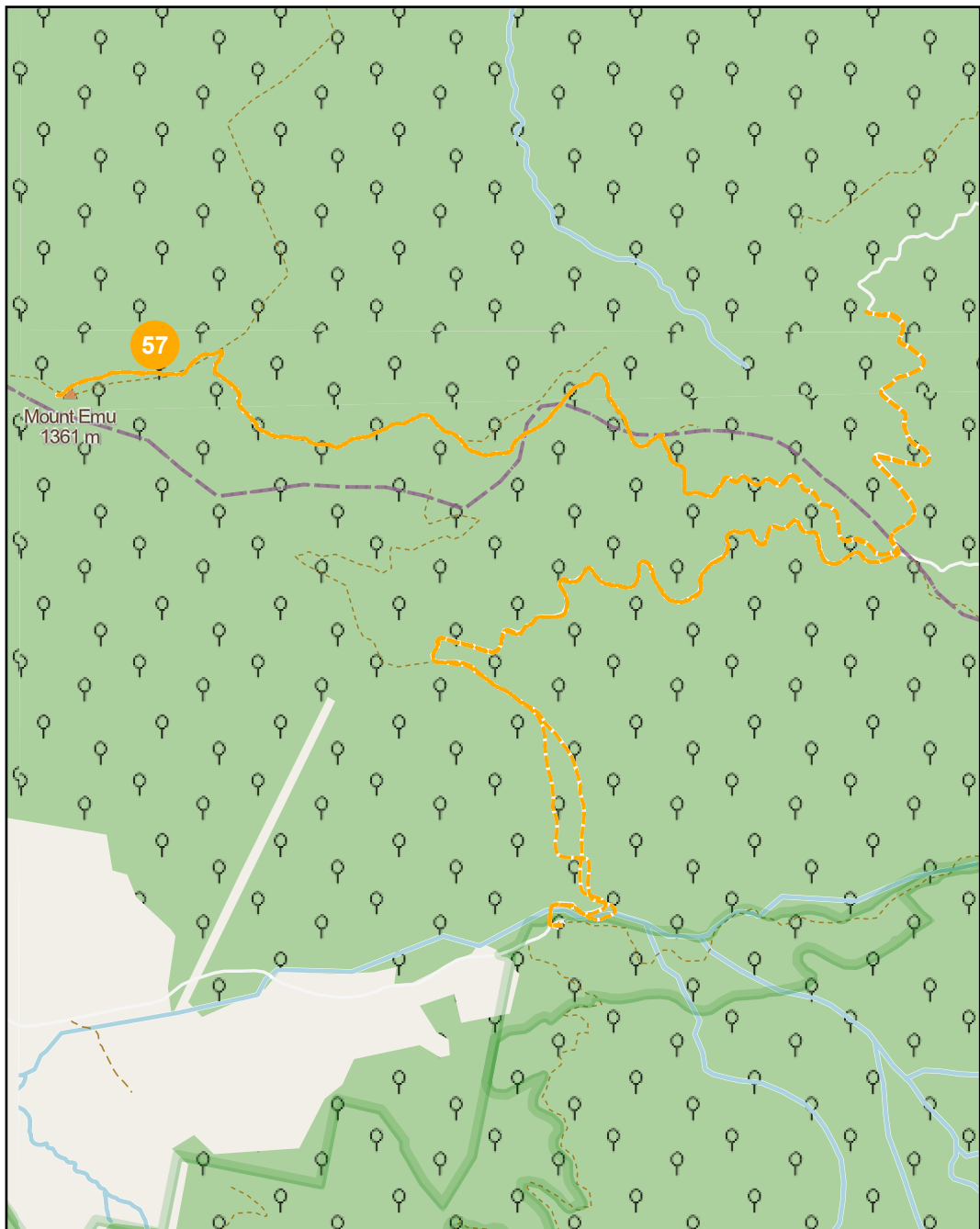
 Walking Tracks



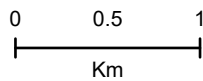


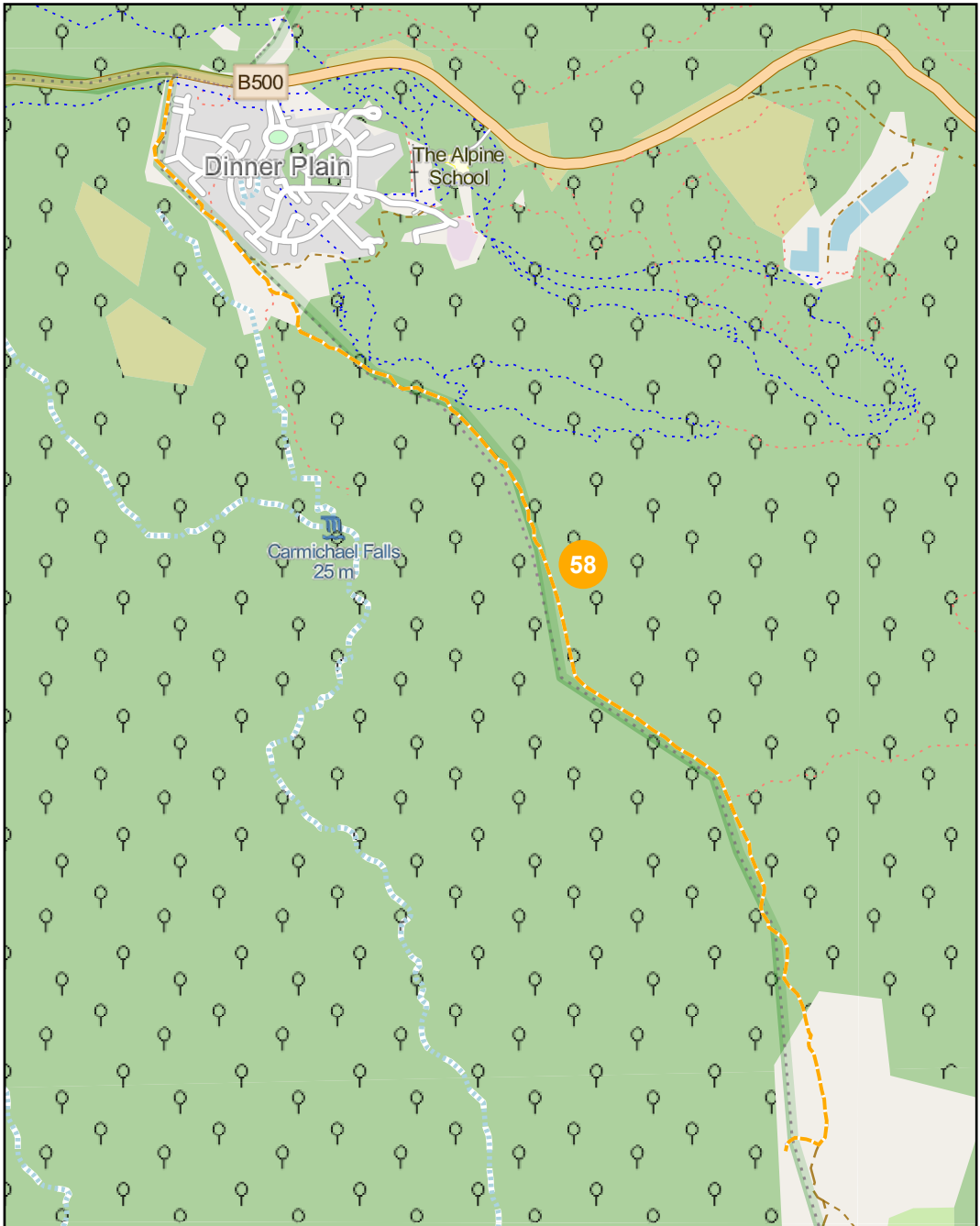
Walking Tracks





Walking Tracks

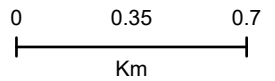


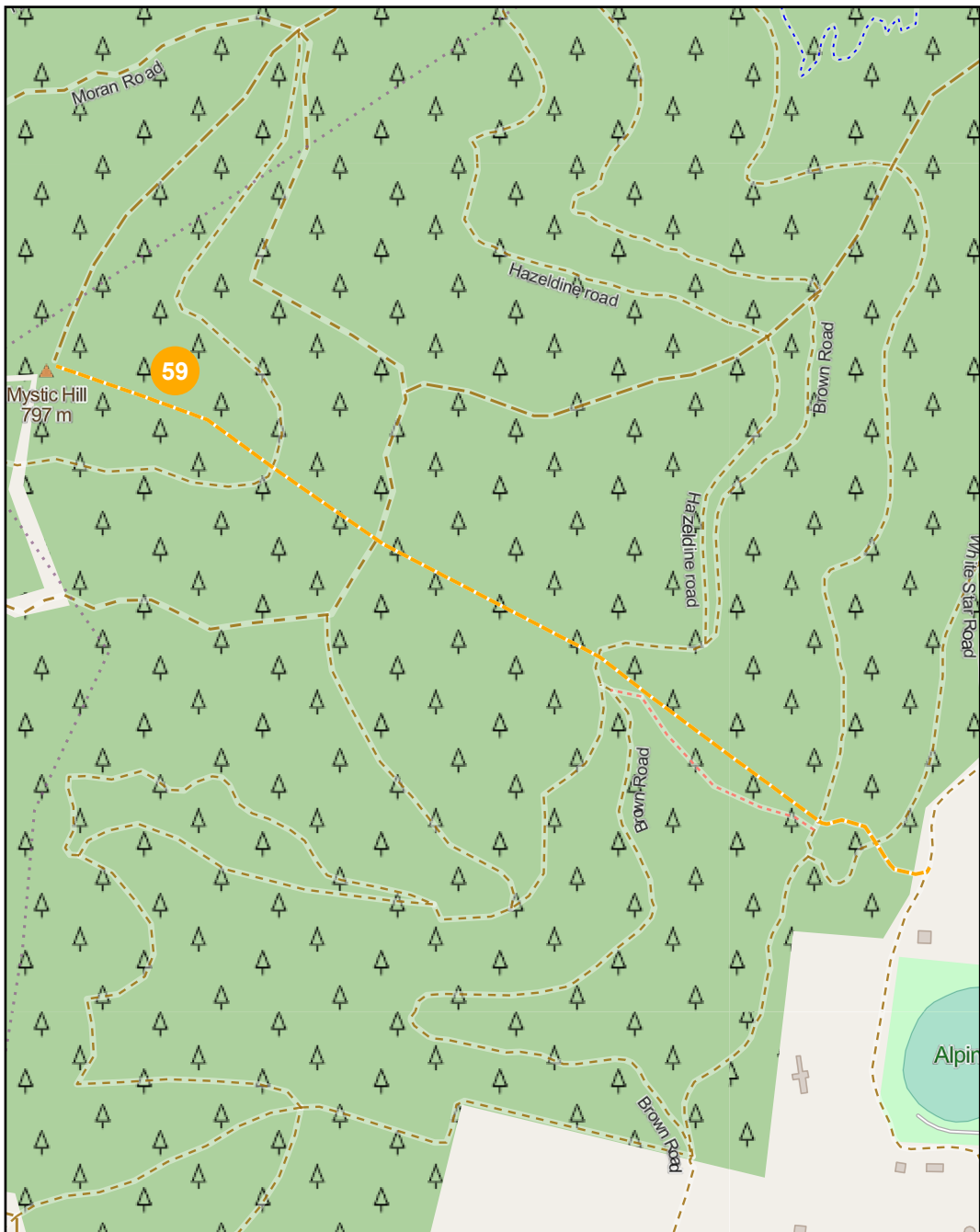


58



Walking Tracks

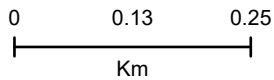


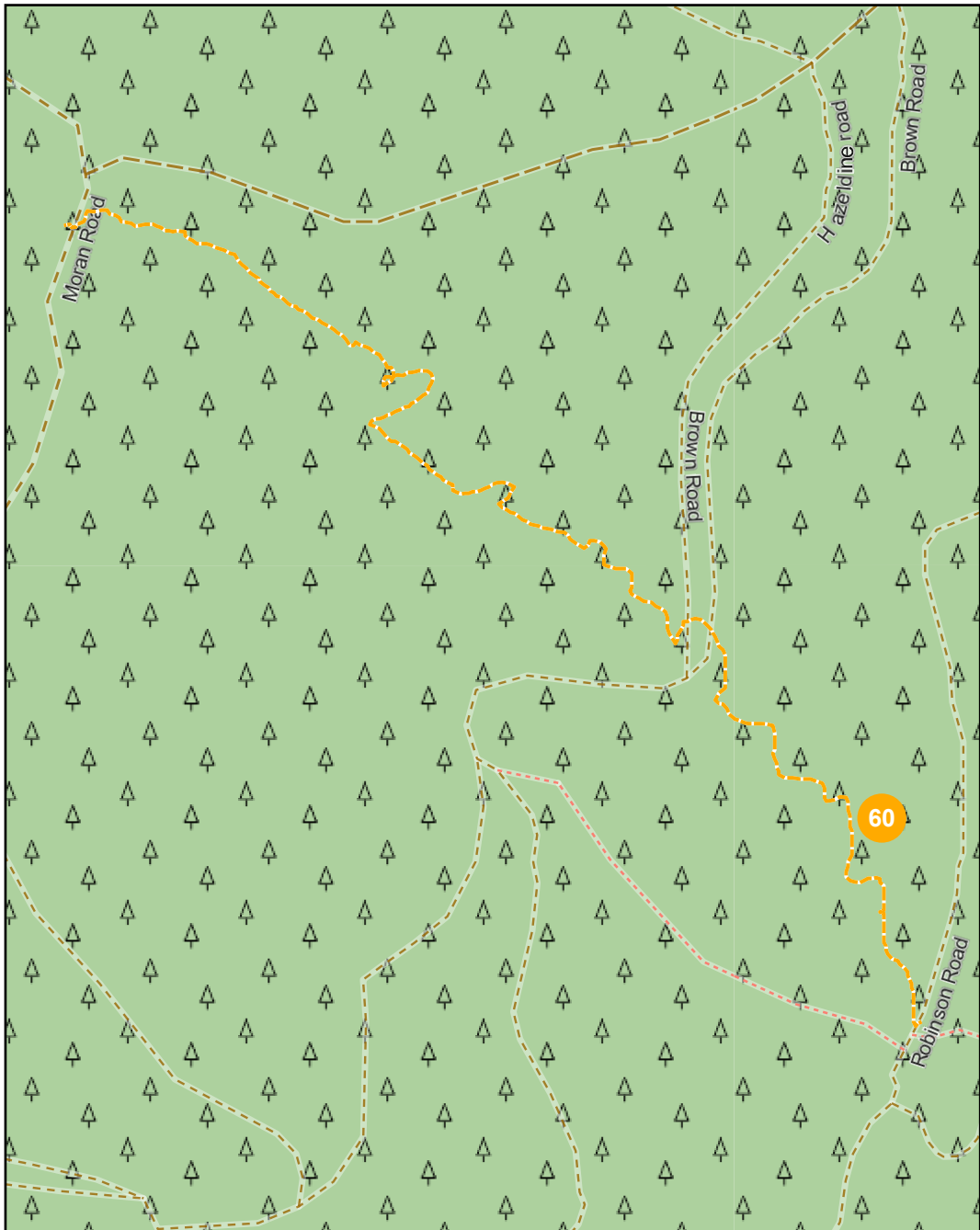


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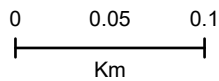


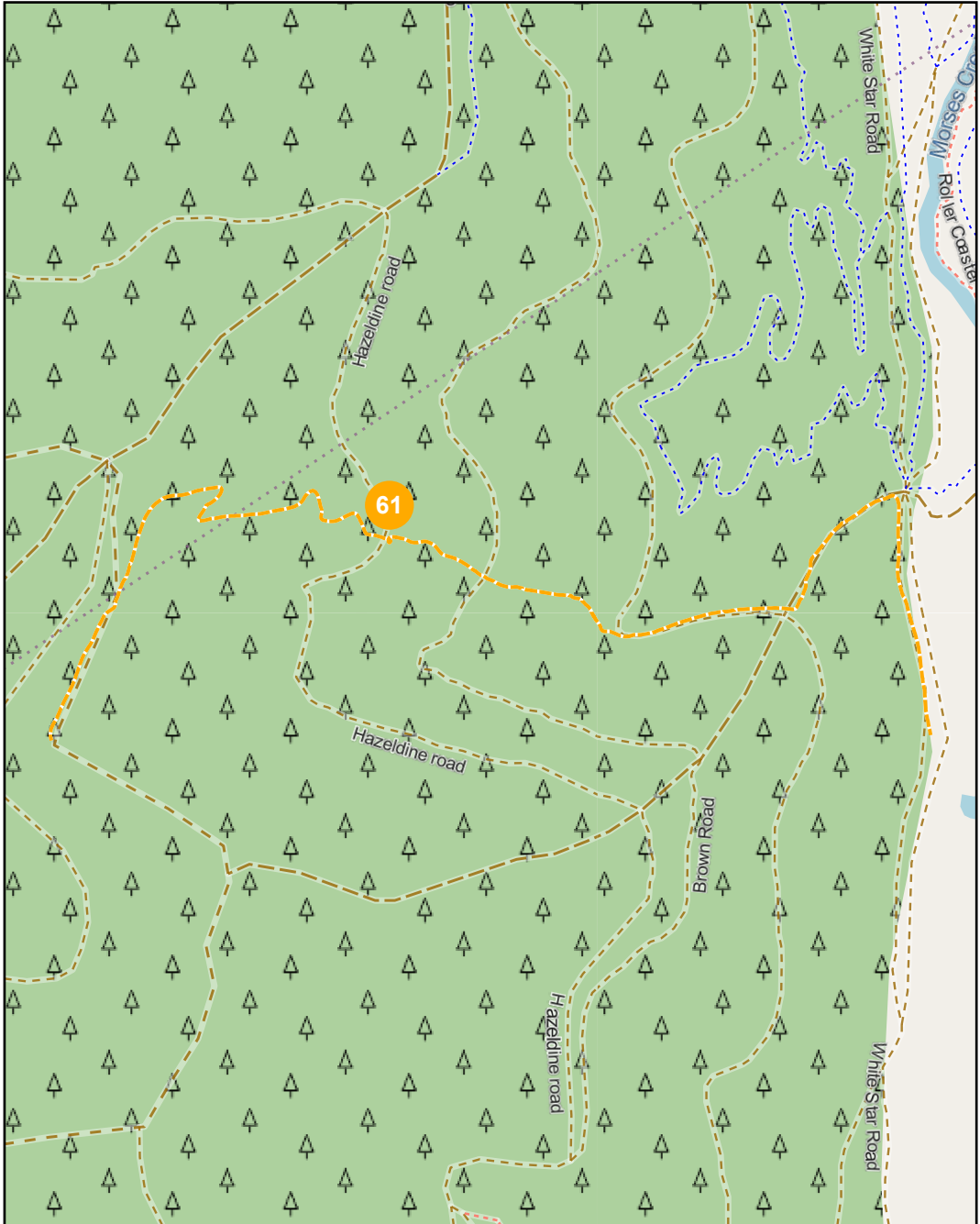
Walking Tracks



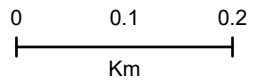


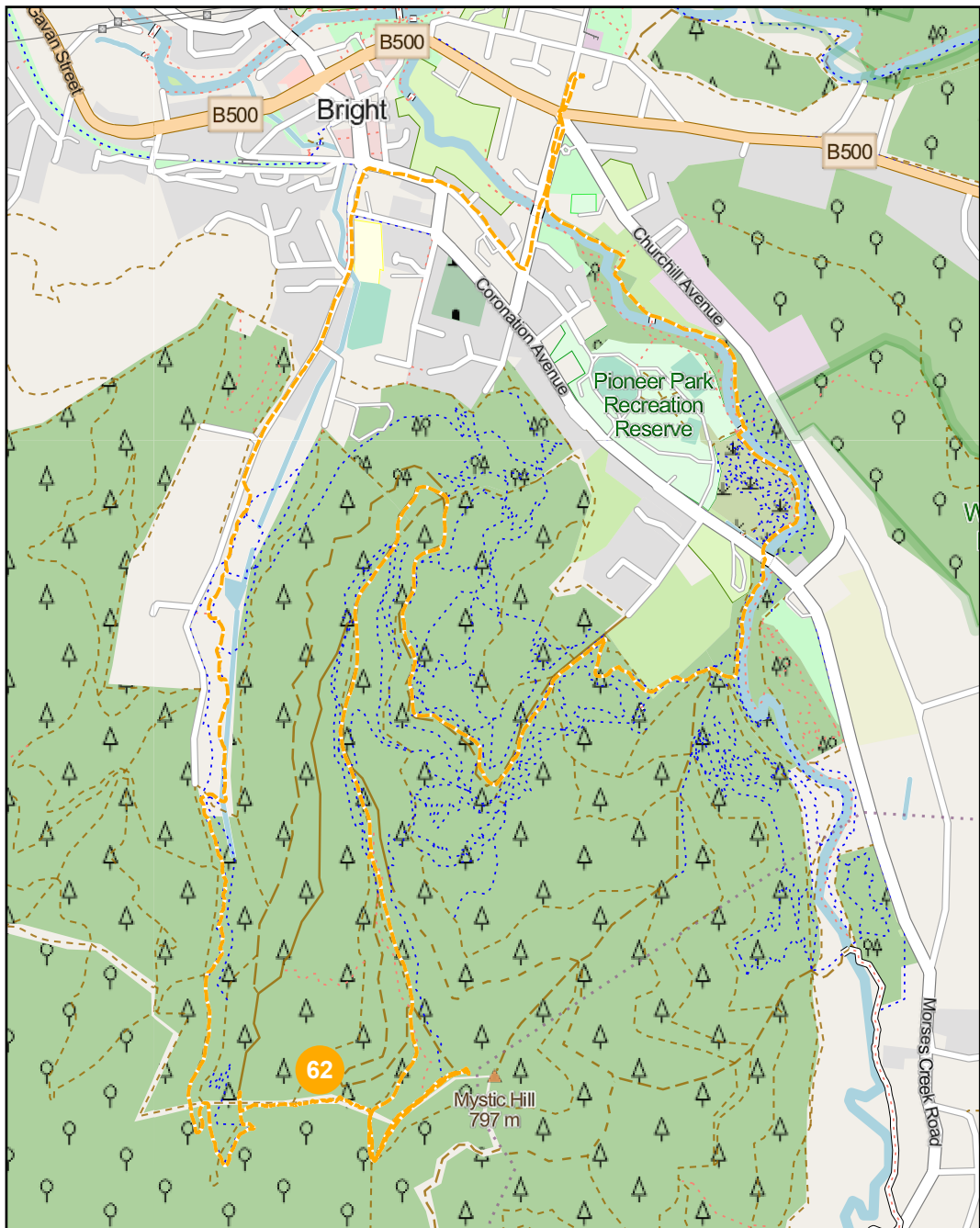
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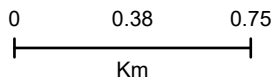


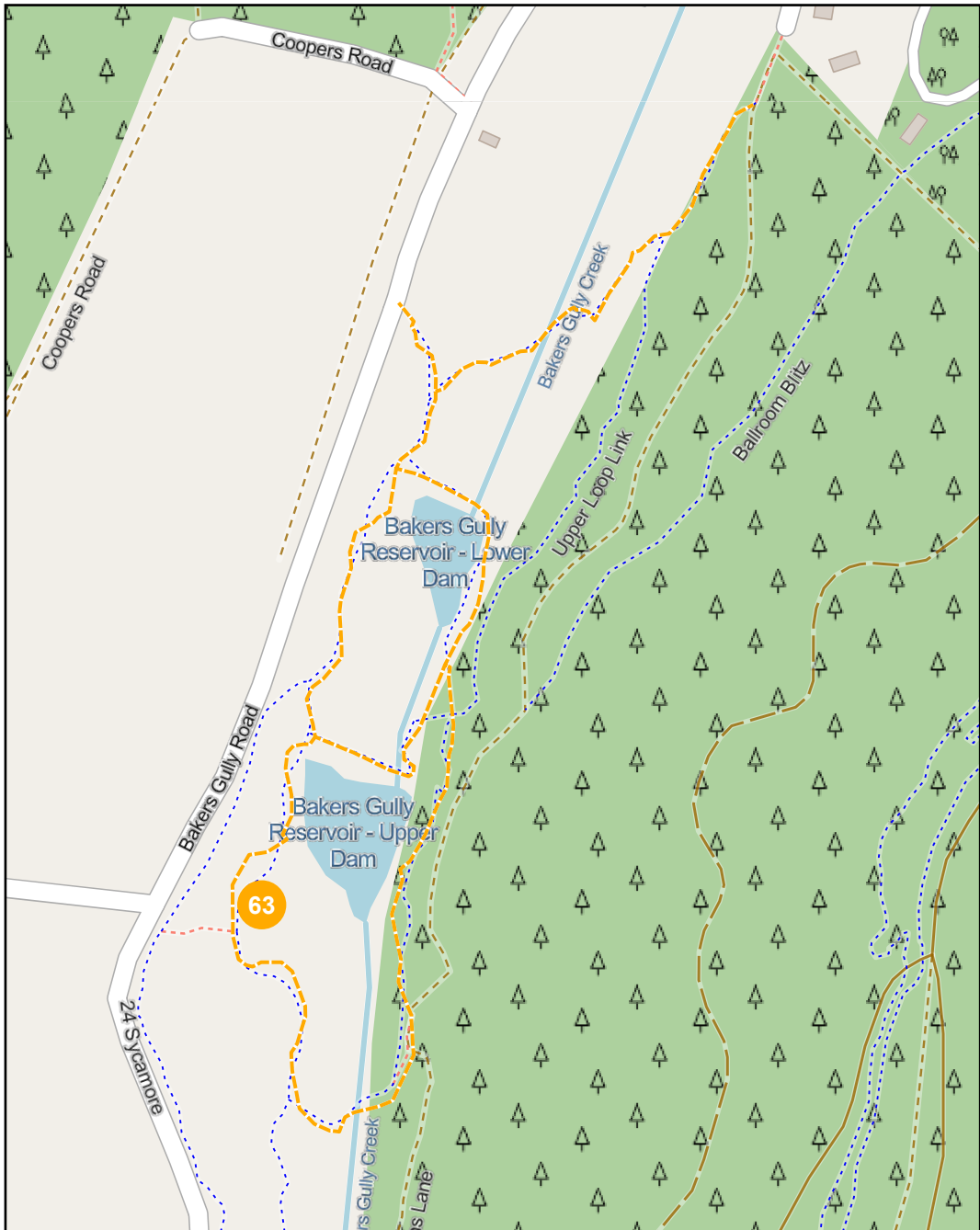
Walking Tracks



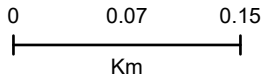


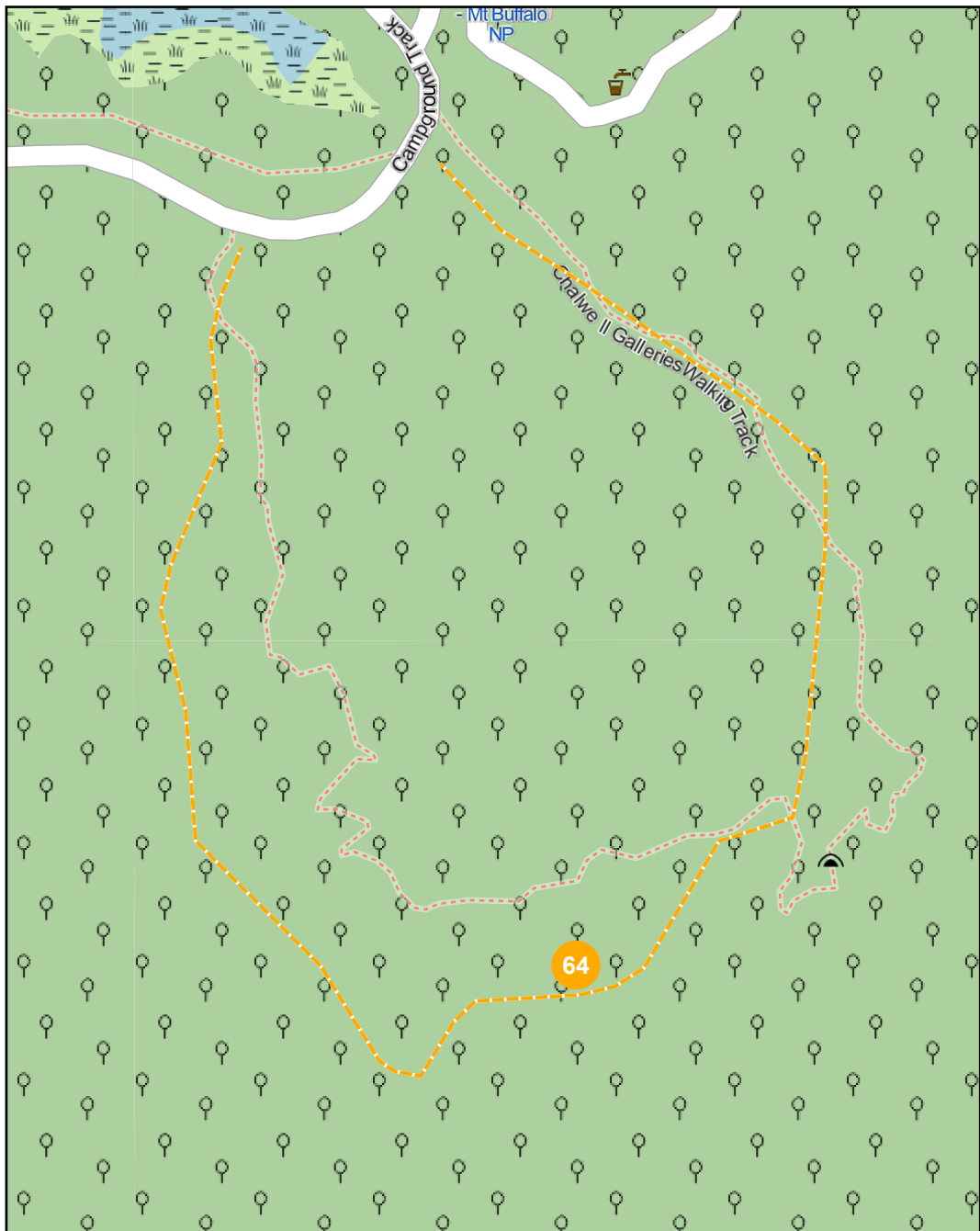
Walking Tracks



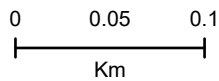


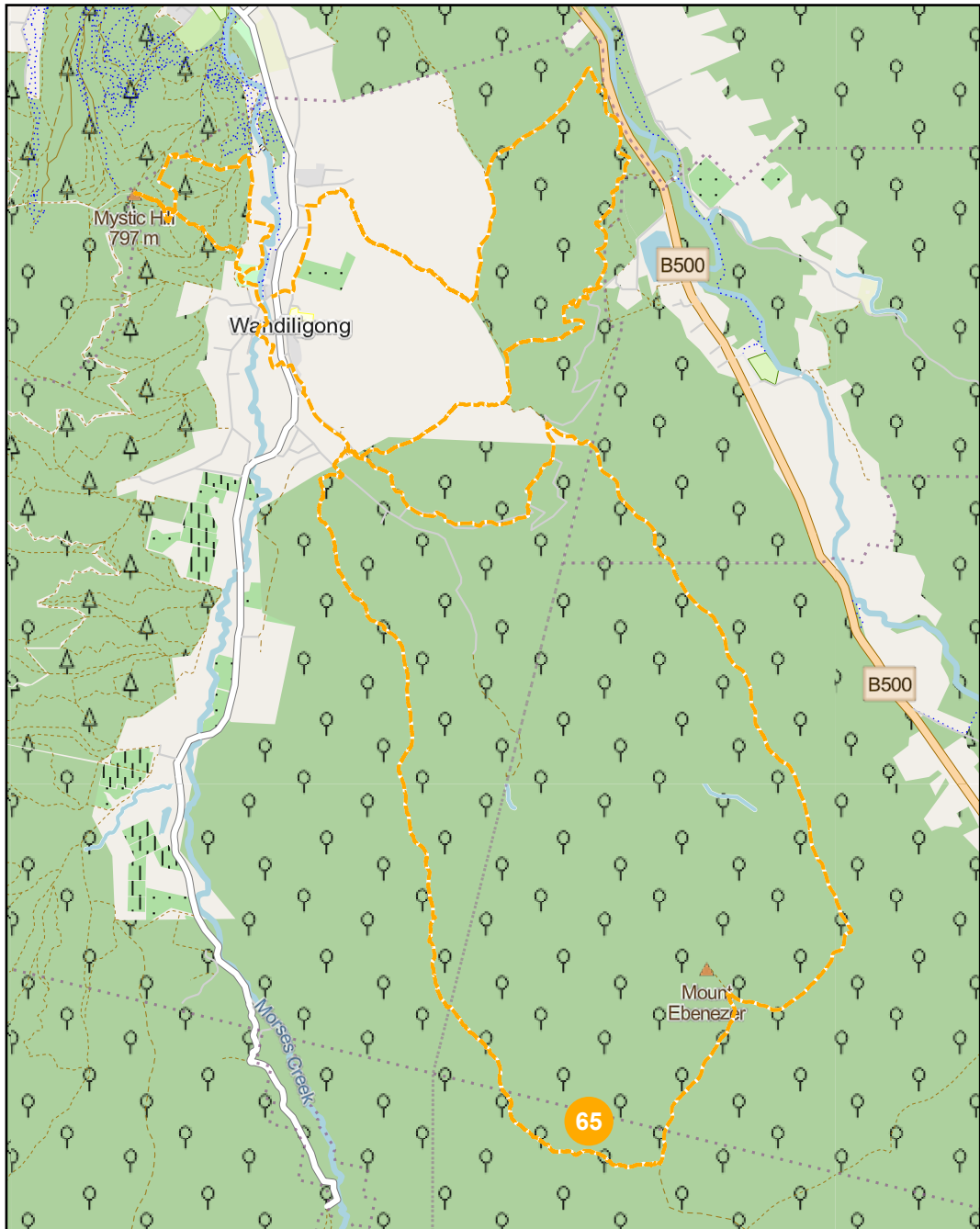
Walking Tracks



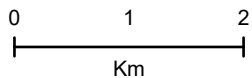


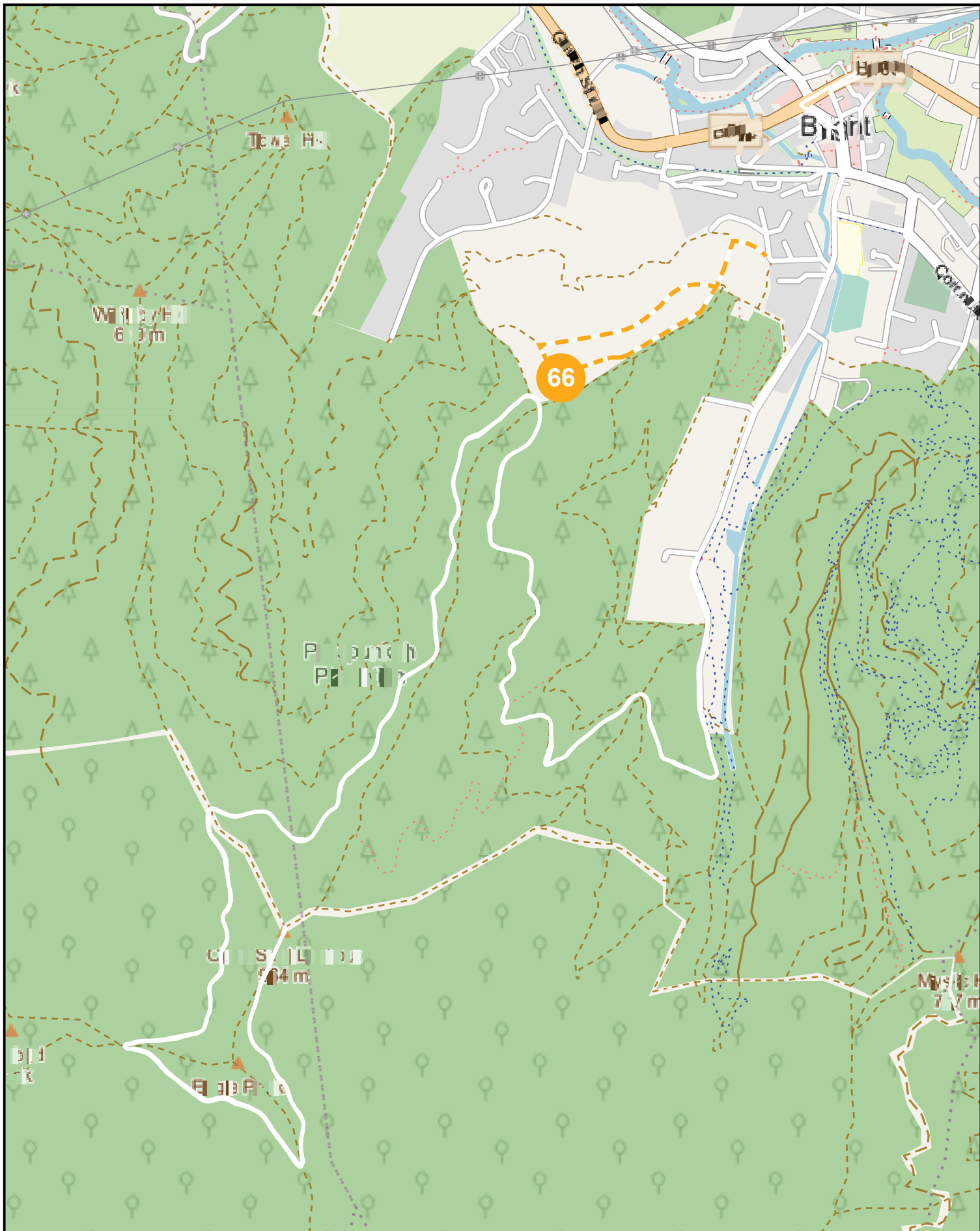
Walking Tracks





Walking Tracks





66

Blair Hills

Blair

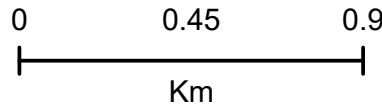
Blair Hills

64m

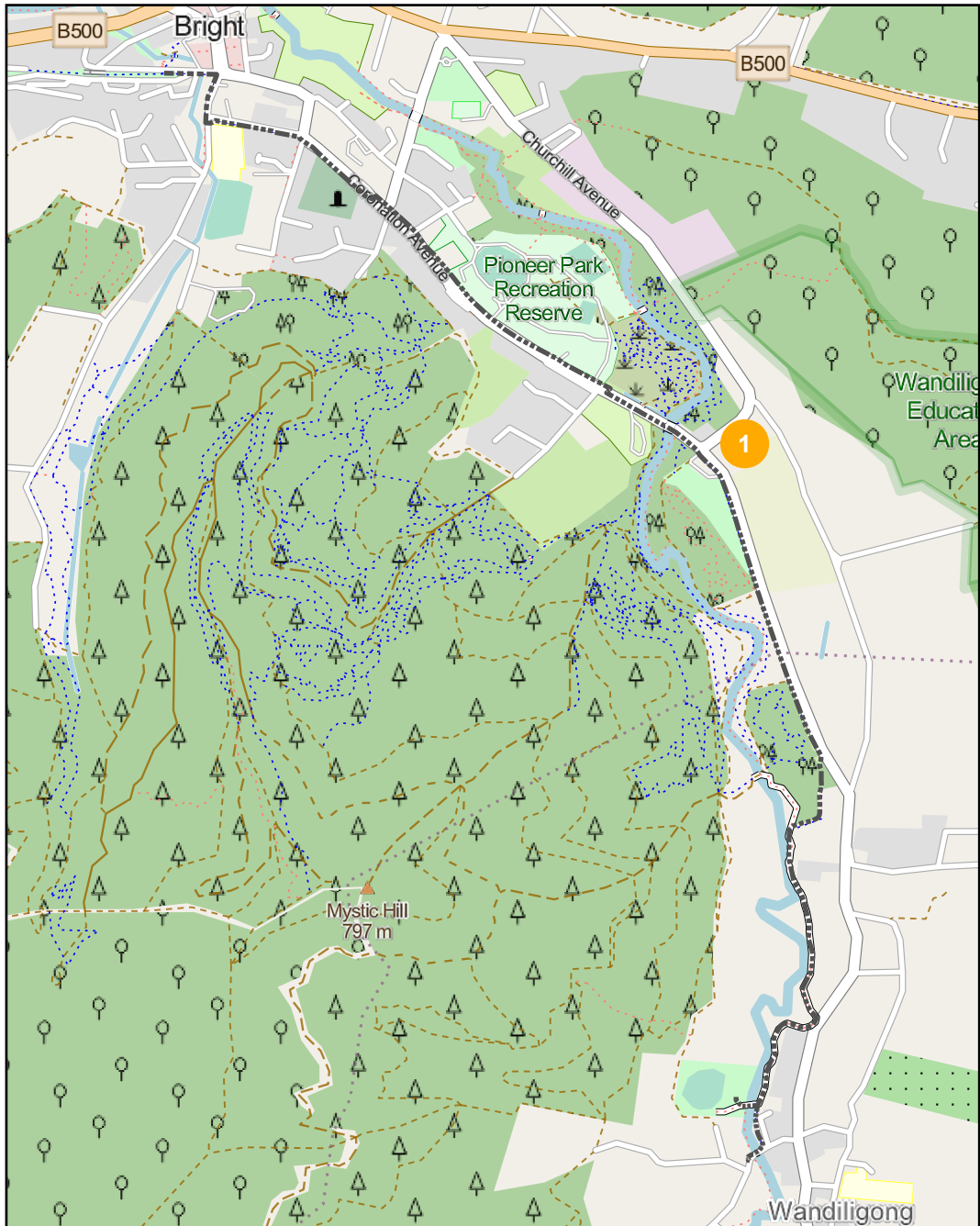
71m



Walking Tracks

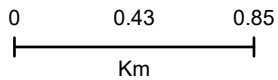


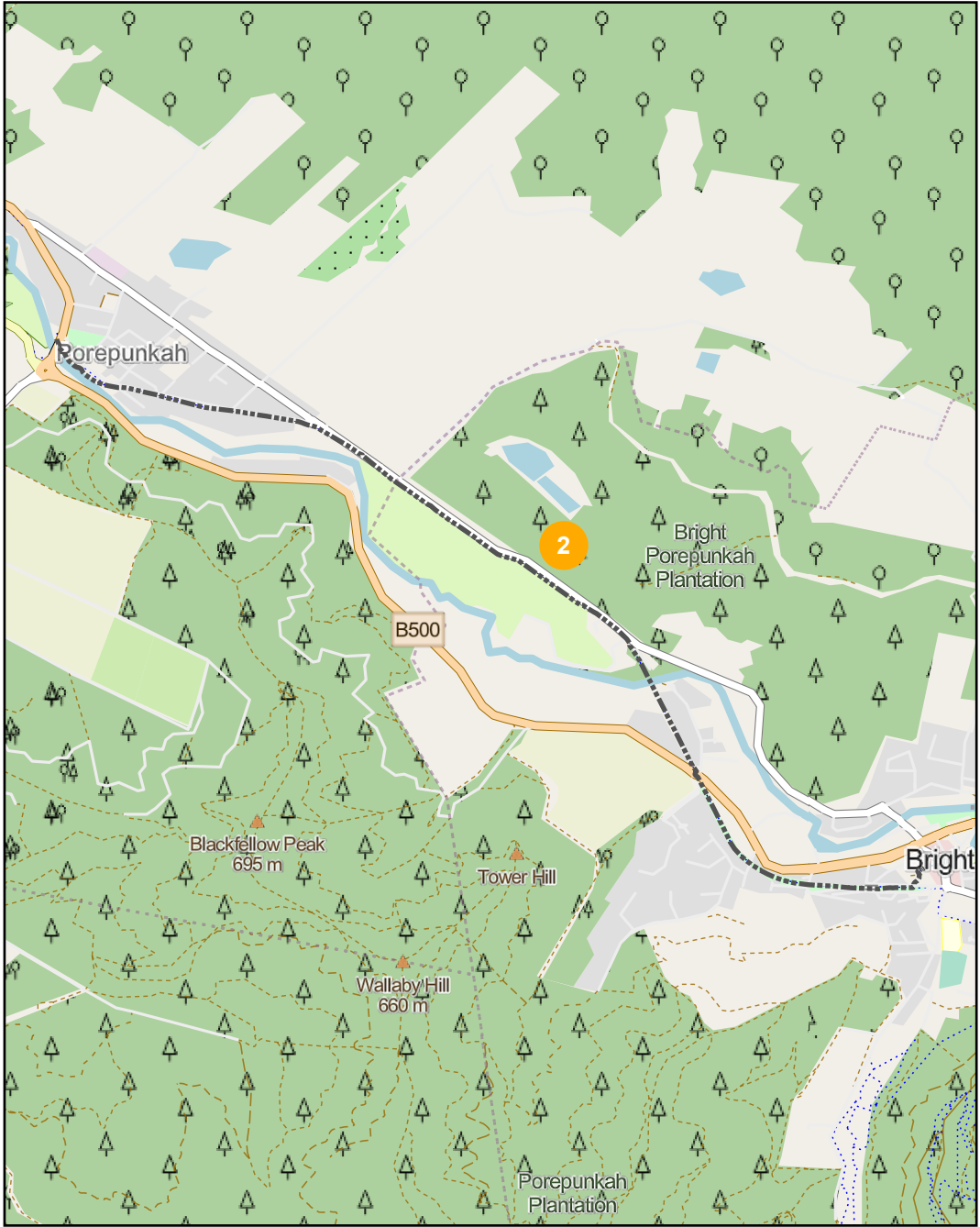
# Appendix D - Cycling Trails



Cycle Routes

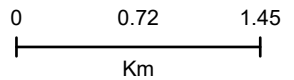
- Gravel      - - - - Rail Trail
- - - - Mountain Bike      — Road









Cycle Routes

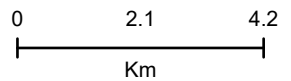
- Gravel
- Rail Trail
- Mountain Bike
- Road

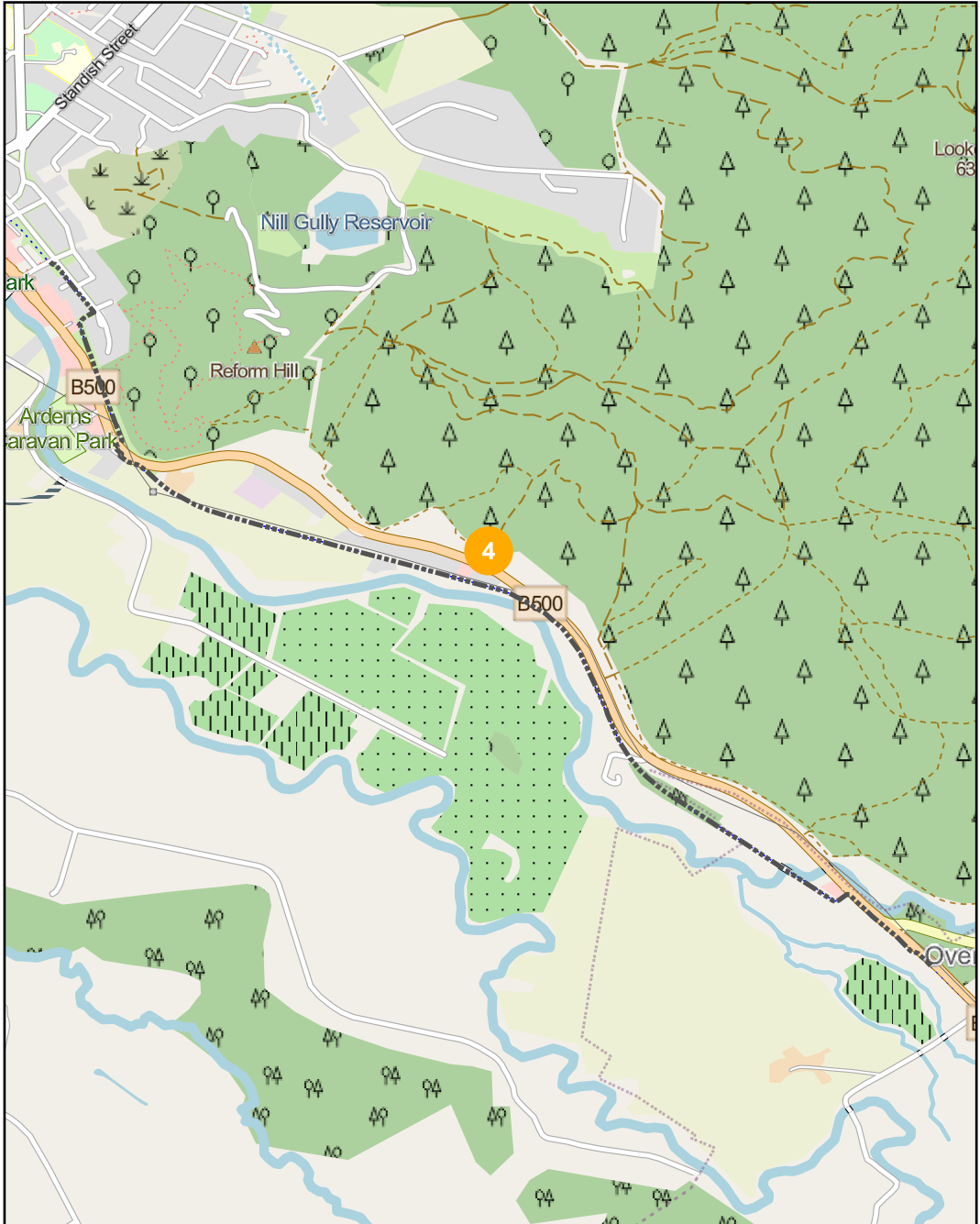




### Cycle Routes

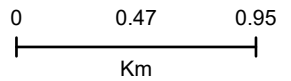
- |   |               |   |            |
|---|---------------|---|------------|
|  | Gravel        |  | Rail Trail |
|  | Mountain Bike |  | Road       |

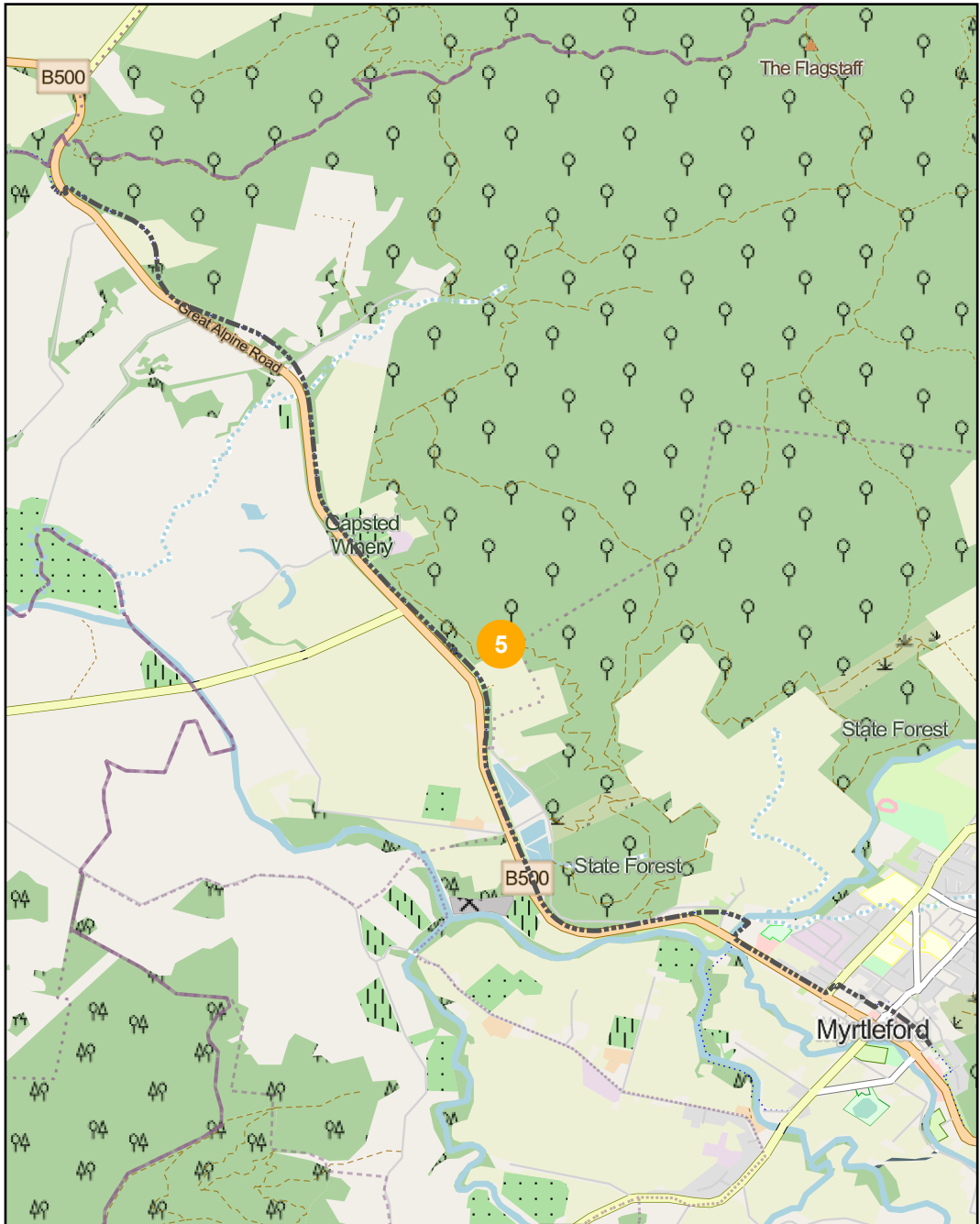








Cycle Routes

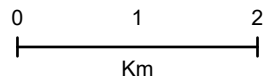
- Gravel
- Mountain Bike
- Rail Trail
- Road

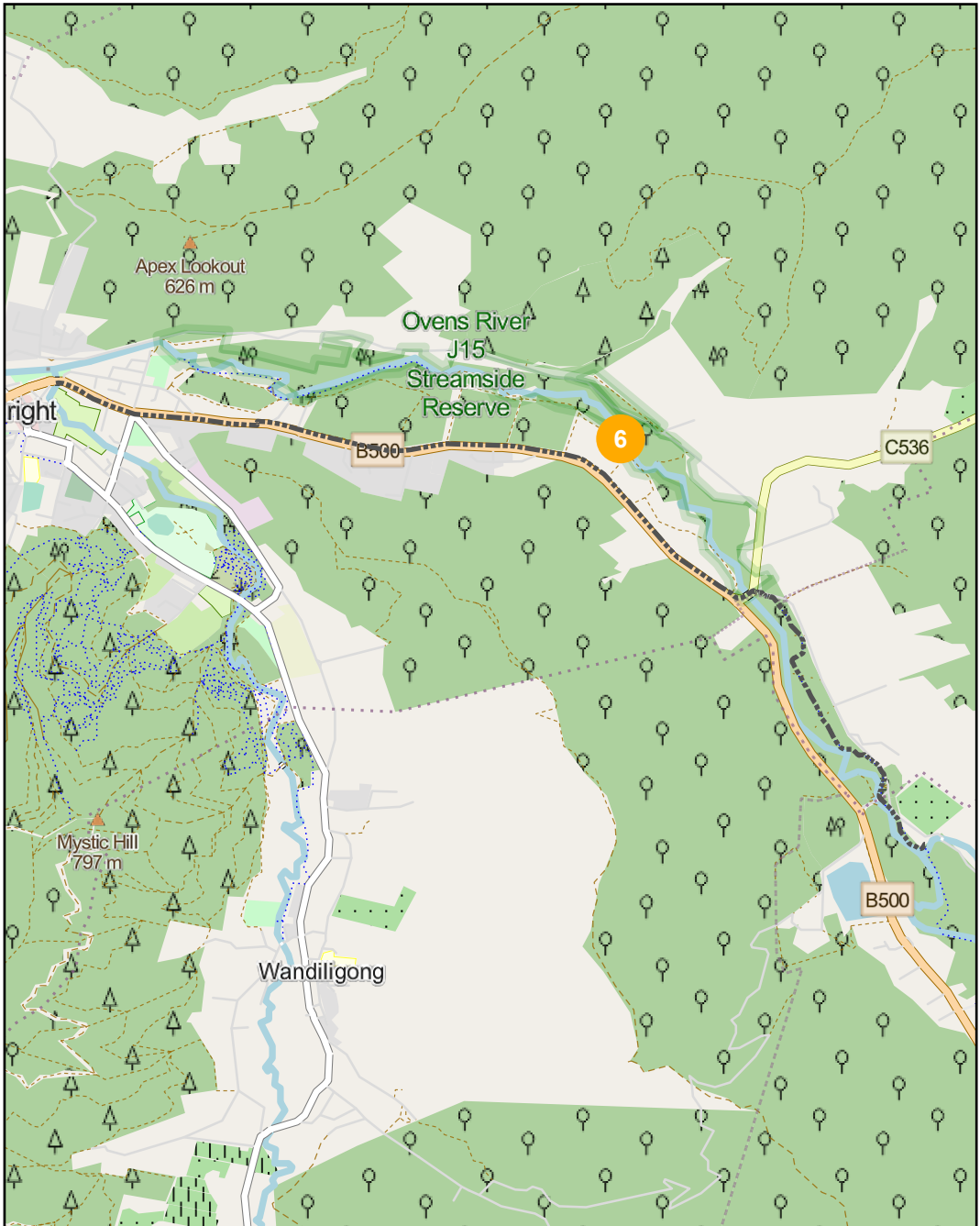




### Cycle Routes

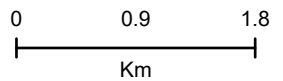
- |   |               |   |            |
|---|---------------|---|------------|
|  | Gravel        |  | Rail Trail |
|  | Mountain Bike |  | Road       |

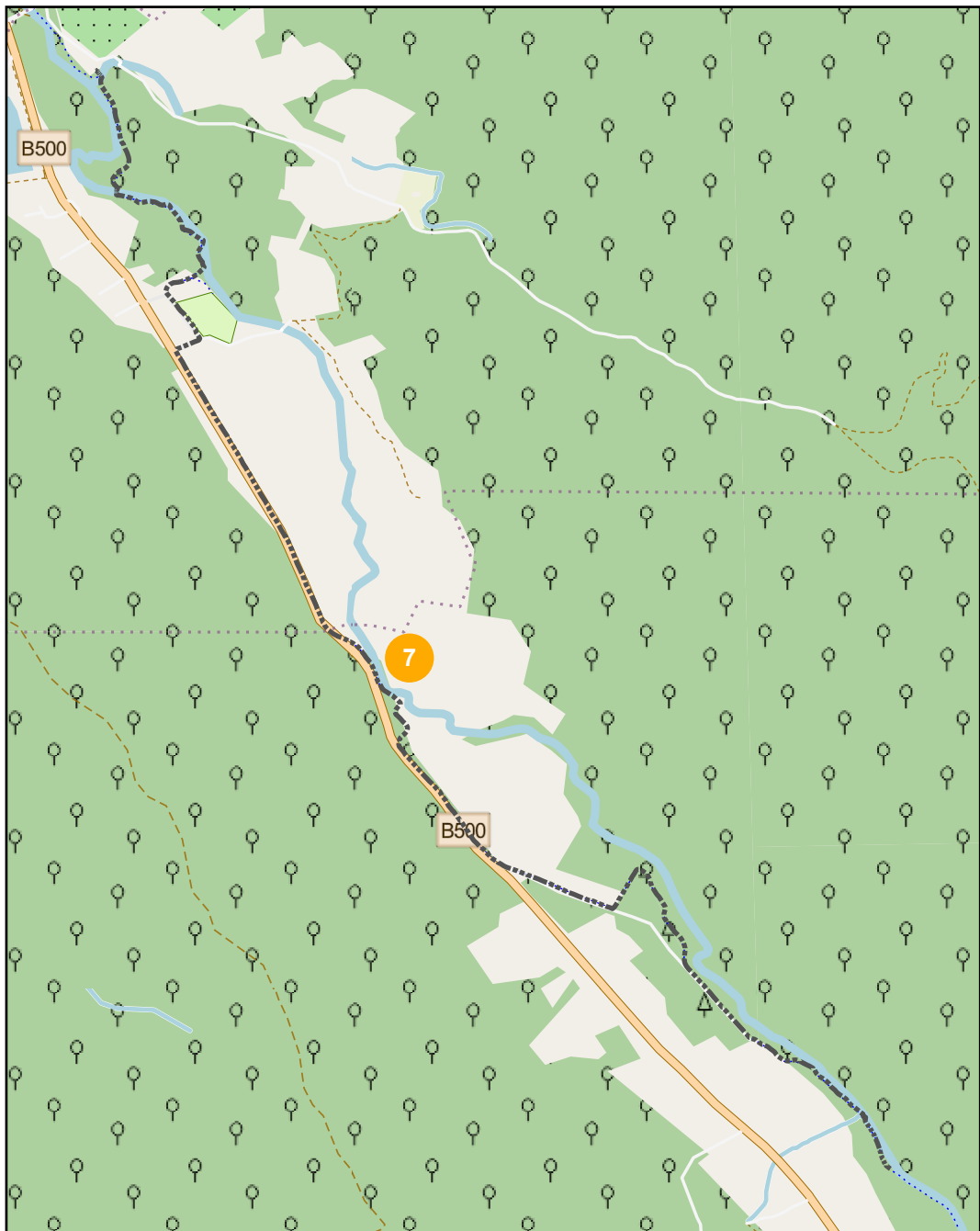




Cycle Routes

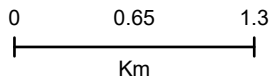
- Gravel
- Mountain Bike
- Rail Trail
- Road

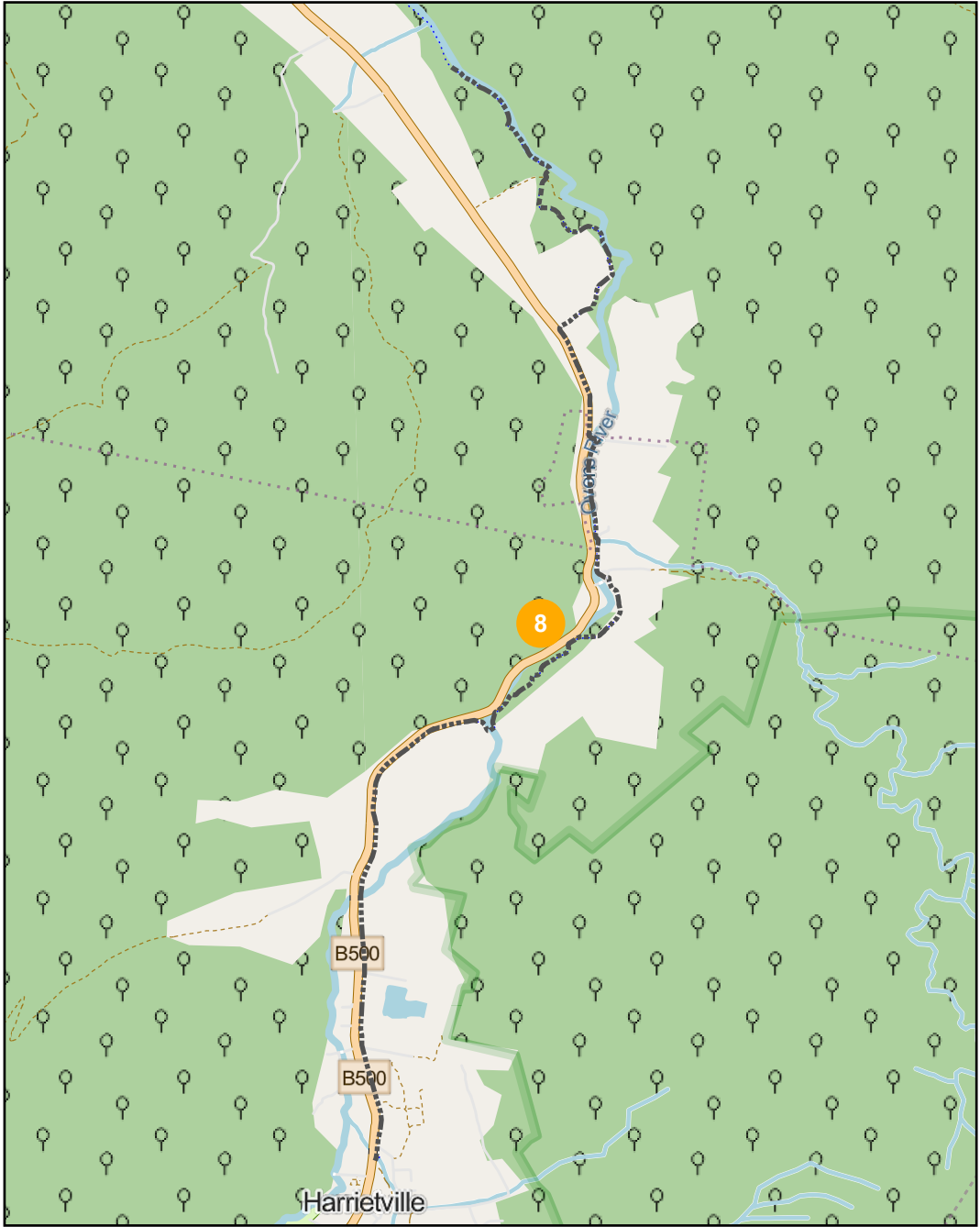




Cycle Routes

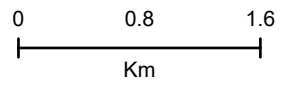
- Gravel
- Mountain Bike
- Rail Trail
- Road

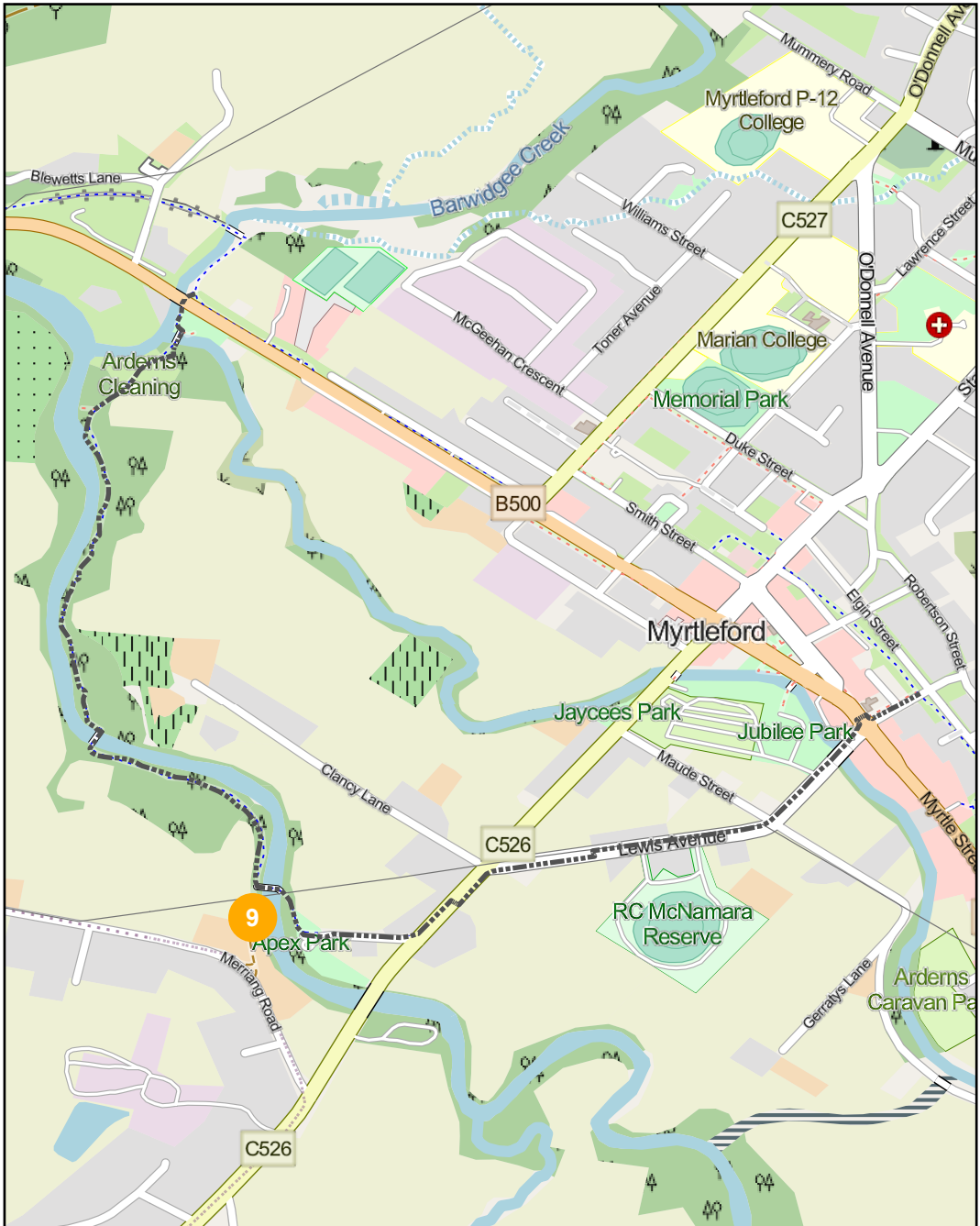








Cycle Routes

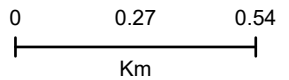
- Gravel
- Mountain Bike
- Rail Trail
- Road





Cycle Routes

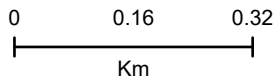
-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road

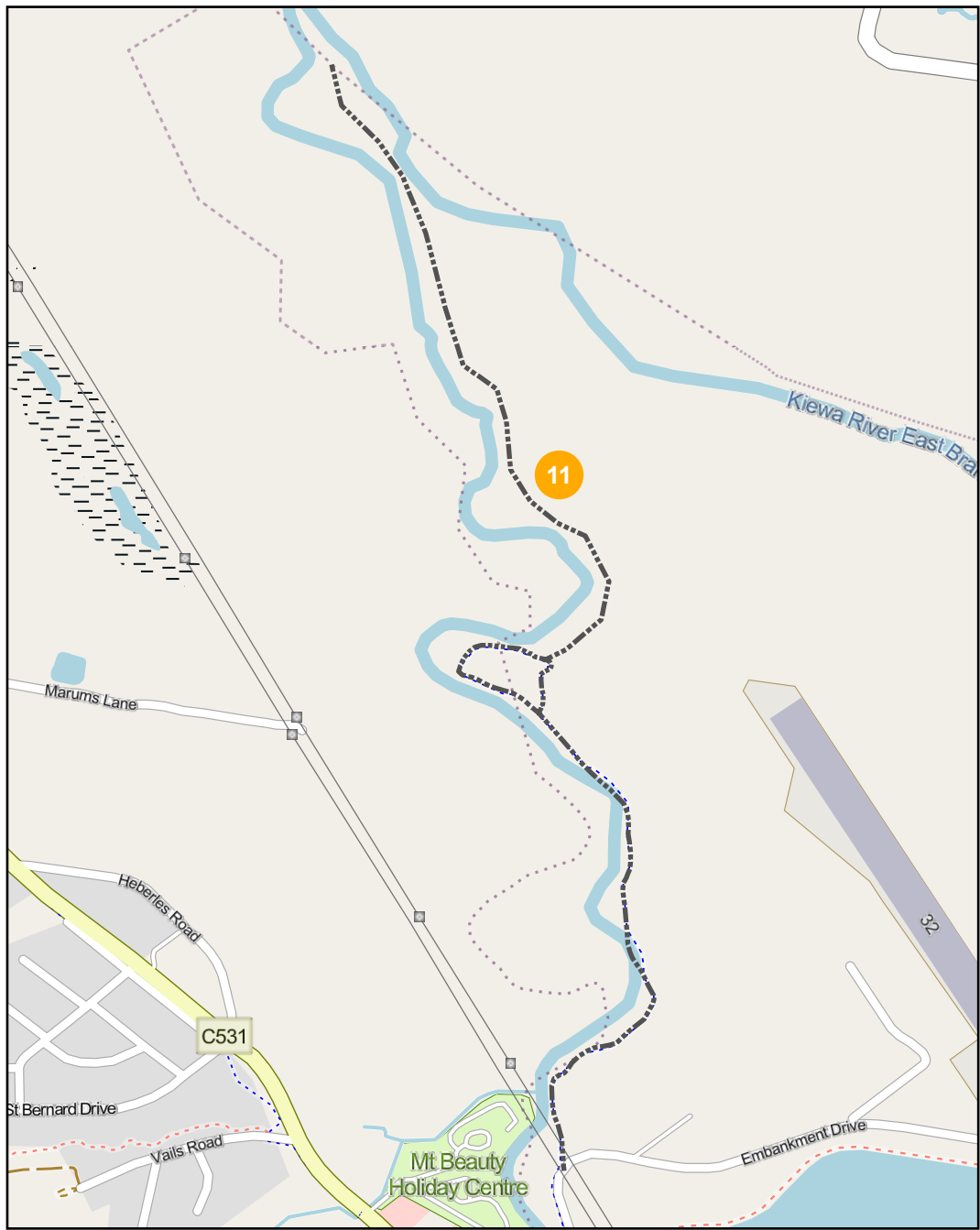








Cycle Routes

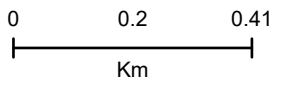
- Gravel
- Rail Trail
- Mountain Bike
- Road

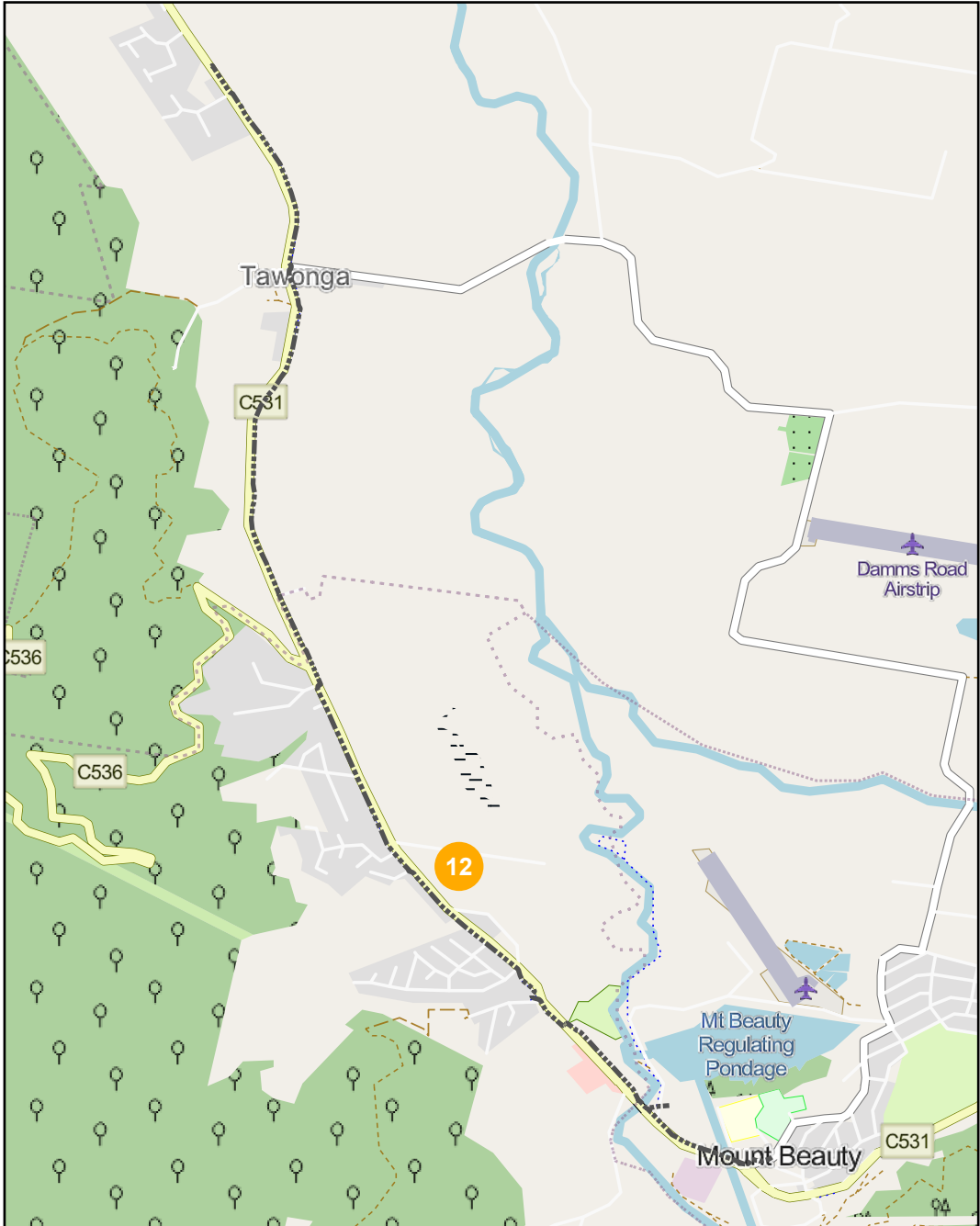




Cycle Routes

-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road



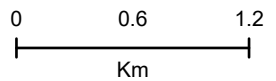


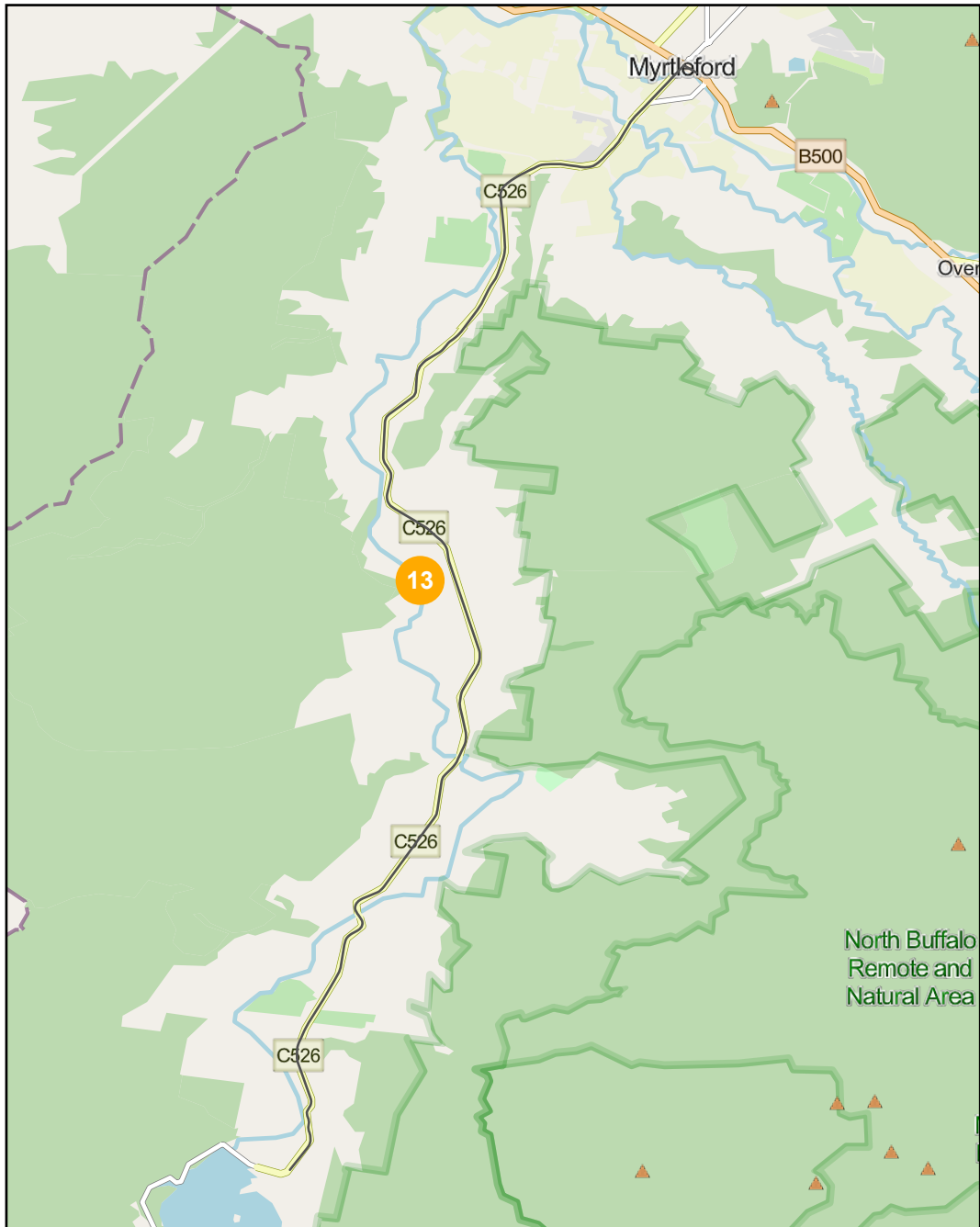
12



Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road



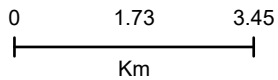


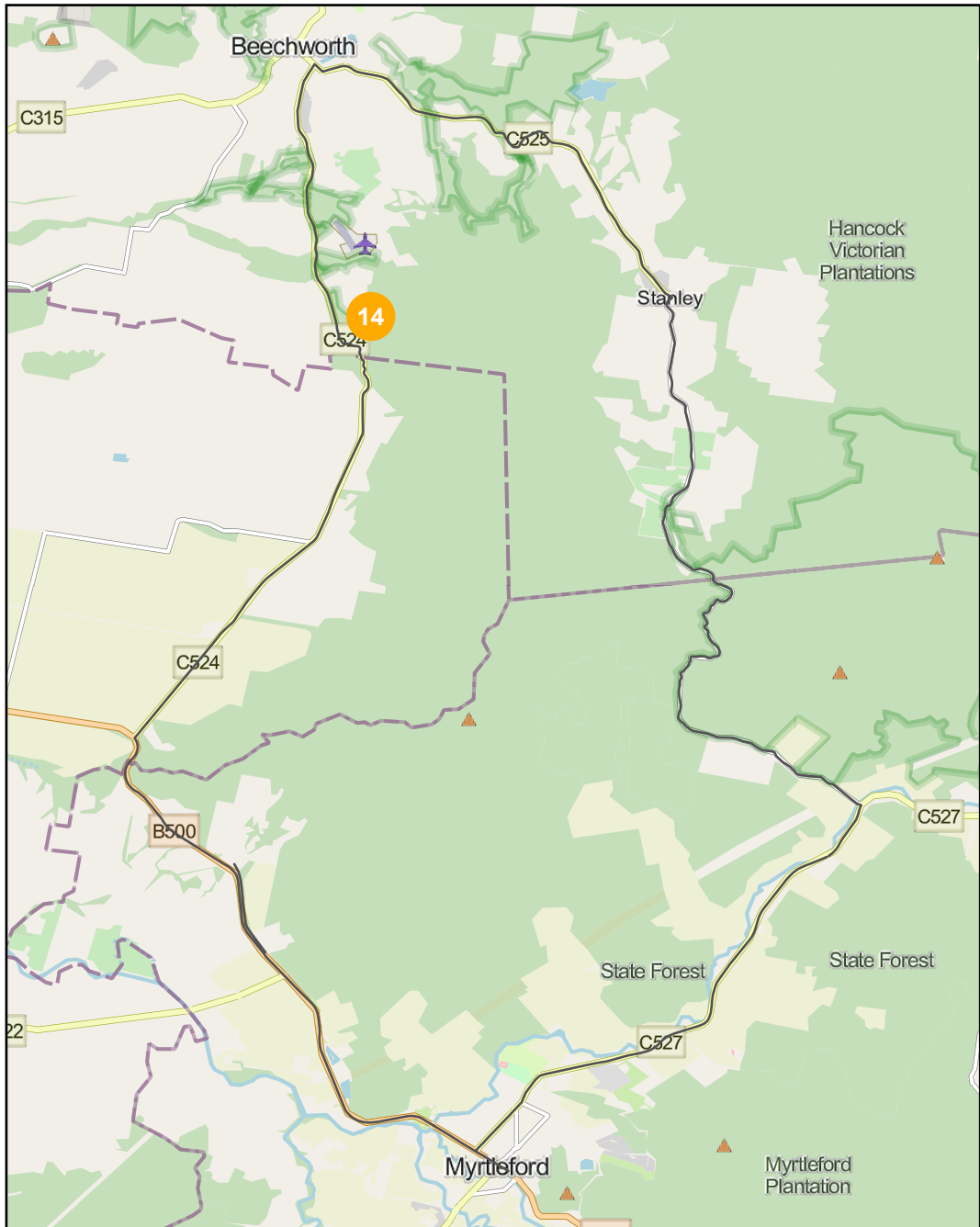
North Buffalo Remote and Natural Area



Cycle Routes

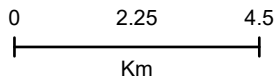
- Gravel
- Mountain Bike
- Rail Trail
- Road

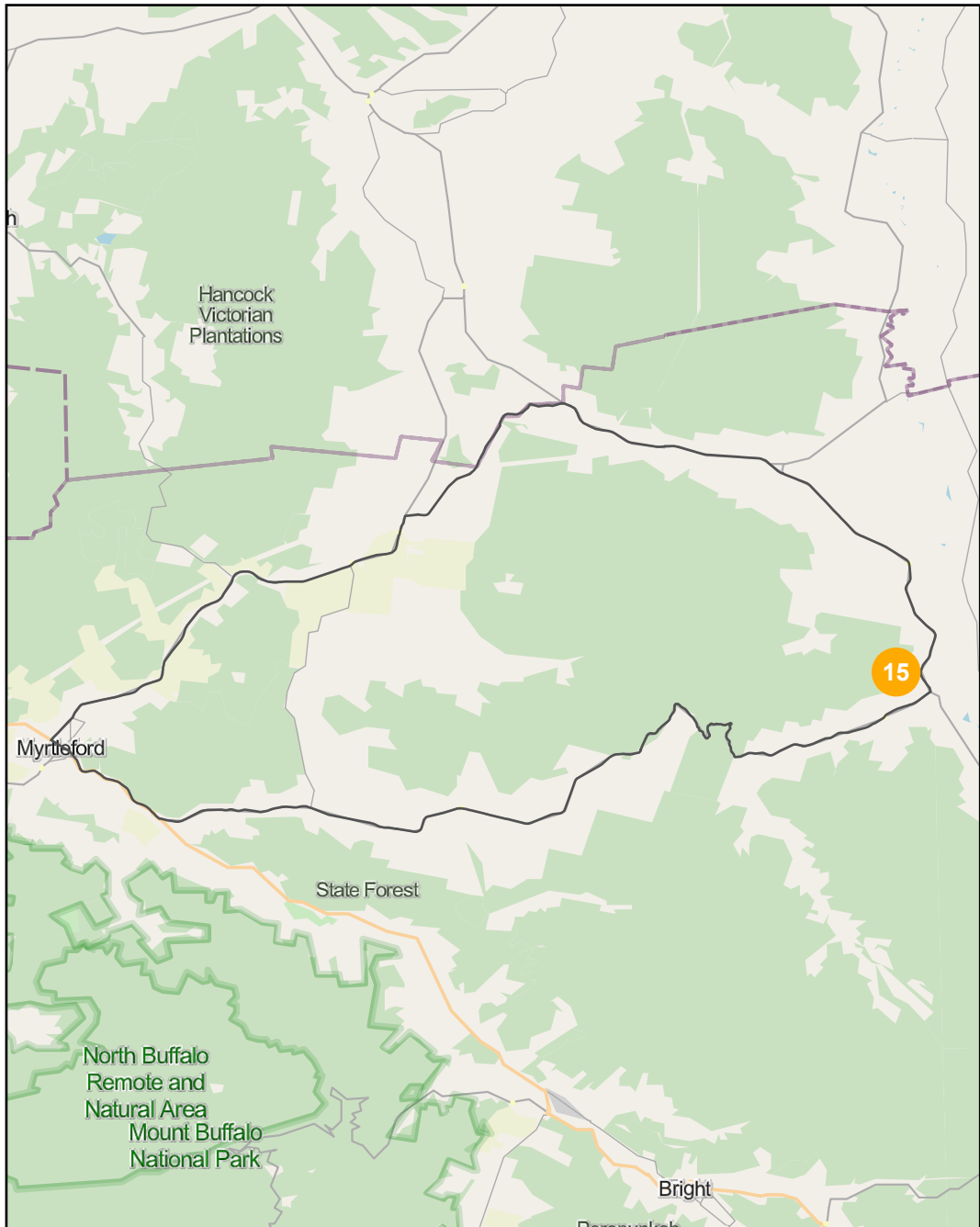




Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road







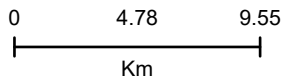


15



Cycle Routes

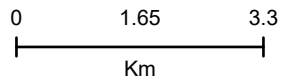
-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road

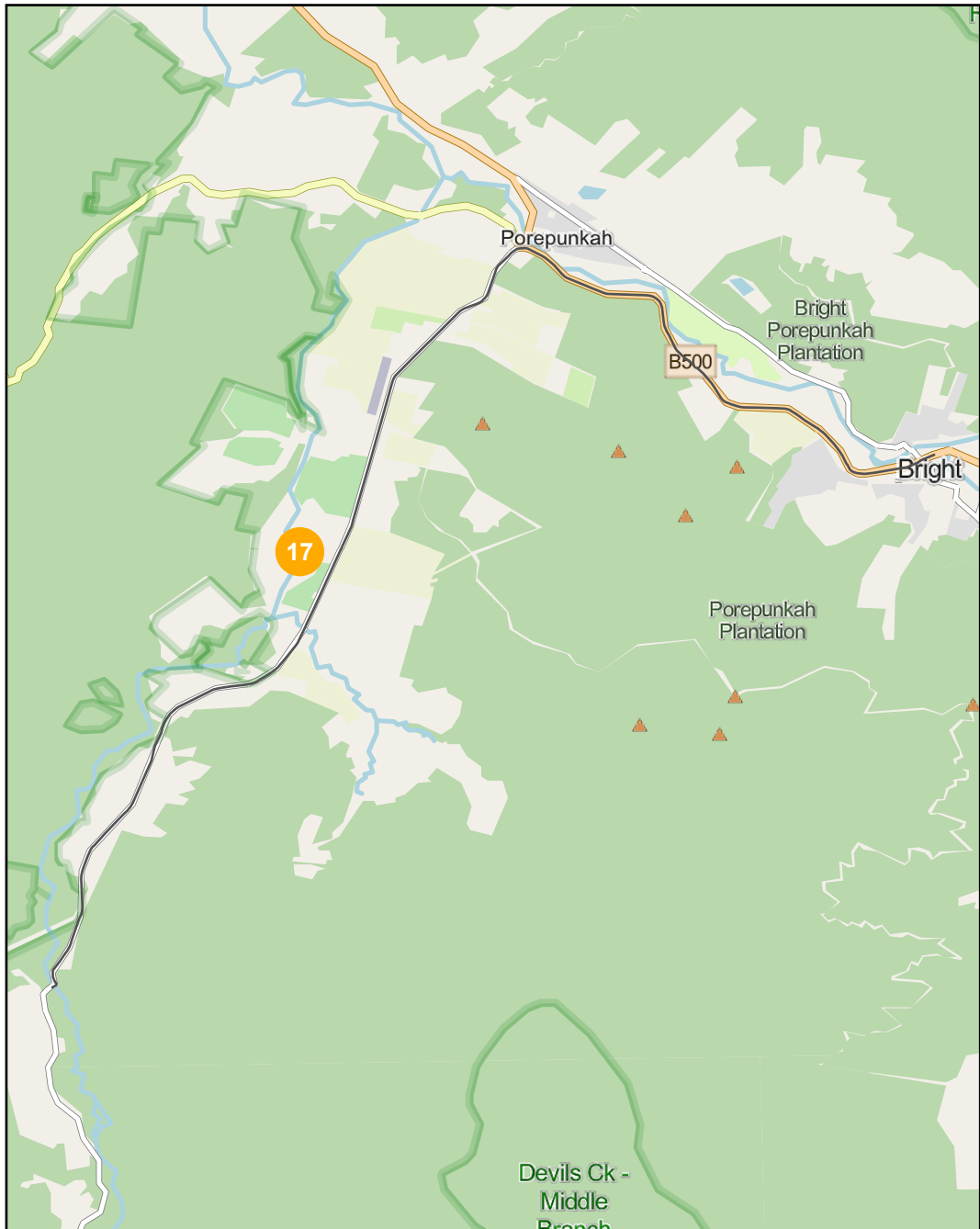




Cycle Routes

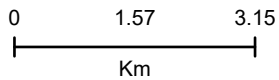
- Gravel
- Mountain Bike
- Rail Trail
- Road

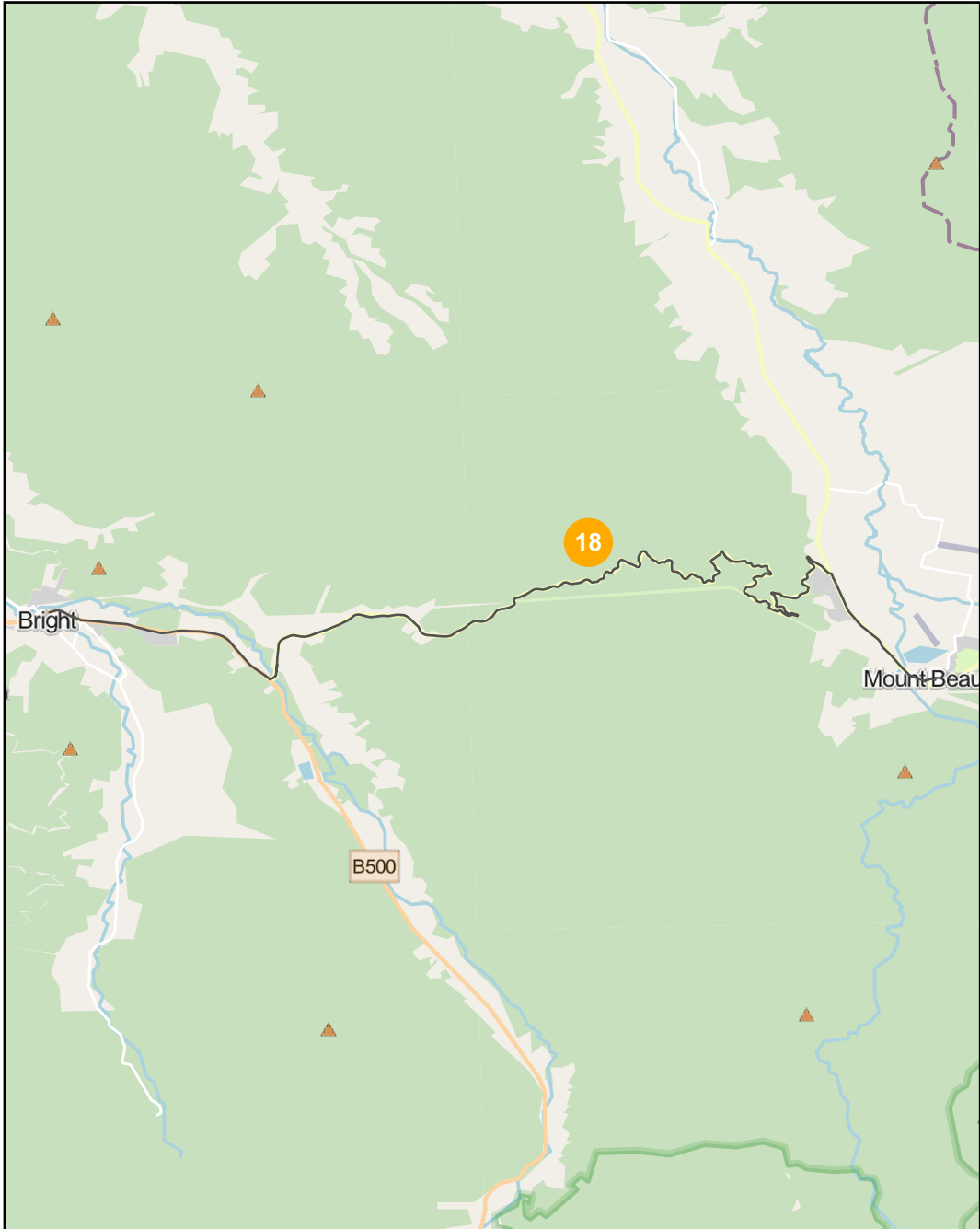




Cycle Routes

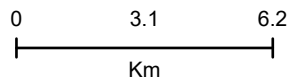
- Gravel
- Mountain Bike
- Rail Trail
- Road

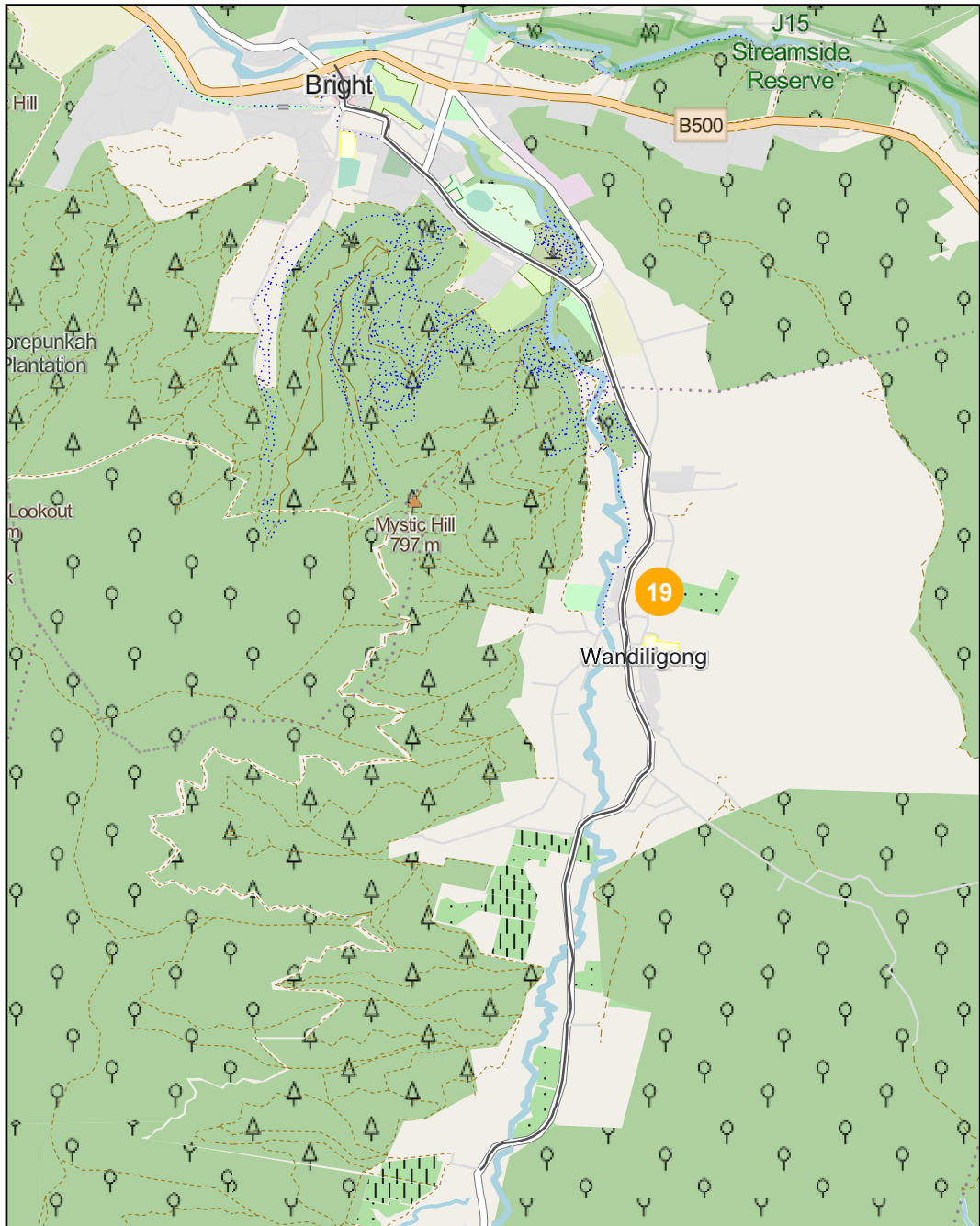




Cycle Routes

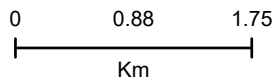
- Gravel
- Mountain Bike
- Rail Trail
- Road

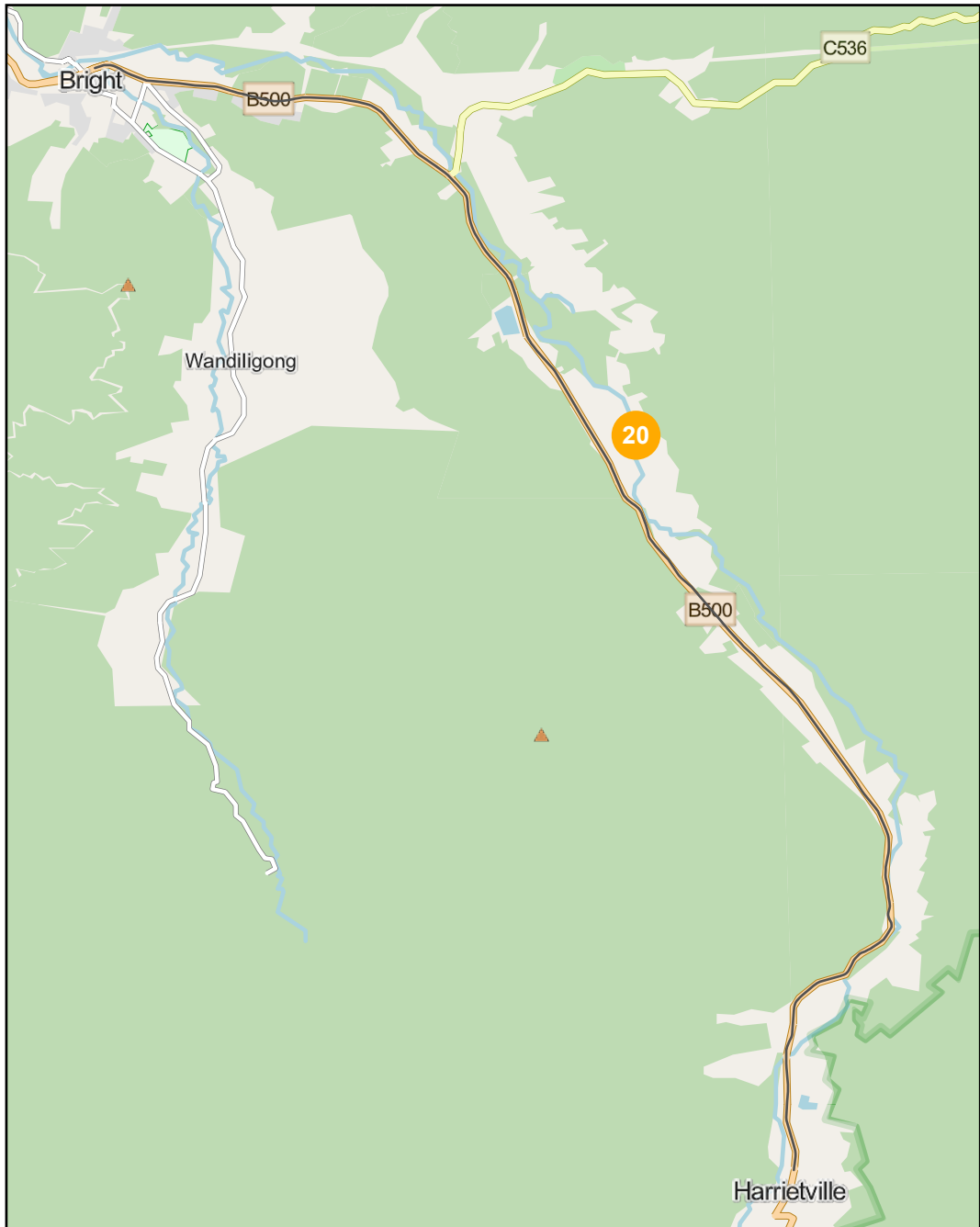




Cycle Routes

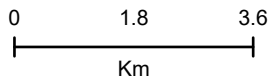
- Gravel
- Mountain Bike
- Rail Trail
- Road

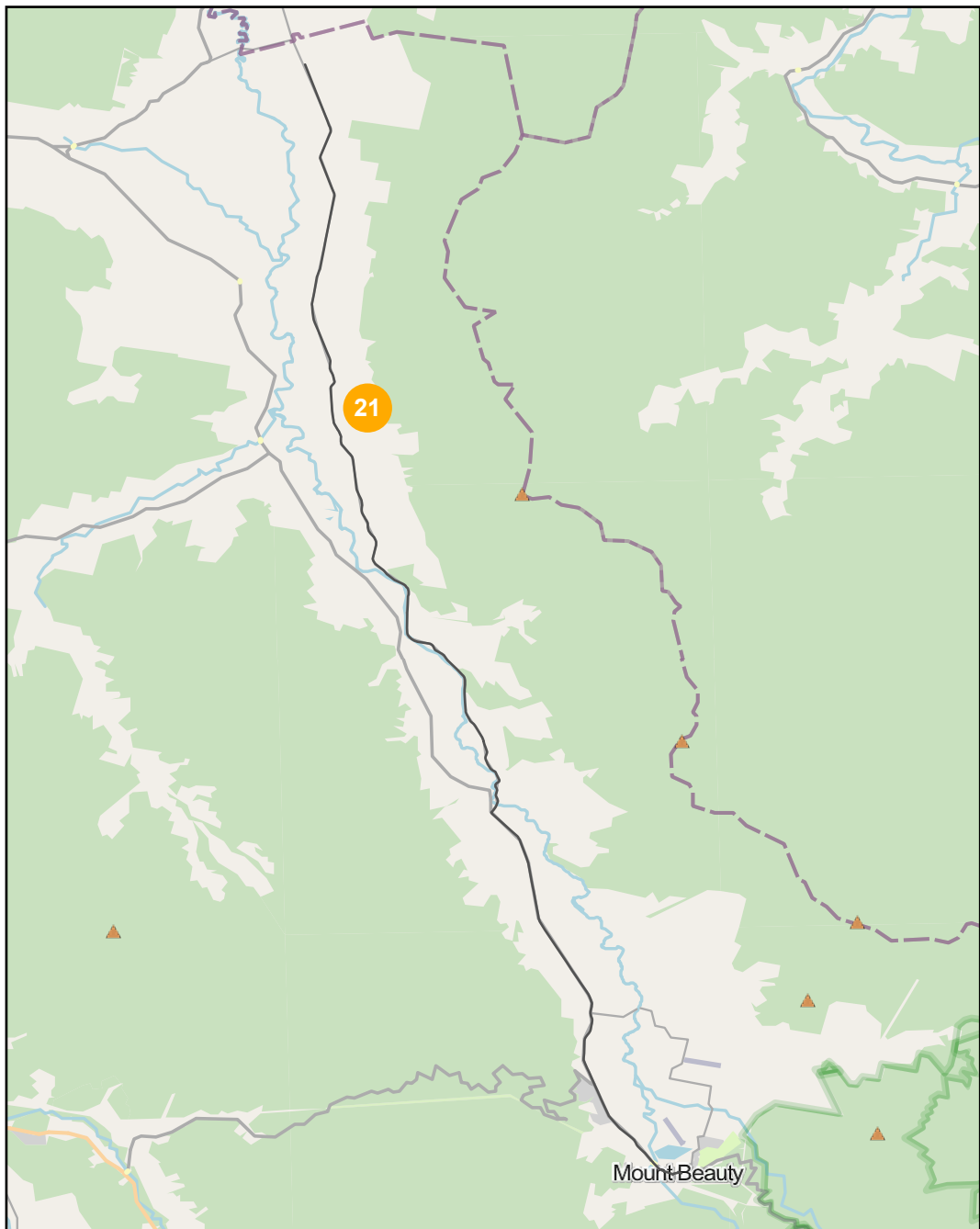




Cycle Routes

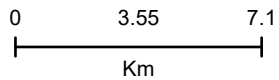
- Gravel
- Mountain Bike
- Rail Trail
- Road









Cycle Routes

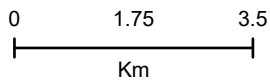
- Gravel
- Mountain Bike
- Rail Trail
- Road

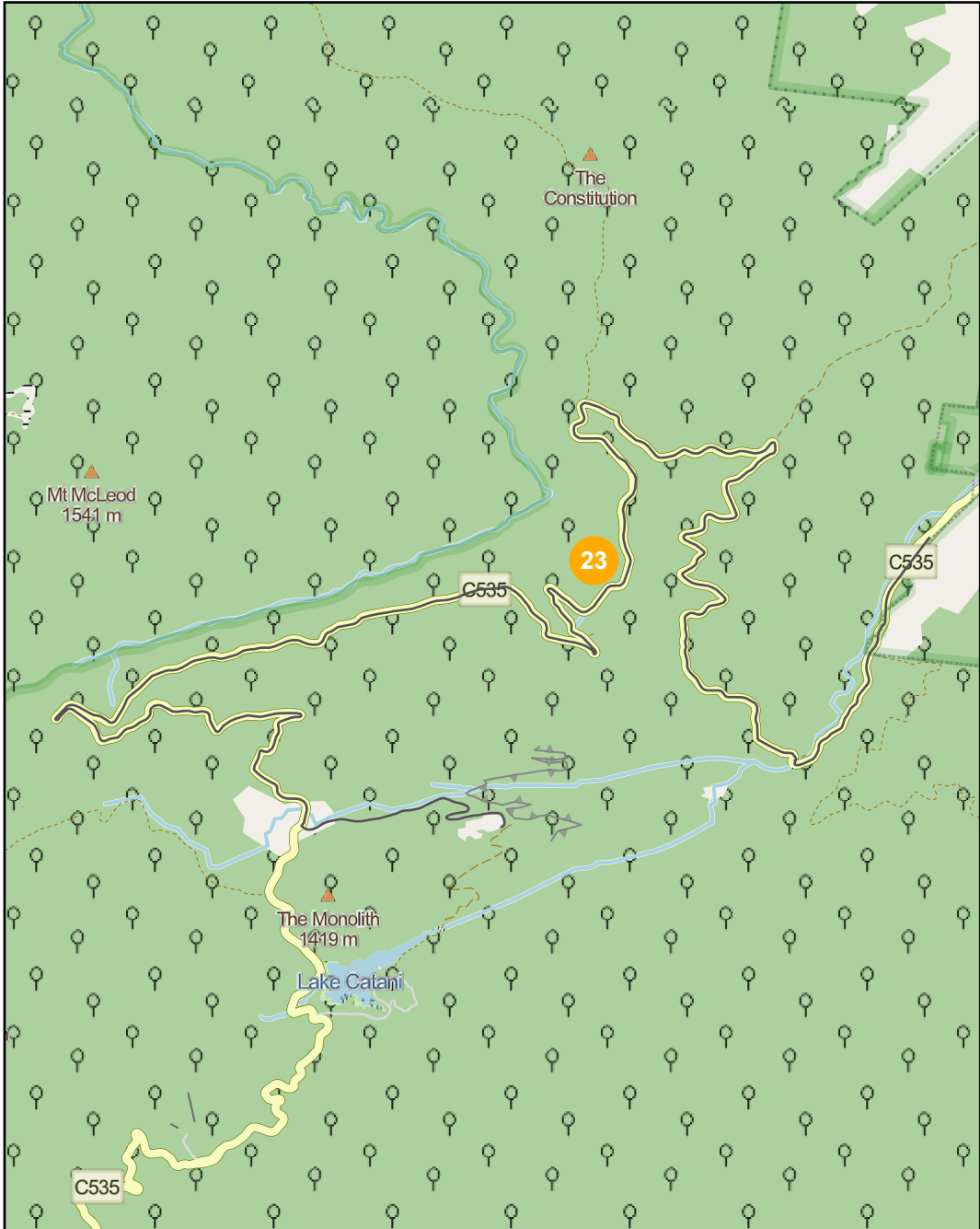




### Cycle Routes

-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road





23

C535

C535

C535

Mt McLeod  
1541 m





The Constitution

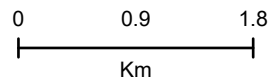
The Monolith  
1419 m

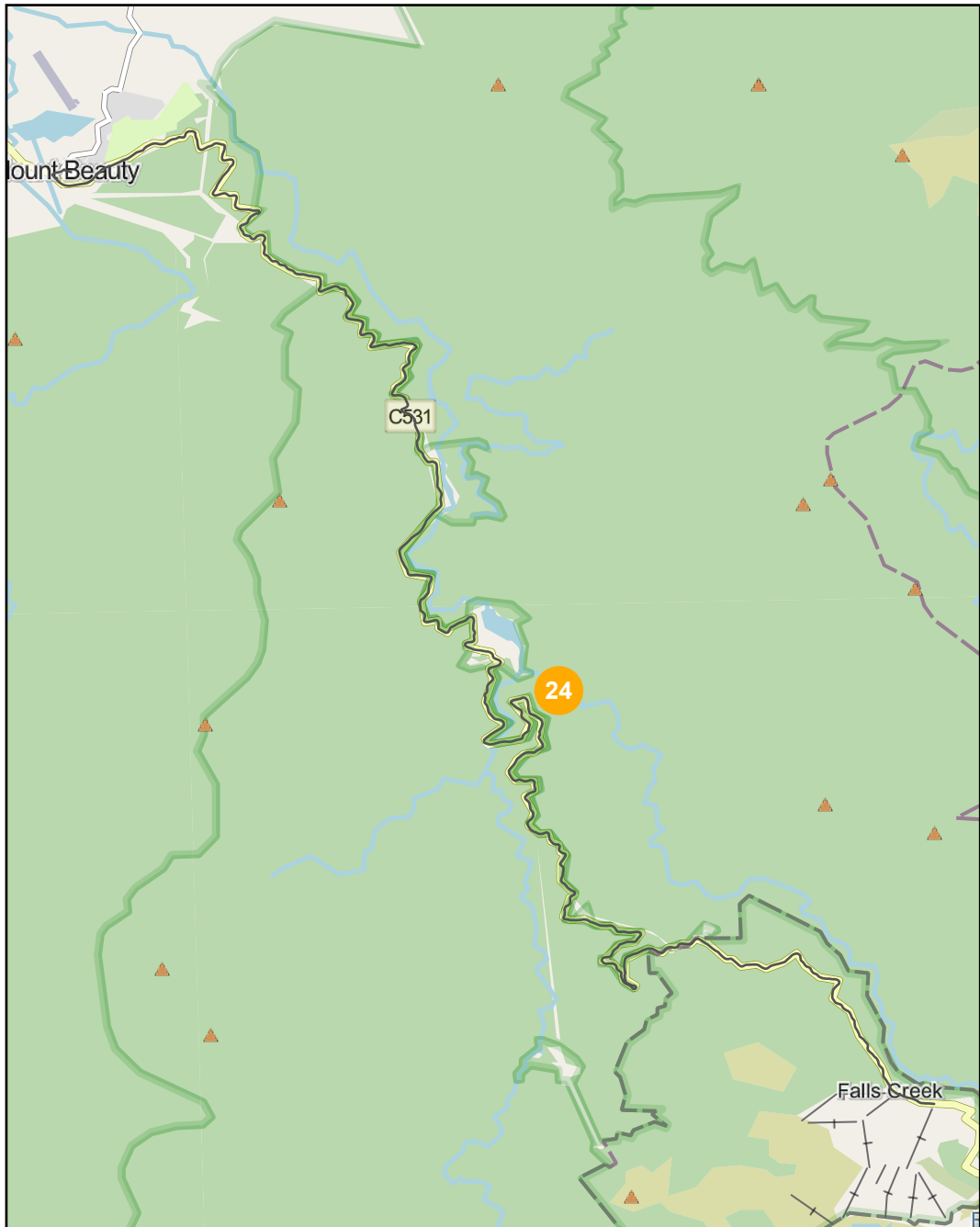
Lake Catani



Cycle Routes

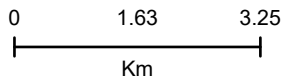
-  Gravel
-  Mountain Bike
-  Rail Trail
-  Road

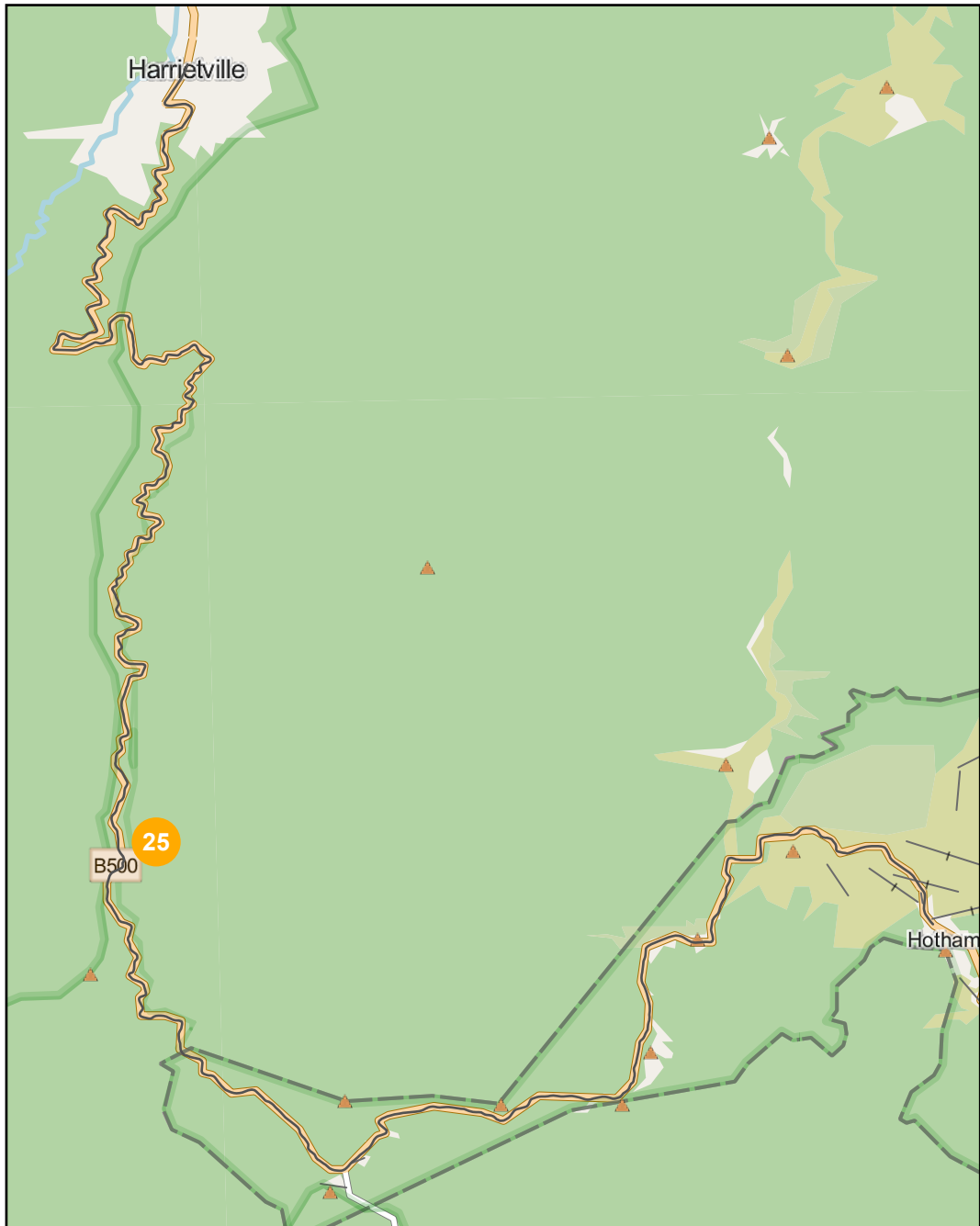








Cycle Routes

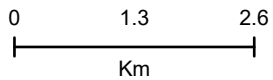
- Gravel
- Mountain Bike
- Rail Trail
- Road

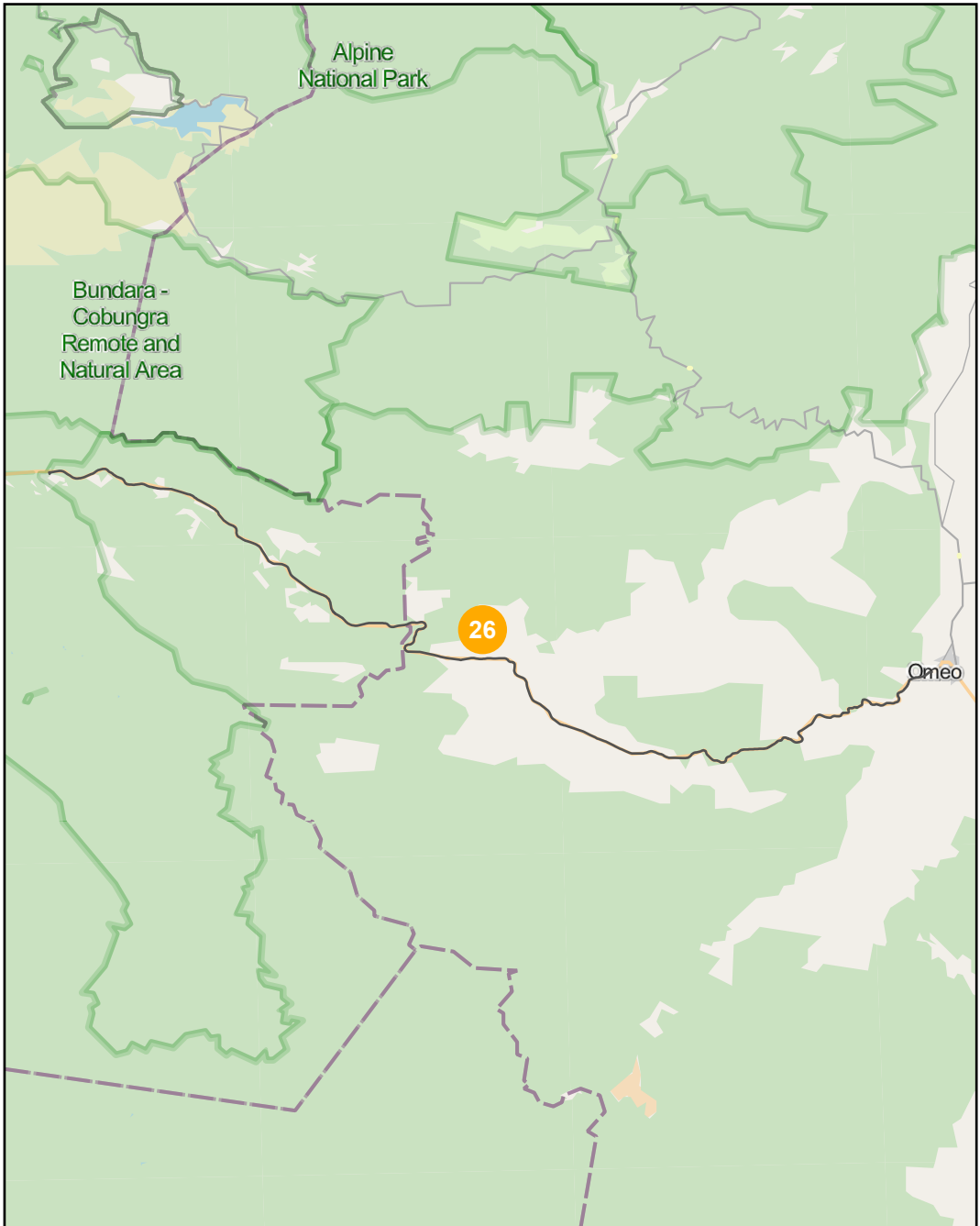








Cycle Routes

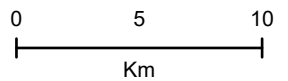
-  Mountain Bike
-  Rail Trail
-  Road
-  Gravel

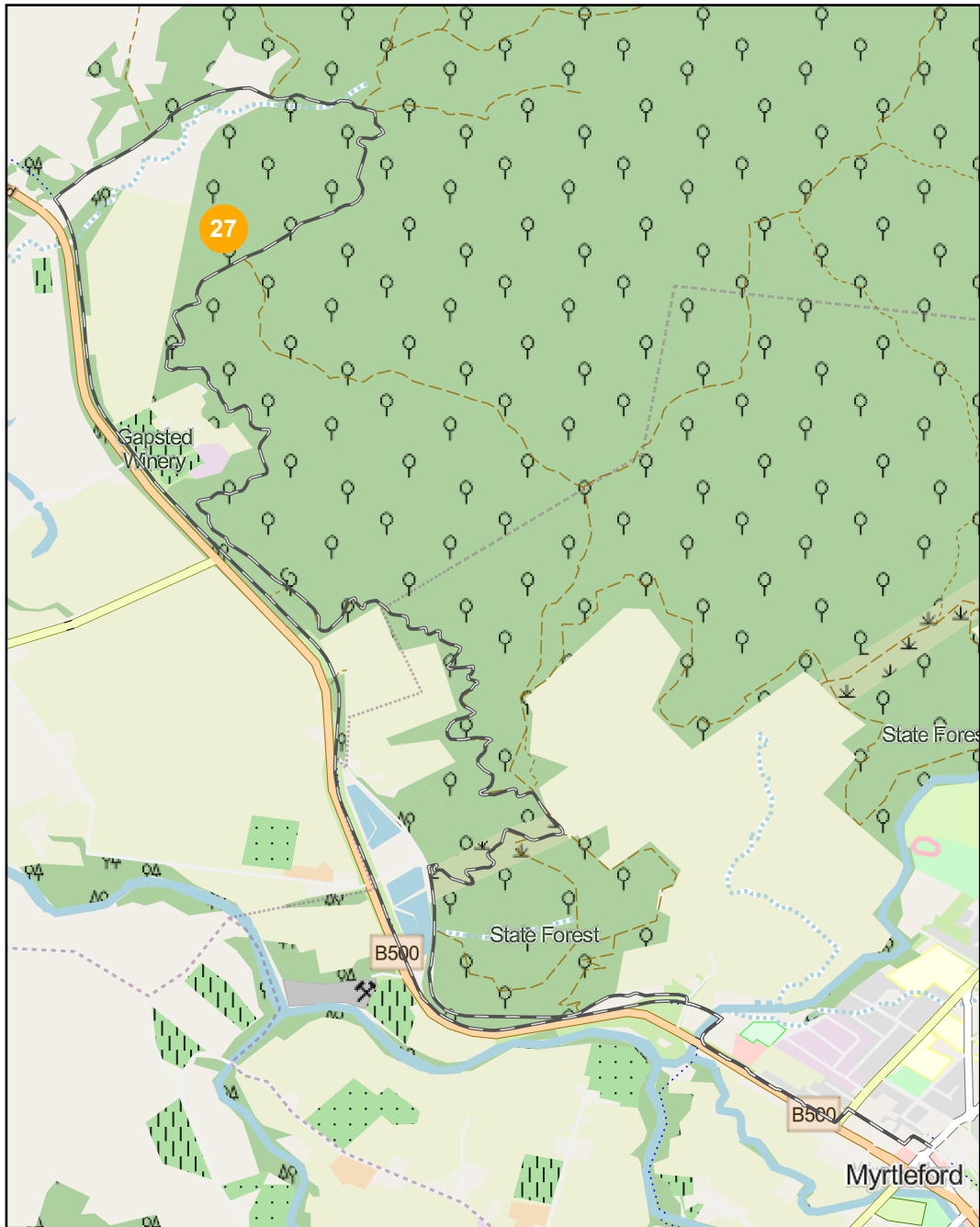




Cycle Routes

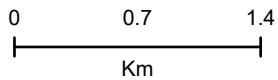
-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road

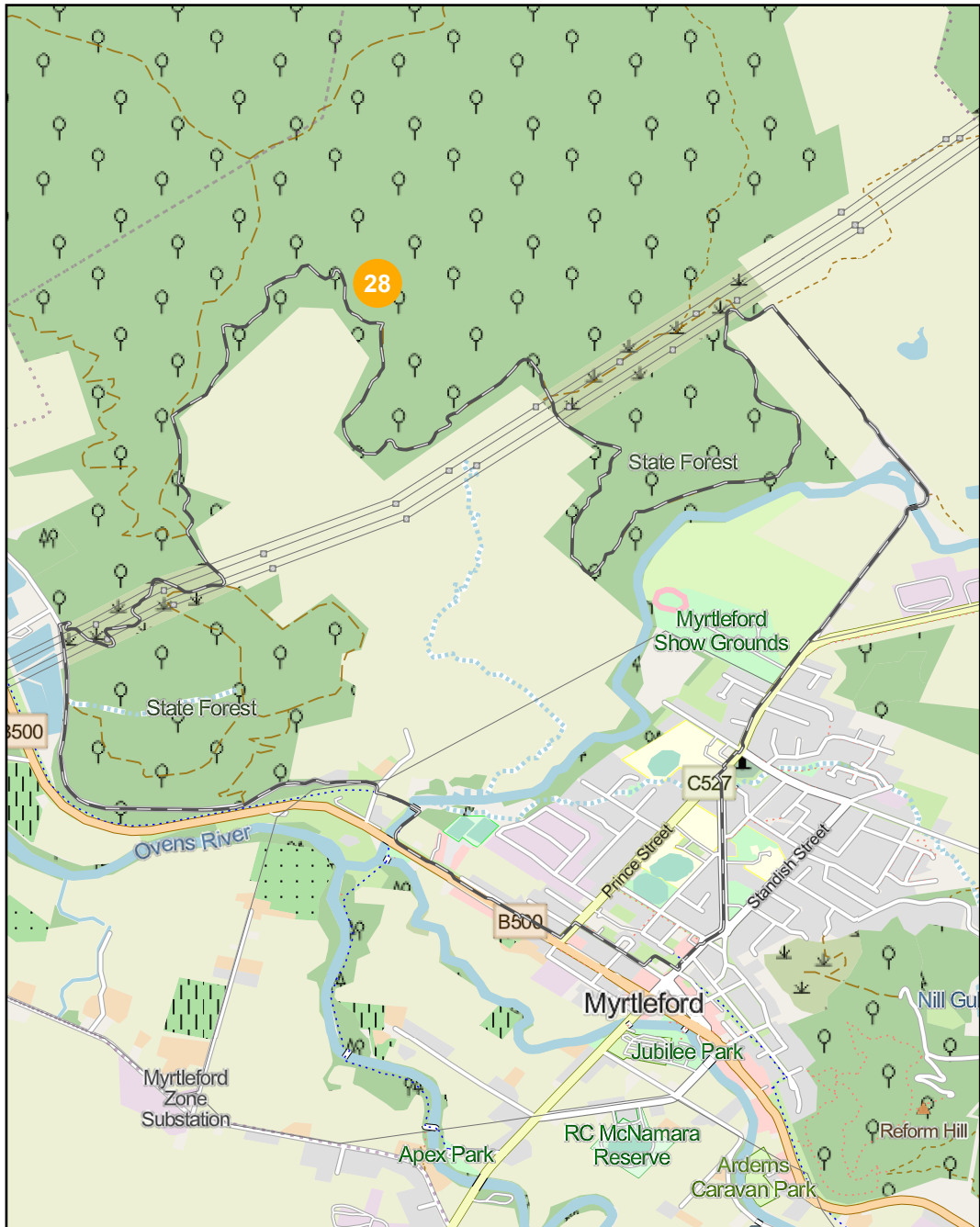




Cycle Routes

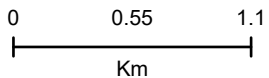
- Gravel
- Mountain Bike
- Rail Trail
- Road

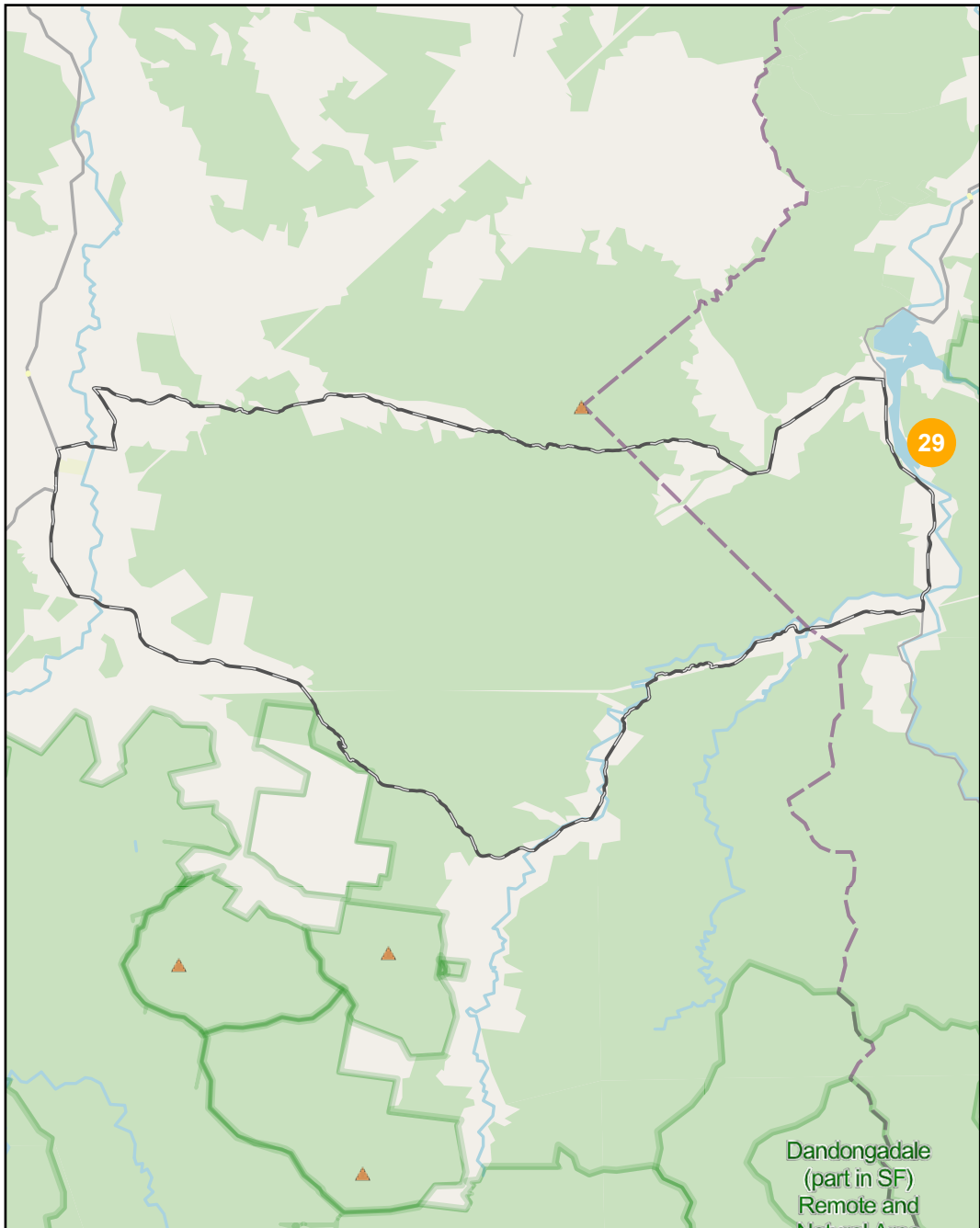




Cycle Routes

- Gravel
- Rail Trail
- Mountain Bike
- Road



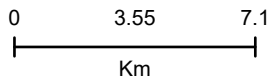


Dandongadale  
(part in SF)  
Remote and  
Natural Area

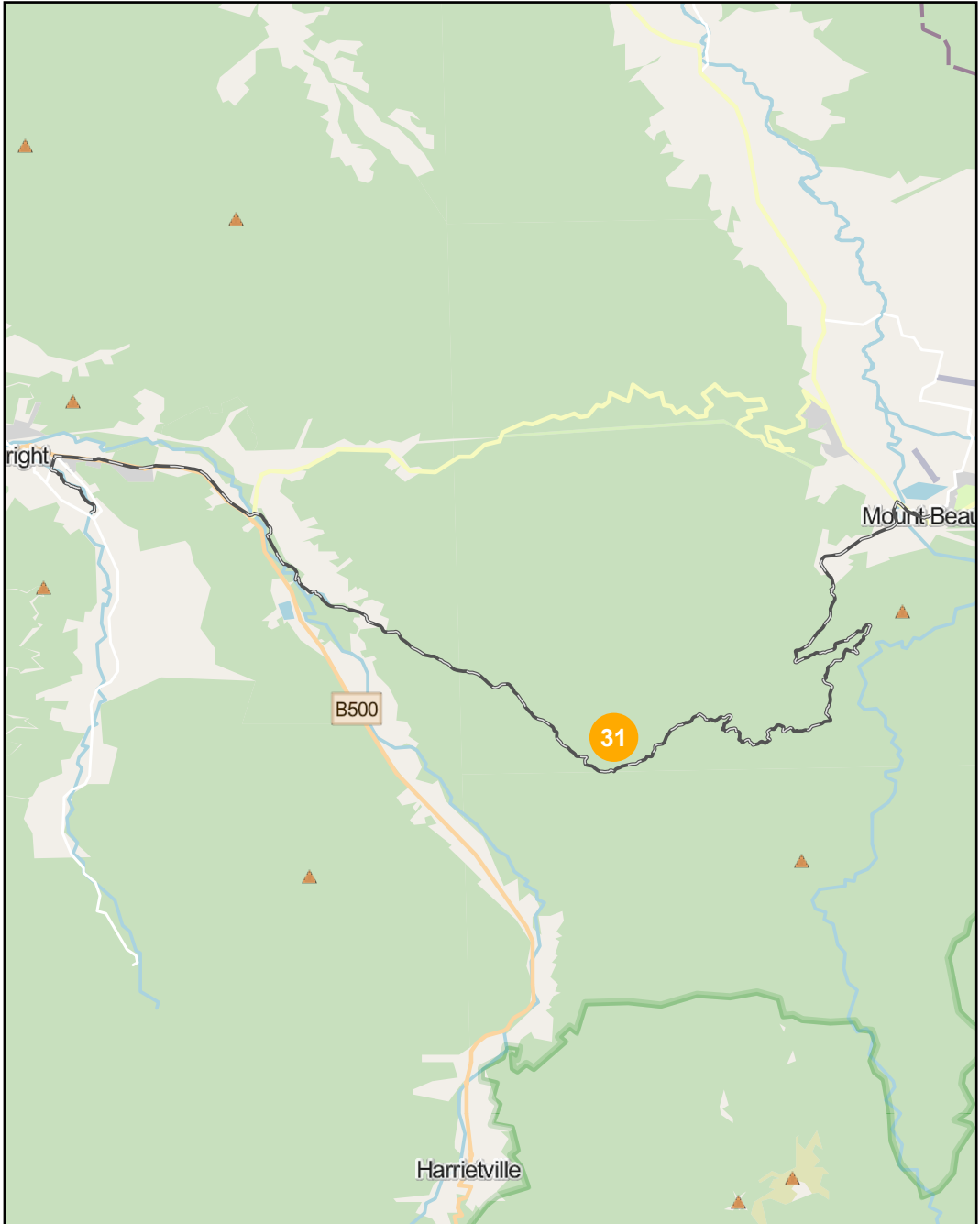


Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road

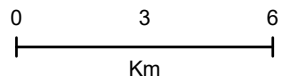


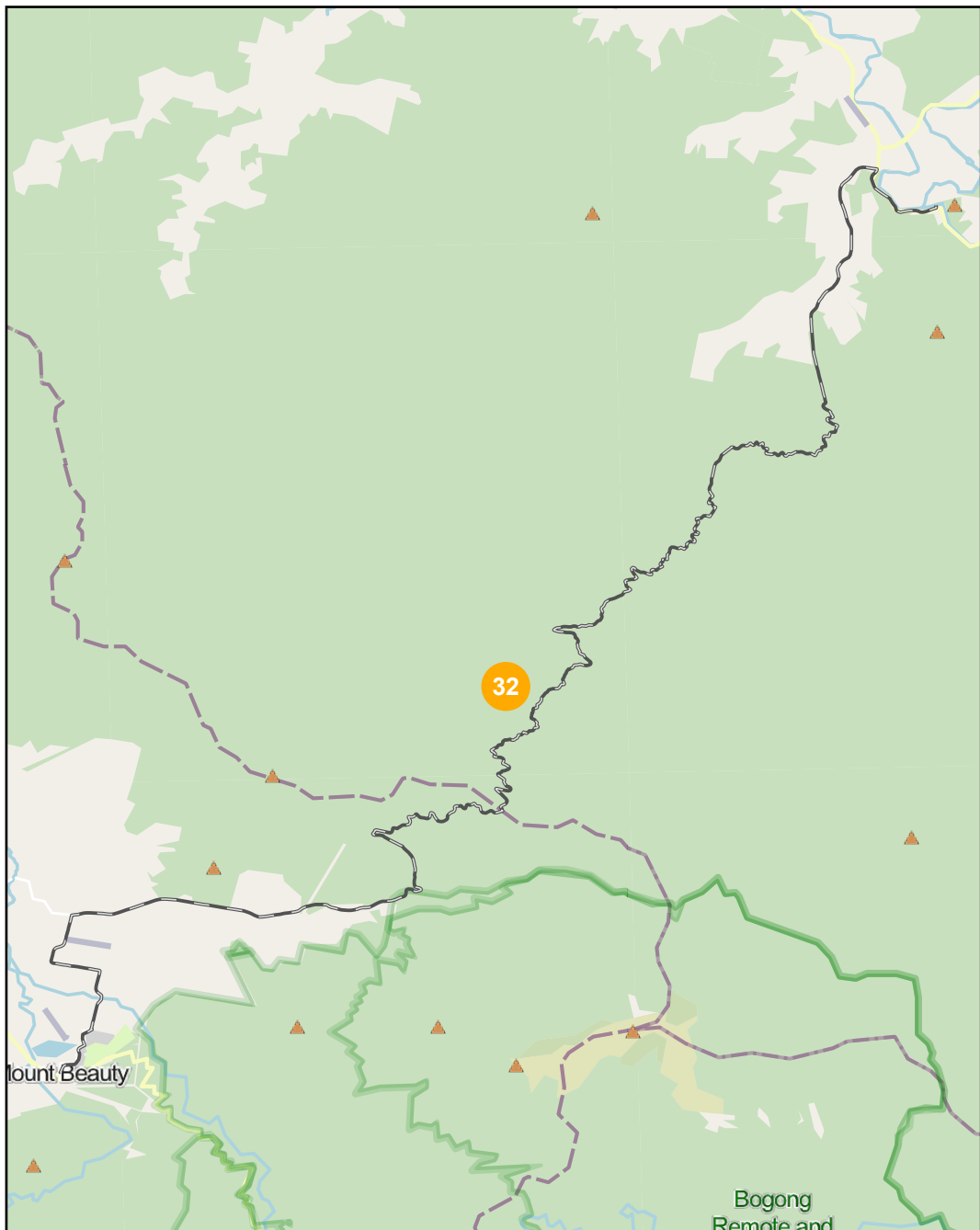




Cycle Routes

- Gravel
- Rail Trail
- Mountain Bike
- Road







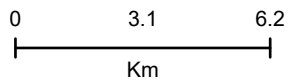


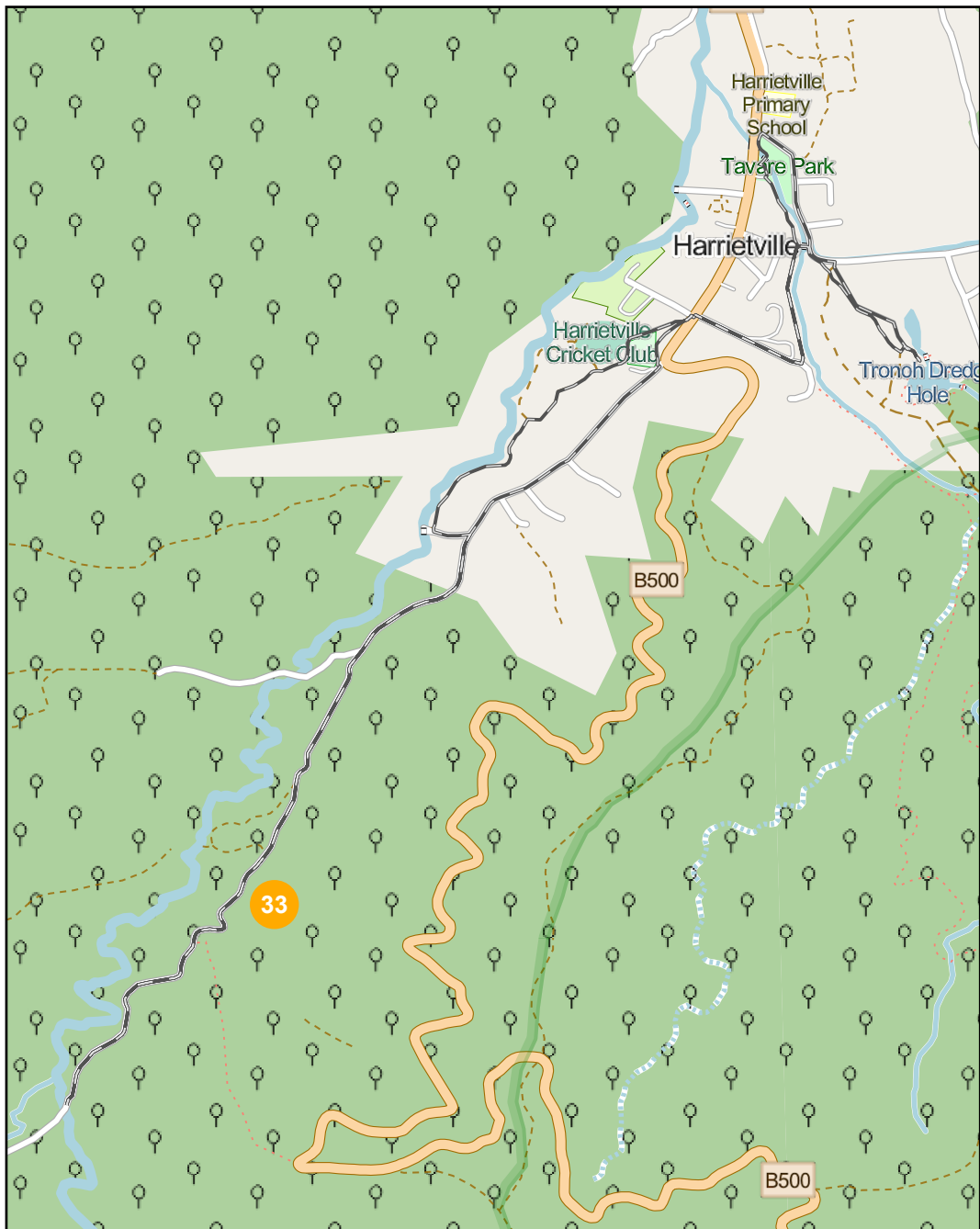
Mount Beauty

Bogong  
Remote and

## Cycle Routes

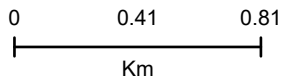
- |   |  |
|---|--|
|  Gravel        |  Rail Trail |
|  Mountain Bike |  Road       |

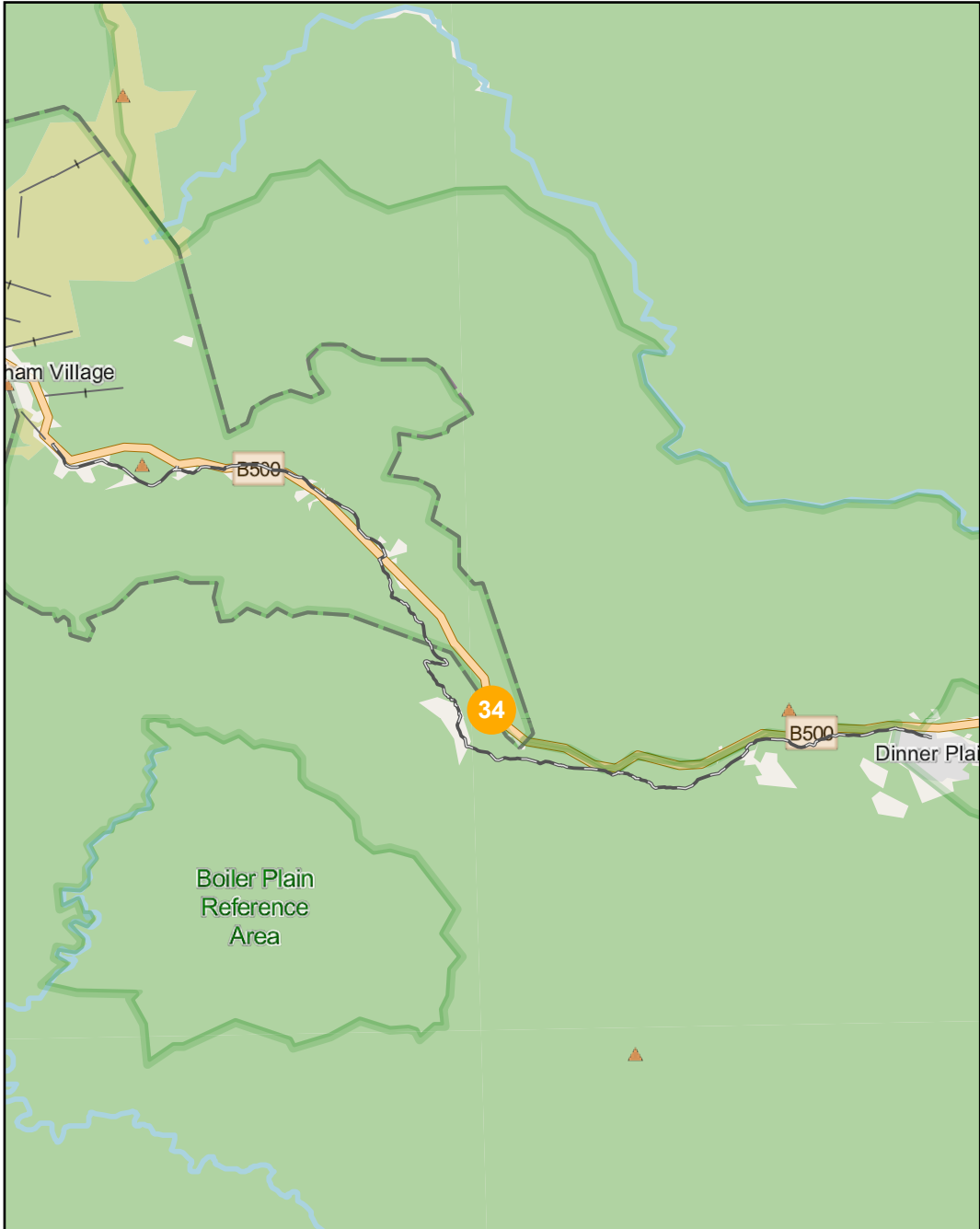




Cycle Routes

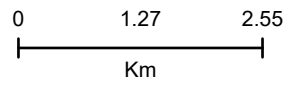
- Gravel
- Mountain Bike
- Rail Trail
- Road

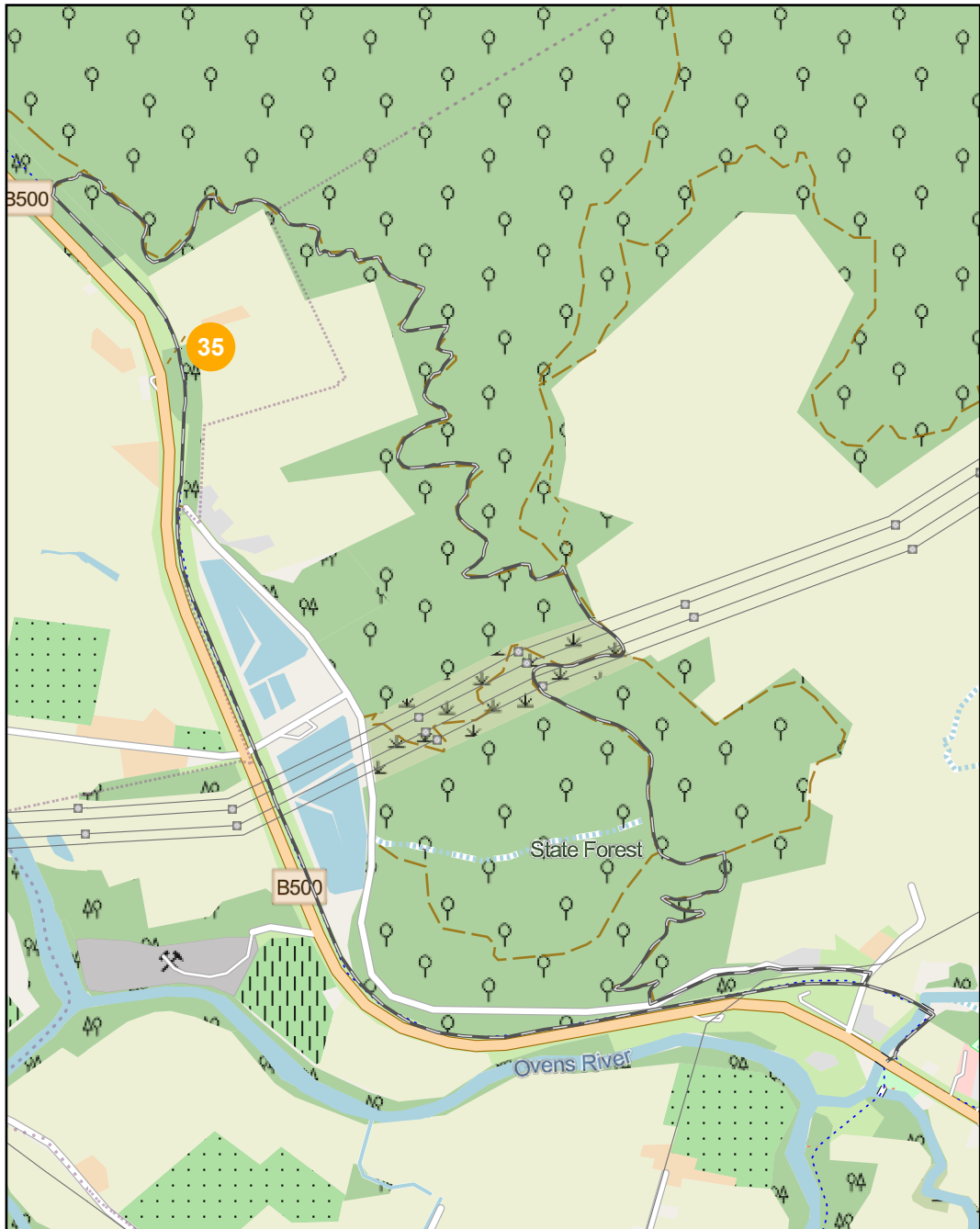




Cycle Routes

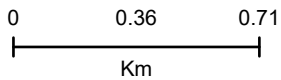
- Gravel
- Mountain Bike
- Rail Trail
- Road

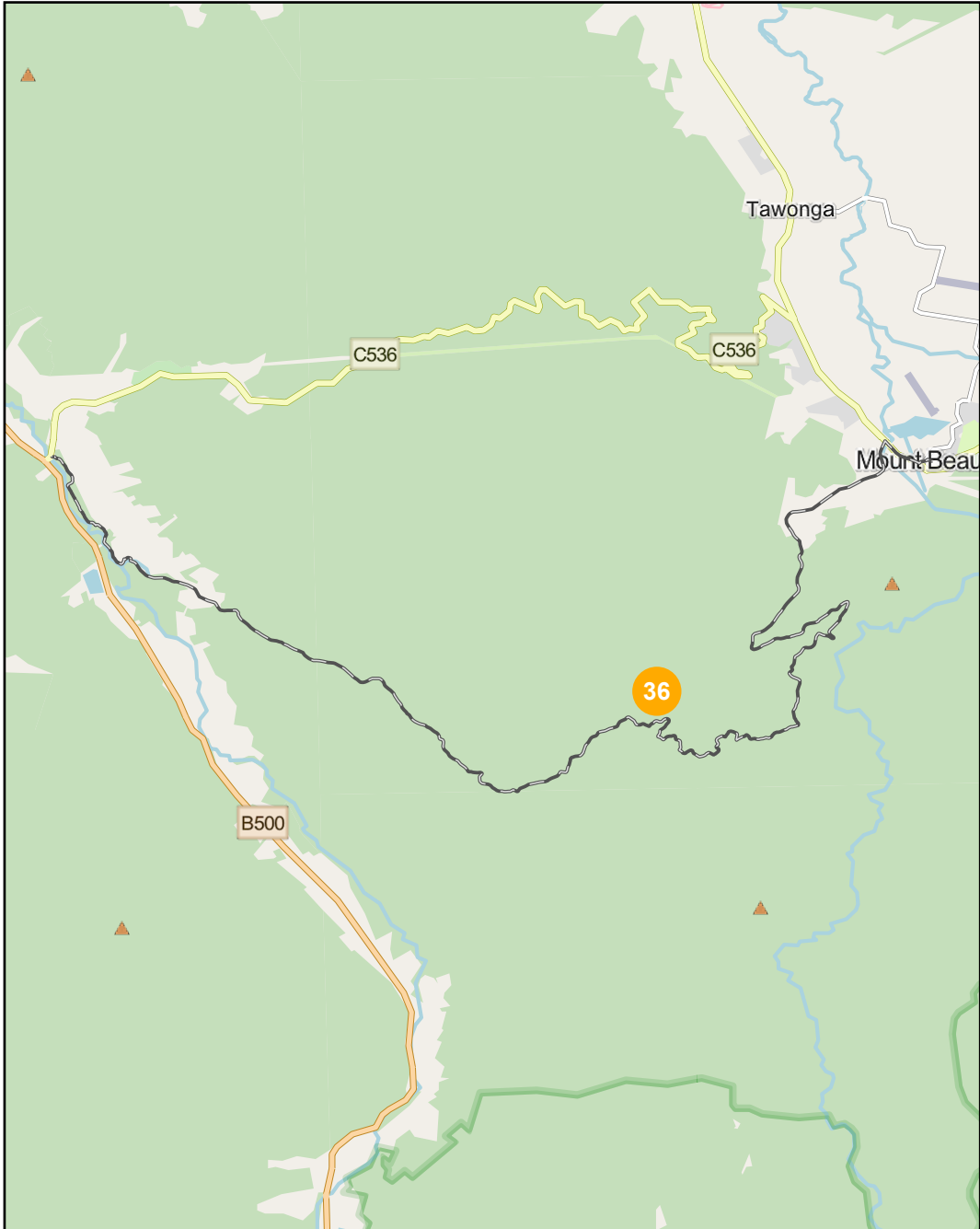








Cycle Routes

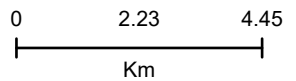
- Gravel
- Mountain Bike
- Rail Trail
- Road

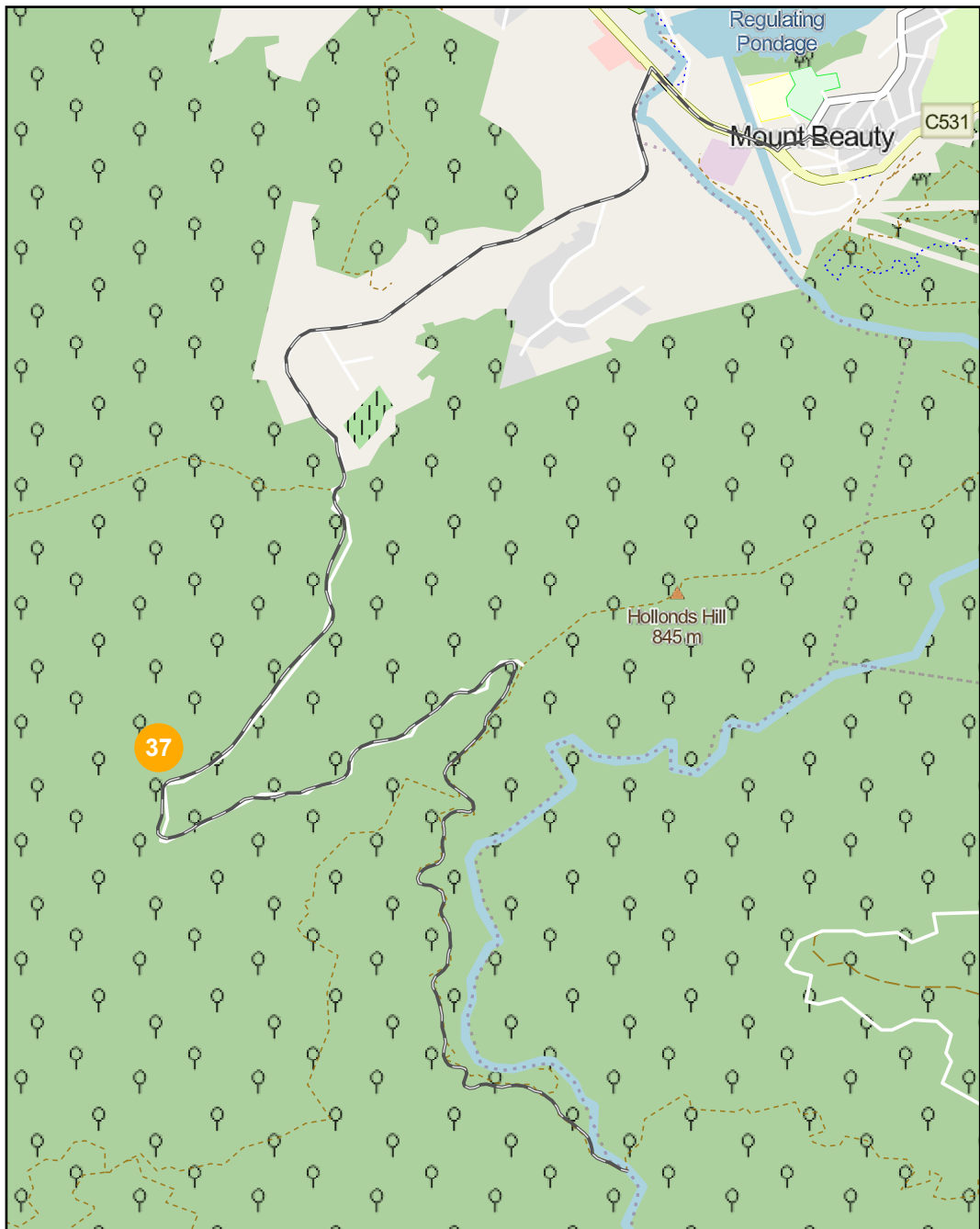




Cycle Routes

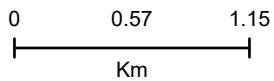
-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road

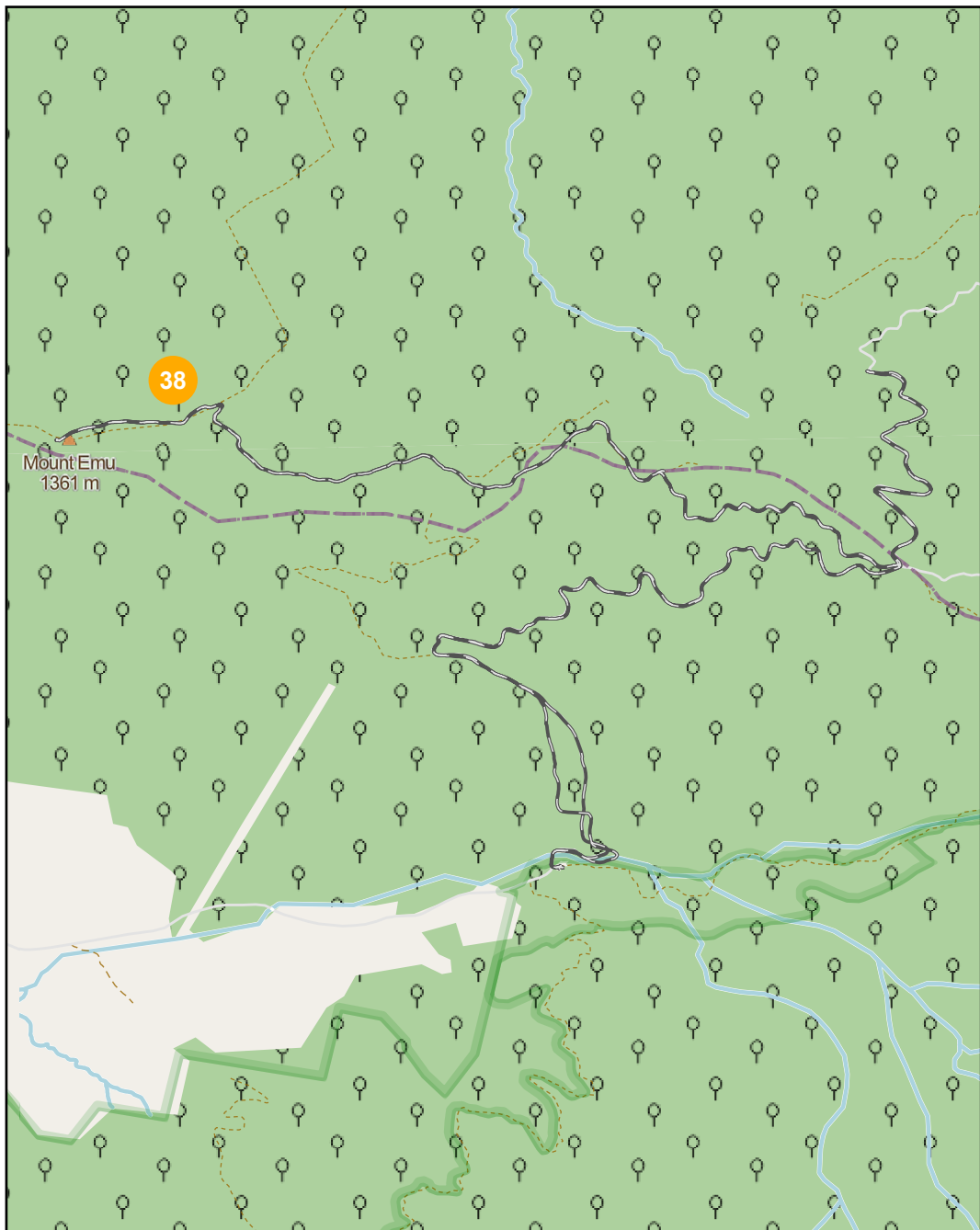




Cycle Routes

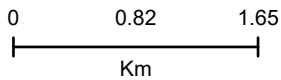
- Gravel
- Mountain Bike
- Rail Trail
- Road

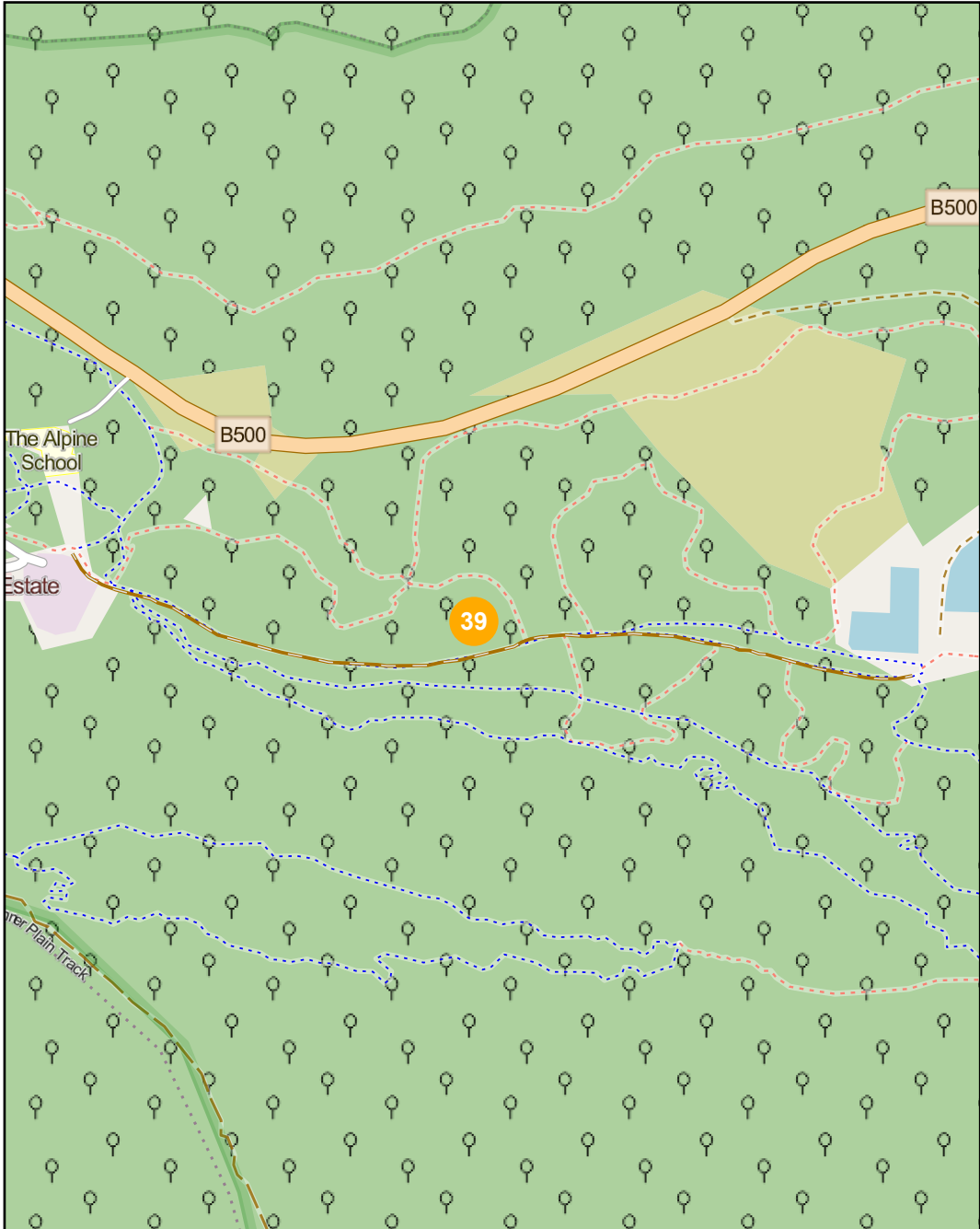




Cycle Routes

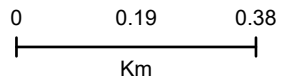
- Gravel
- Rail Trail
- Mountain Bike
- Road

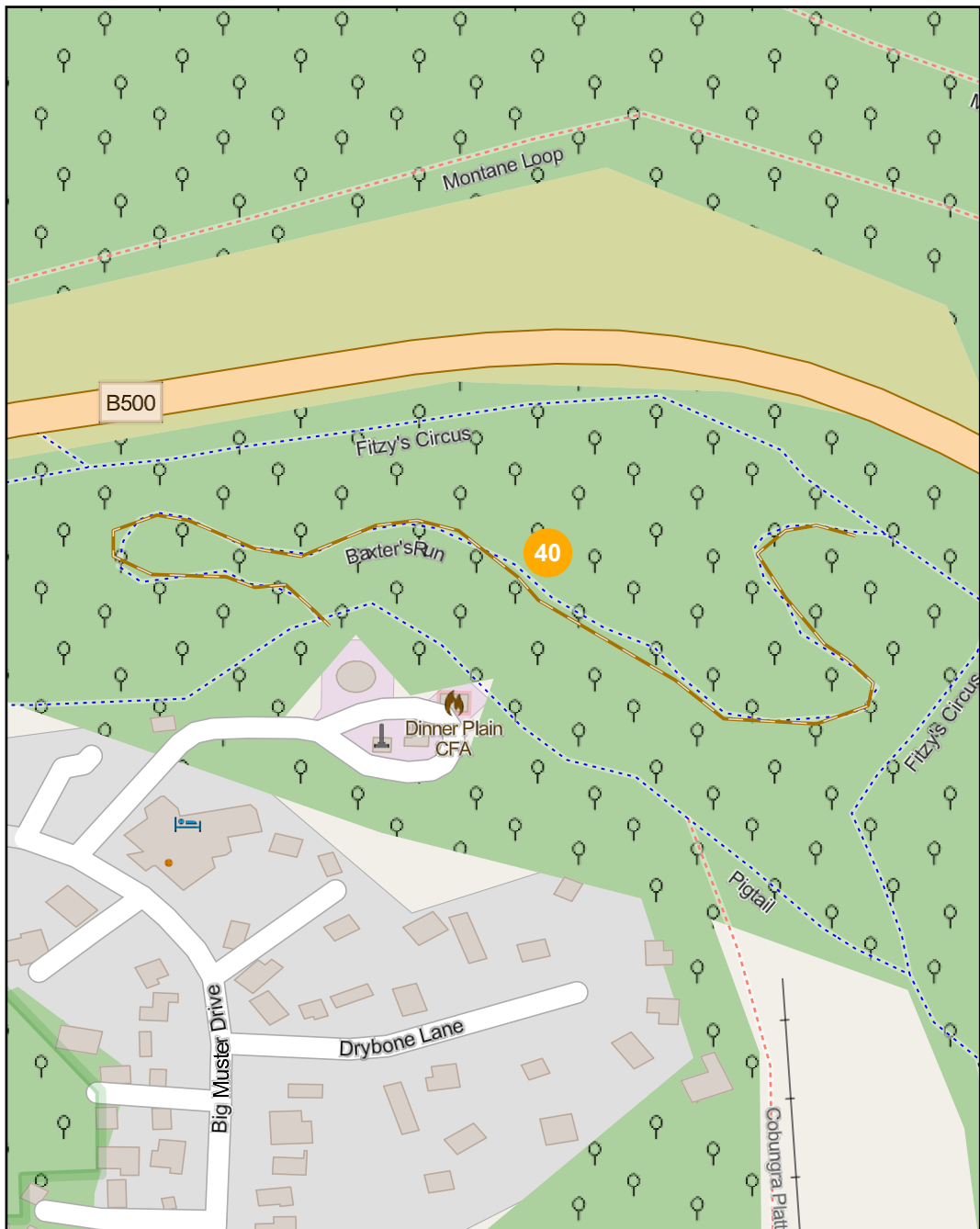




Cycle Routes

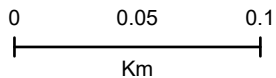
- Gravel
- Mountain Bike
- Rail Trail
- Road





Cycle Routes





- Gravel (dashed black line)
- Mountain Bike (solid orange line)
- Rail Trail (dotted black line)
- Road (solid black line)

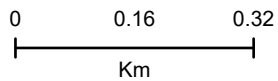


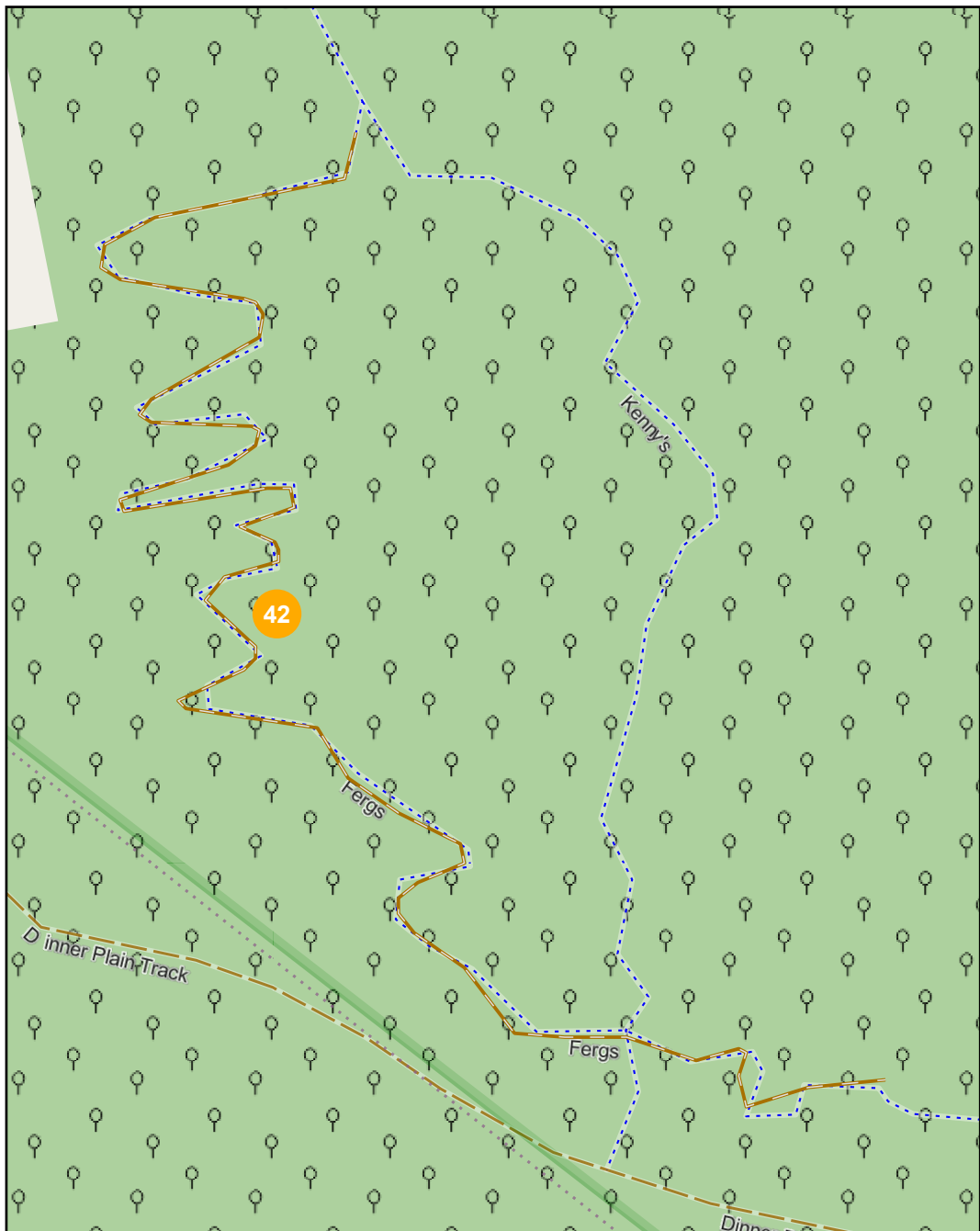


41

## Cycle Routes

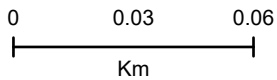
- |   |  |
|---|--|
|  Gravel        |  Rail Trail |
|  Mountain Bike |  Road       |

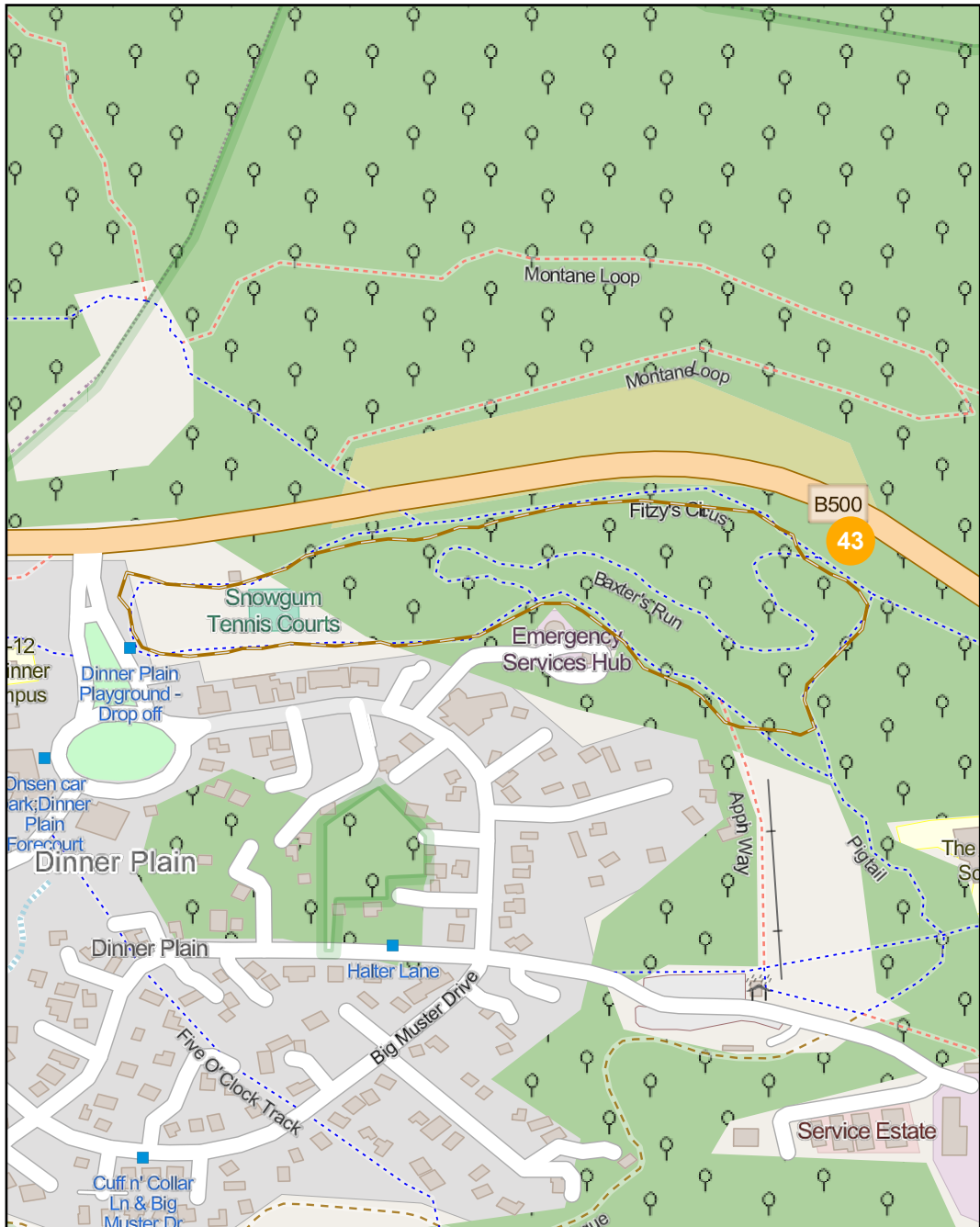




Cycle Routes

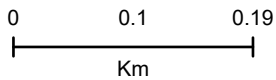
- Gravel
- Mountain Bike
- Rail Trail
- Road

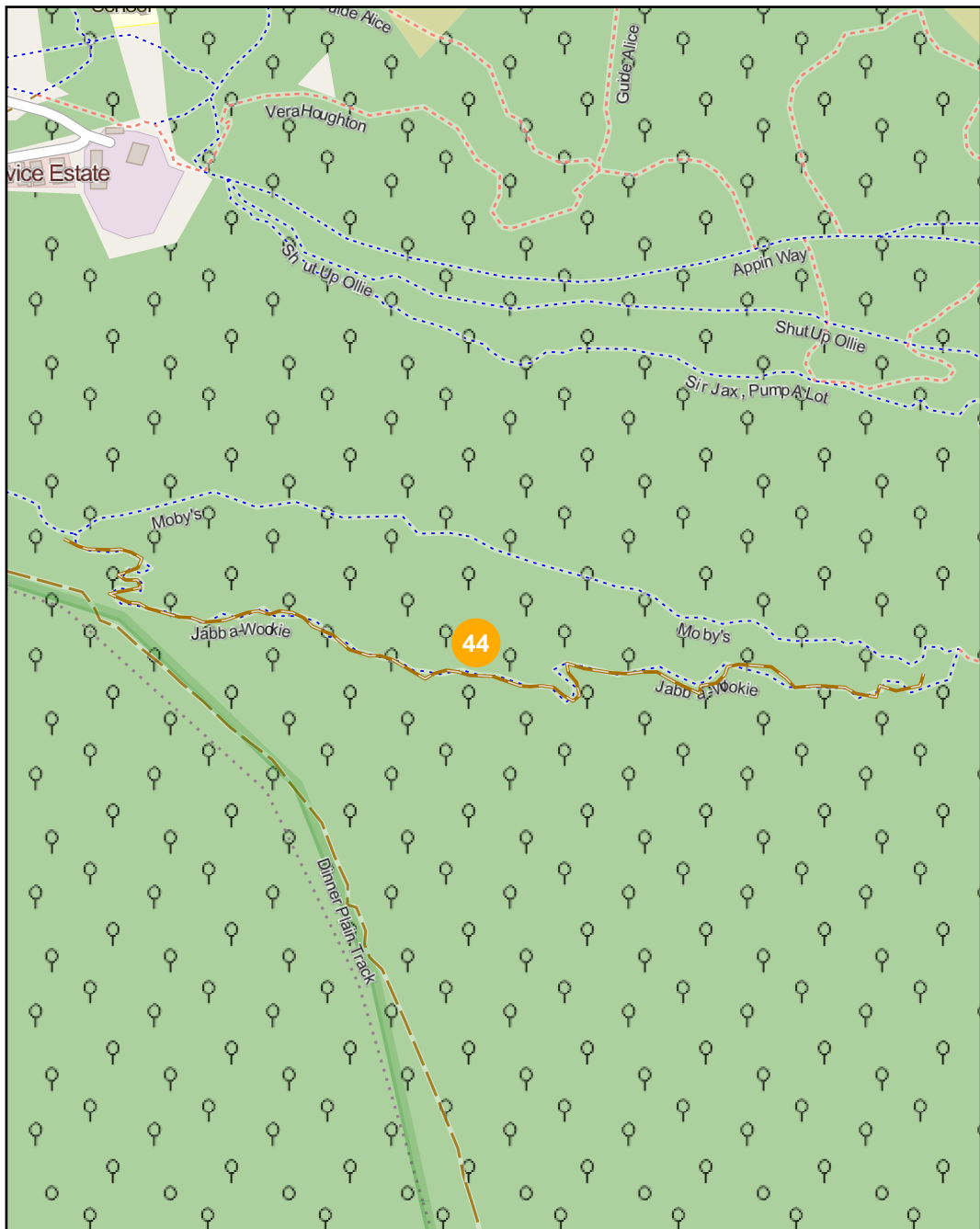








Cycle Routes

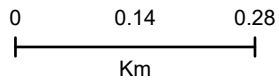
- Gravel
- Rail Trail
- Mountain Bike
- Road

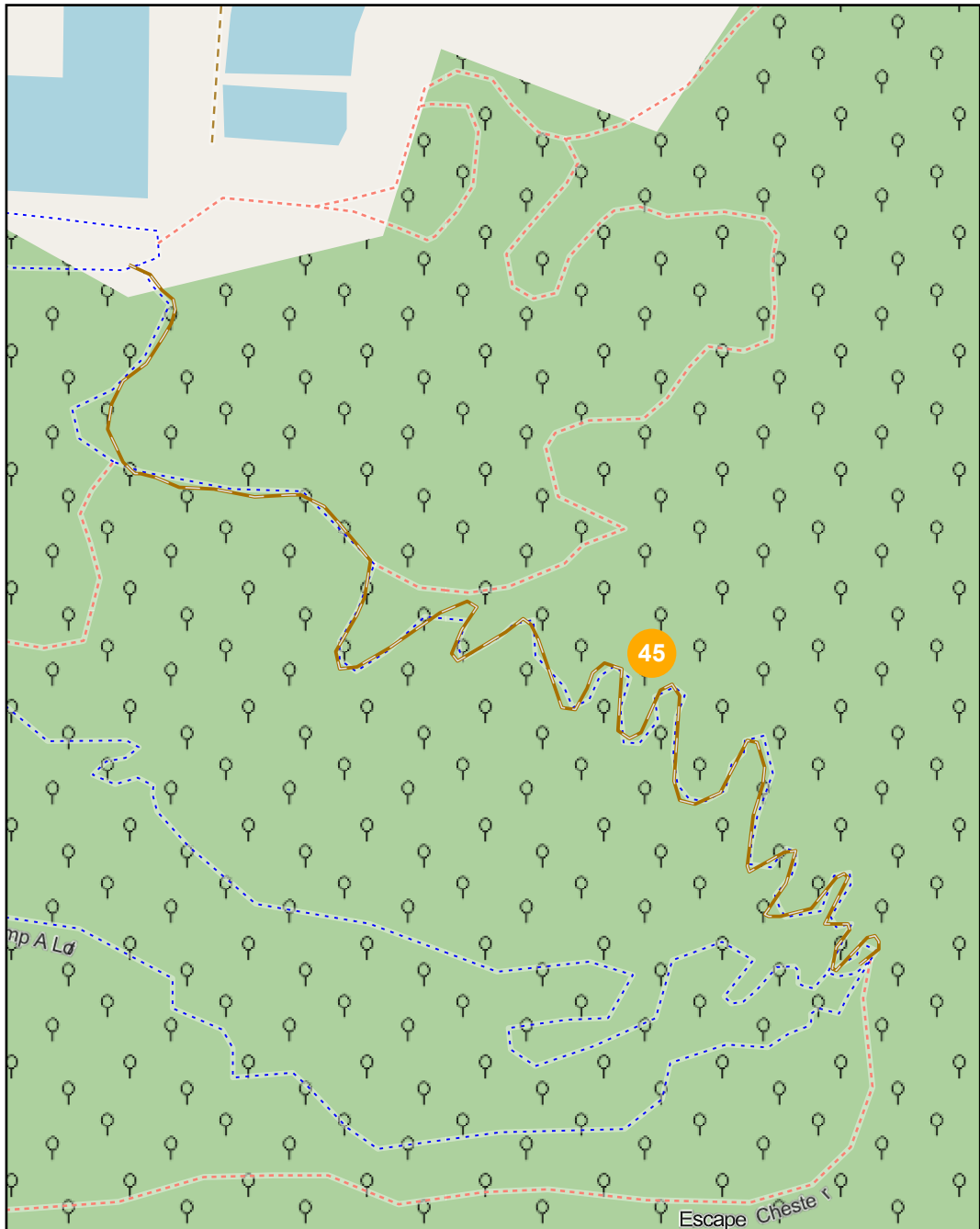




### Cycle Routes

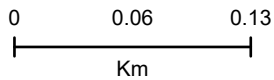
-  Gravel
-  Rail Trail
-  Mountain Bike
-  Road

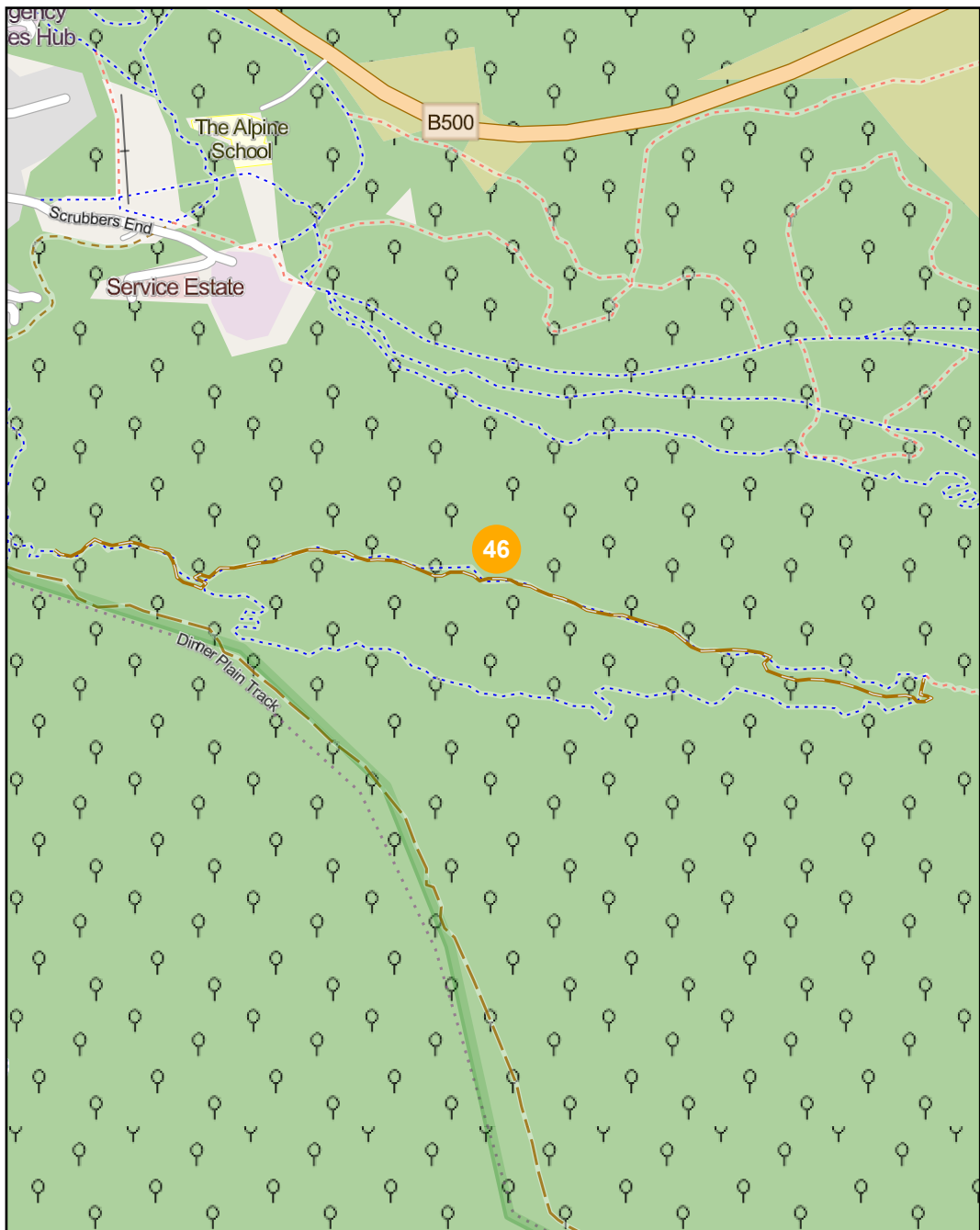




Cycle Routes

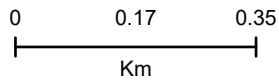
- Gravel
- Mountain Bike
- Rail Trail
- Road

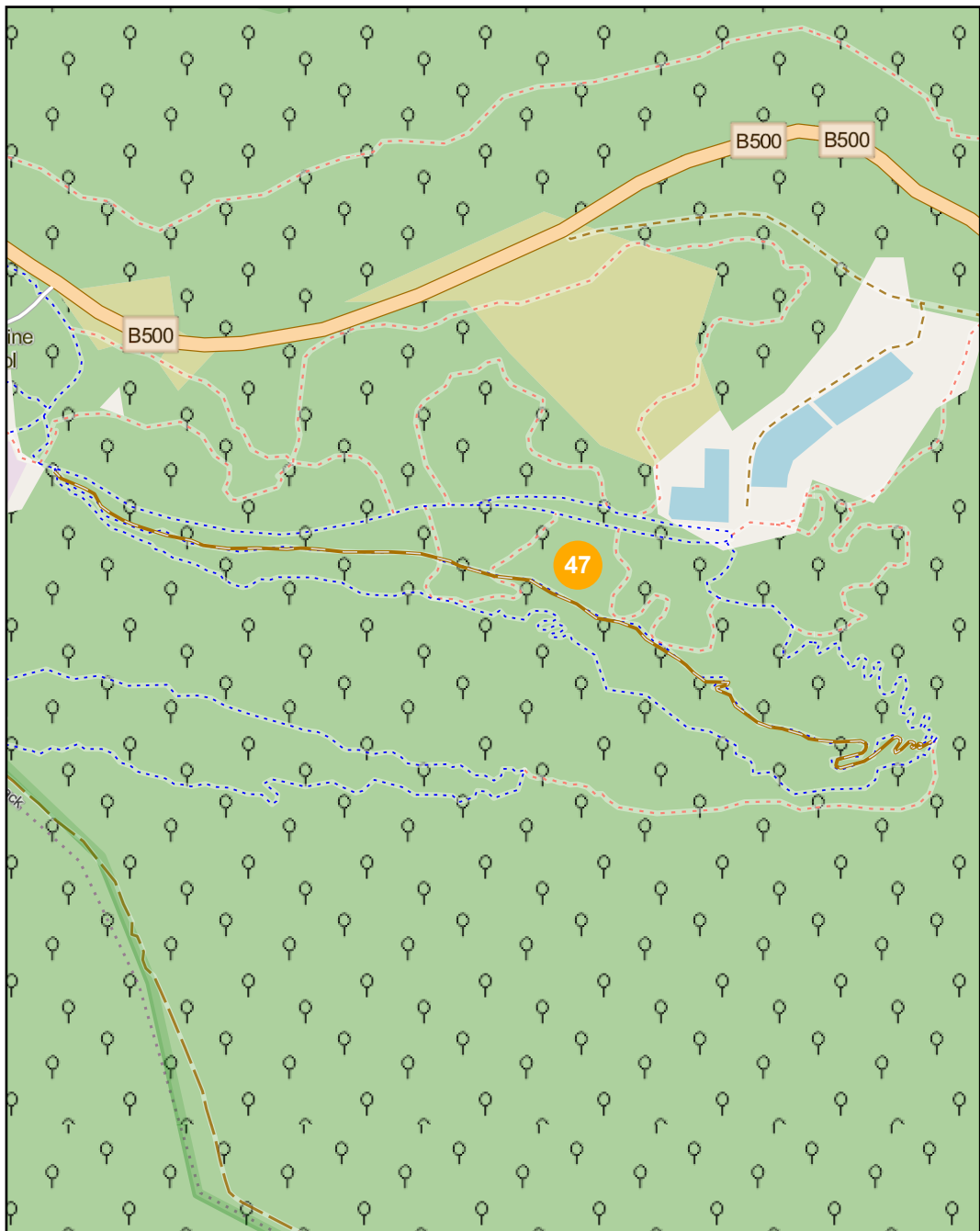




Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road





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B500

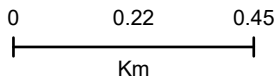
B500

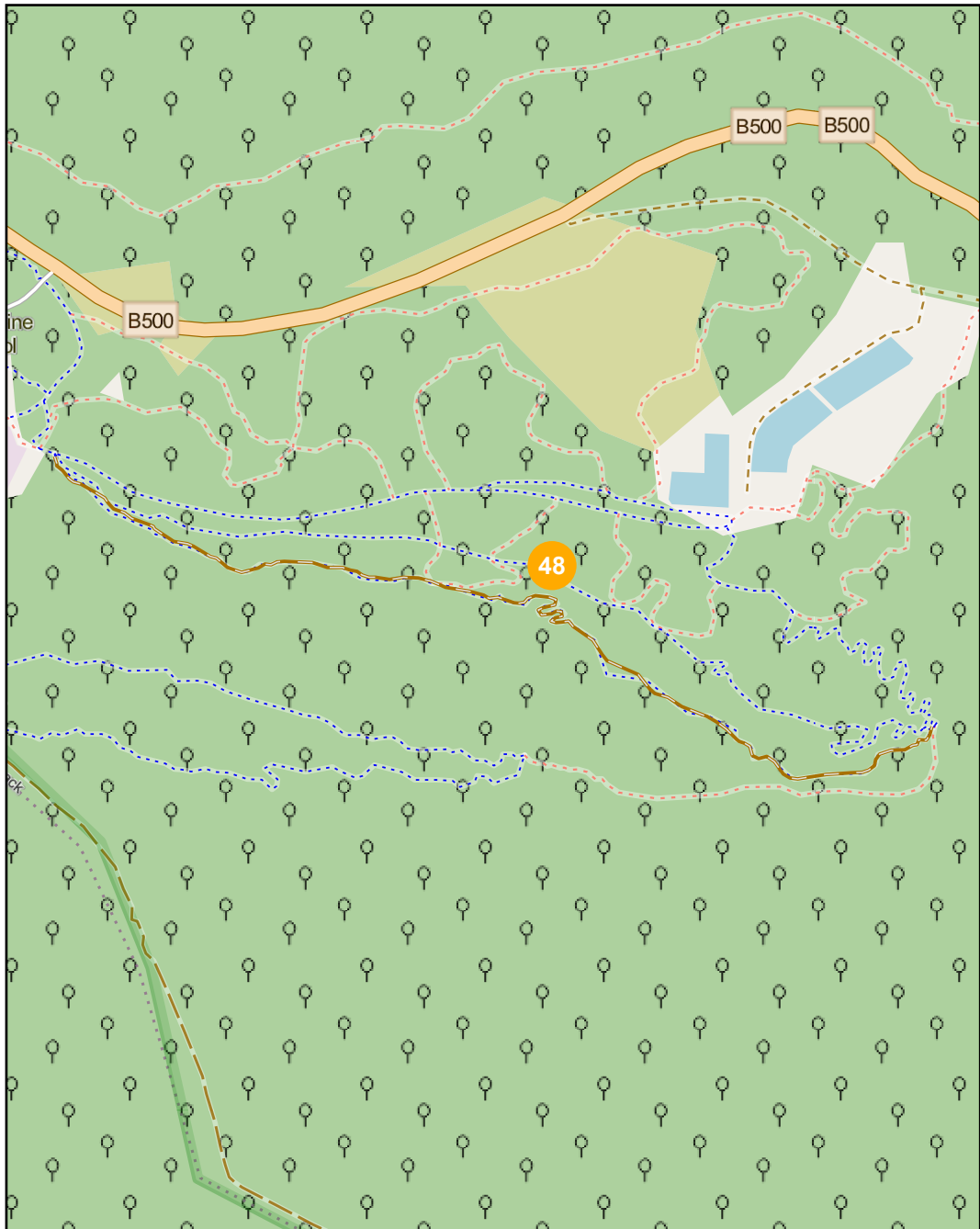
B500



Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road





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B500

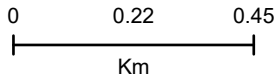
B500

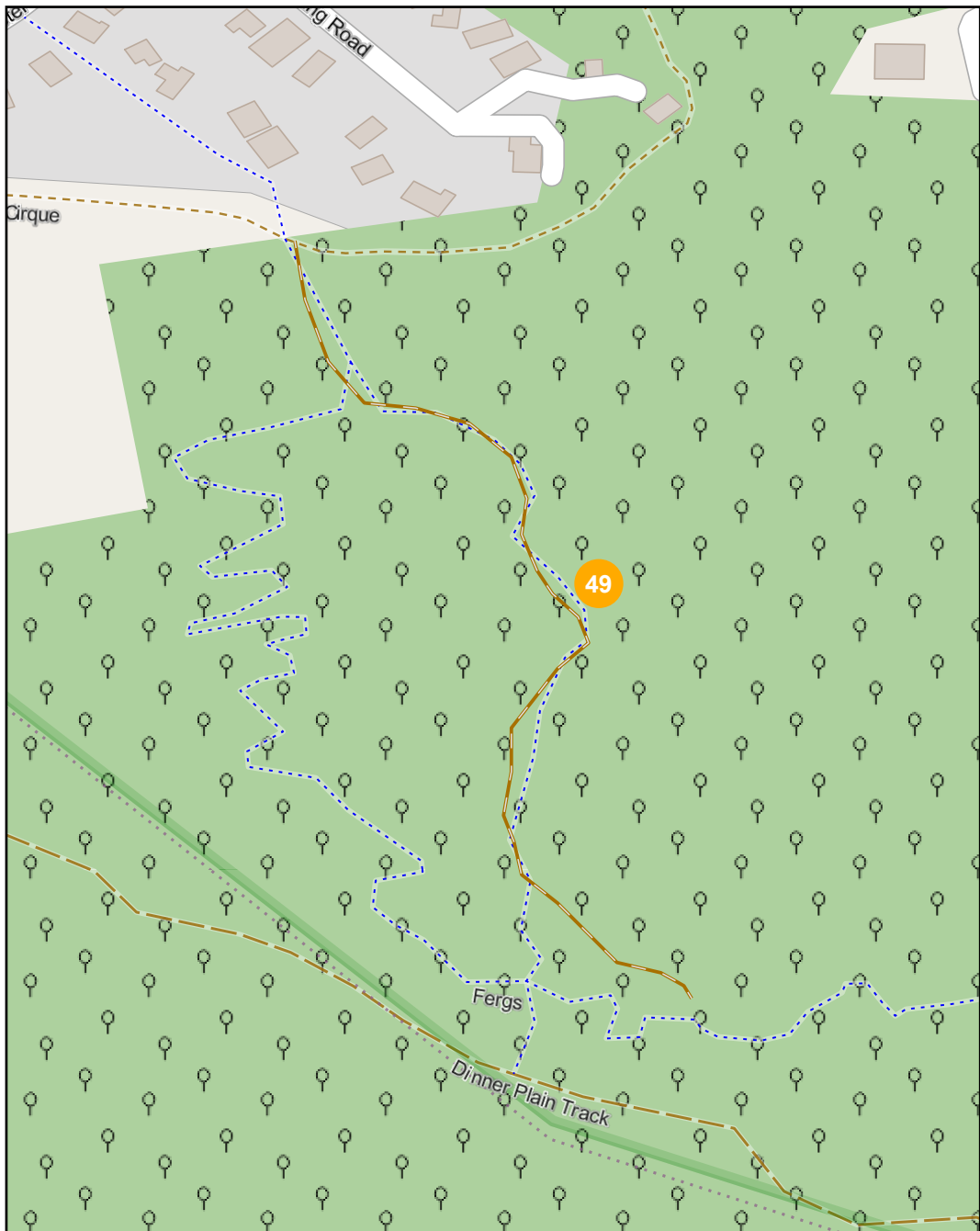
B500



Cycle Routes

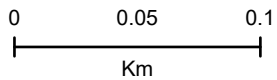
- Gravel
- Mountain Bike
- Rail Trail
- Road



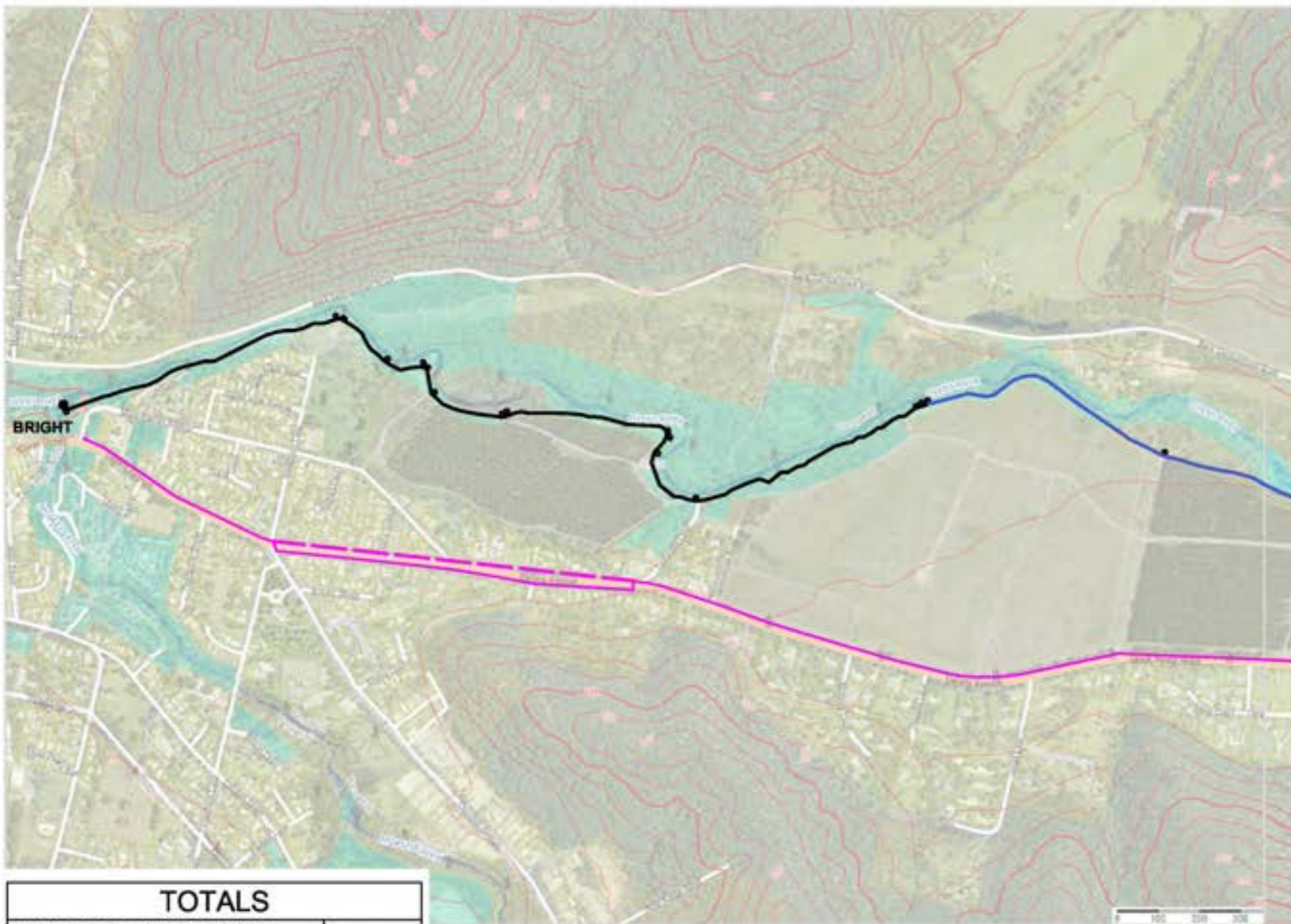


Cycle Routes

- Gravel
- Mountain Bike
- Rail Trail
- Road



# Appendix E - Concept Designs



- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

TOTALS	
TOTAL LENGTH - EXISTING TRAIL (CHERRY WALK ALONG ALIGNMENT)	2.78 KM
TOTAL LENGTH - PROPOSED NEW TRAIL	3.82 KM
TOTAL LENGTH - EXISTING AND PROPOSED	6.60 KM
TOTAL NEW ASPHALT PATH AREA @ 2.5M WIDE TO EXISTING TRAIL (CHERRY WALK)	6,956 M2
TOTAL NEW ASPHALT PATH AREA @ 2.5M WIDE TO PROPOSED TRAIL	9,568 M2
TOTAL NEW ASPHALT PATH AREA @ 2.5M WIDE	16,449 M2
NEW TRAIL HEAD SIGNS	2 NO.
NEW WAYFINDING SIGNS	18 NO.
NEW INTERPRETIVE SIGNS	6 NO.
NEW BENCH SEATING	8 NO.

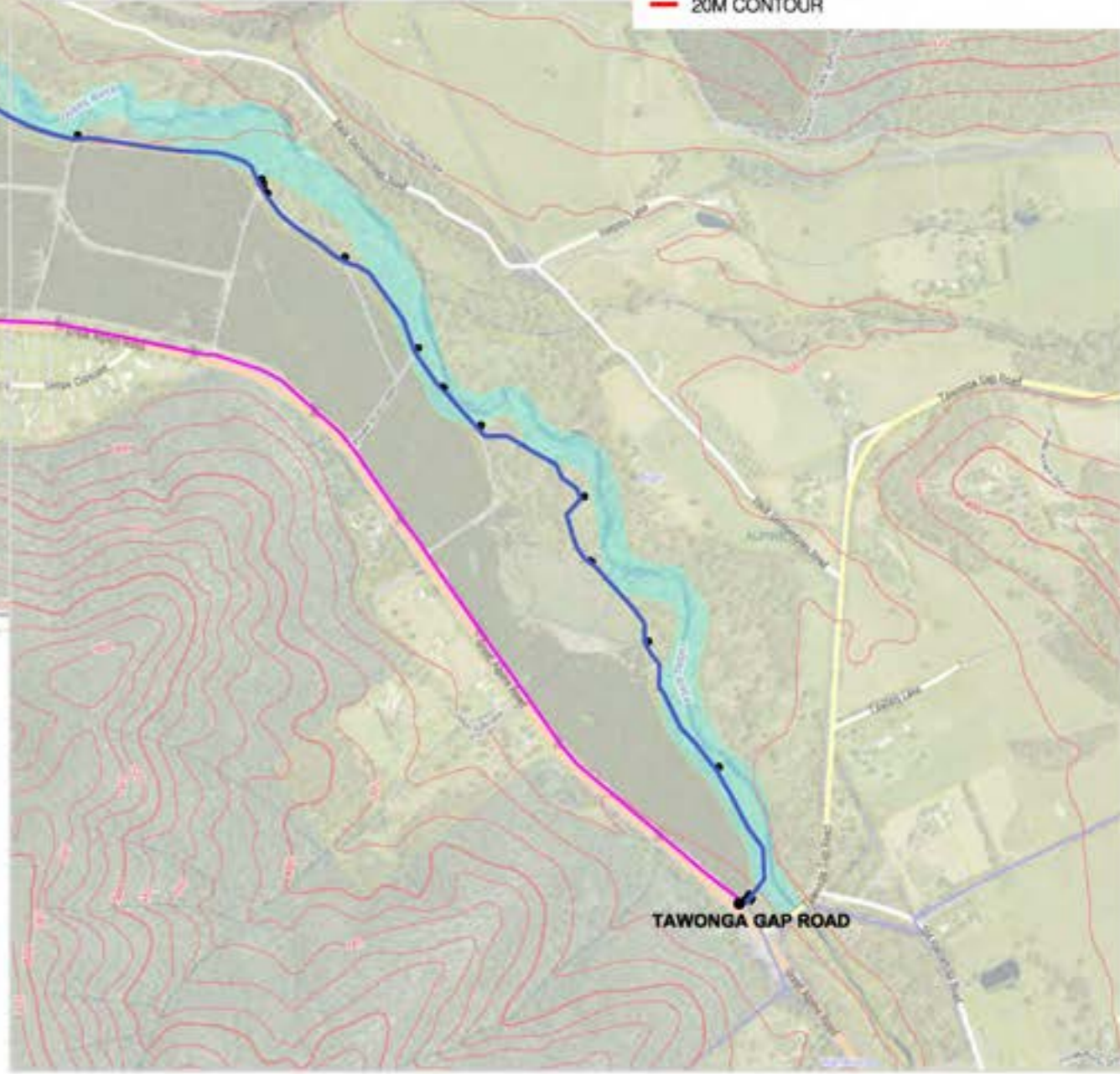
**NOTES:**

ALPINE SHIRE COUNCIL IS APPOINTED COMMITTEE OF MANAGEMENT FOR SOME OF THE PARCELS (TO THE END OF CHERRY WALK) THE REMAINING PARCELS ARE PCRZ, WITH EXISTING TRAILS THAT CAN BE UPGRADED TO 2.0M OR 2.5M WIDE ASPHALT.

EXISTING USE PATHWAYS WILL PROVIDE EASIER CHMP AND LUAA ENGAGEMENT.

AVOID NATIVE VEGETATION REMOVAL IN GROUND-PROOFED ALIGNMENT.

THE PROPOSED TRAIL FOLLOWS EXISTING ACCESS ROADS USED BY HVP TO ACCESS THE REAR OF PLANTATIONS. TRAIL POTENTIALLY EXISTS IN THE CROWN PARCEL - SITE SURVEY REQUIRED TO CONFIRM.



Tredwell Management Services  
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Torrensville, SA 5031  
Phone: 08 8234 6387

Client  
**Alpine Shire Council**  
2 DUNDAS AVENUE, BRIGHT VIC 3191

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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
BRIGHT TO TAWONGA GAP - OVERVIEW MAP

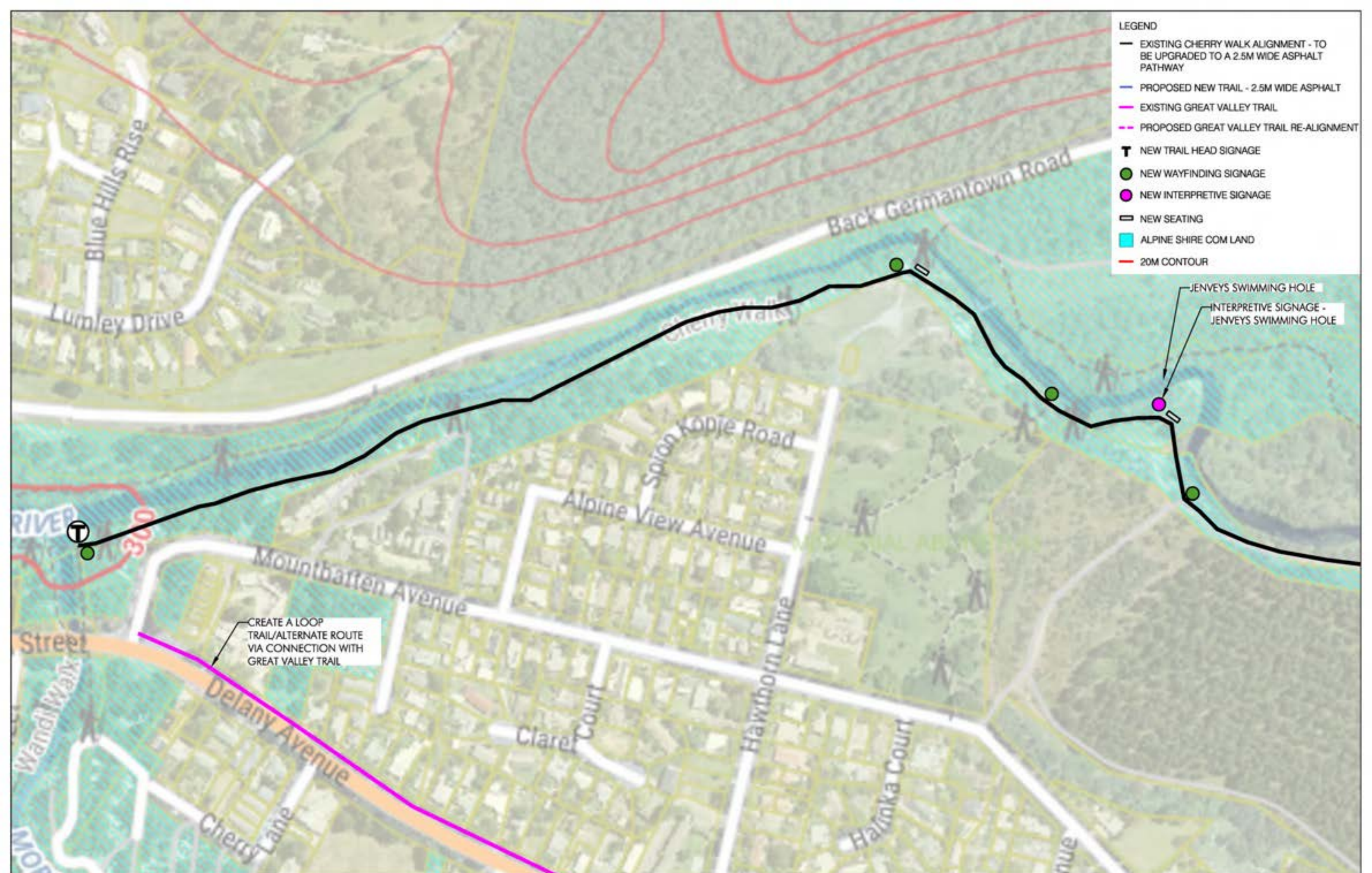
Drawn: AP  
Checked: NT

Scale 1:15000 @ A3

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_01**      Revision **-**



- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - - - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

CREATE A LOOP TRAIL/ALTERNATE ROUTE VIA CONNECTION WITH GREAT VALLEY TRAIL

JENVEYS SWIMMING HOLE  
 INTERPRETIVE SIGNAGE - JENVEYS SWIMMING HOLE

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Client  
**Alpine Shire Council**  
 2 DUNDAS AVENUE, BRIGHT VIC 3121

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PROJECT  
 ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
 BRIGHT TO TAWONGA GAP - SECTION 1

Drawn: AP  
 Checked: NT

Scale 1:13000 @ A3

0 50 100m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_02**      Revision **-**

- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - - - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

EXISTING CHERRY WALK BRIDGE

INTERPRETIVE SIGNAGE - MAYFLY RISE

OVENS RIVER

JACKS RESERVE

INTERPRETIVE SIGNAGE - JACKS RESERVE

Bright

Cherry Walk

INTERPRETIVE SIGNAGE - CHERRY WALK BRIDGE

Tyntwynder Lane

urse Road

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Torrensville, SA 5031  
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Client  
**Alpine Shire Council**  
2 DORCHESTER AVENUE, BRIGHT VIC 3121

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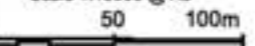
PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
BRIGHT TO TAWONGA GAP - SECTION 2

Drawn: AP  
Checked: NT



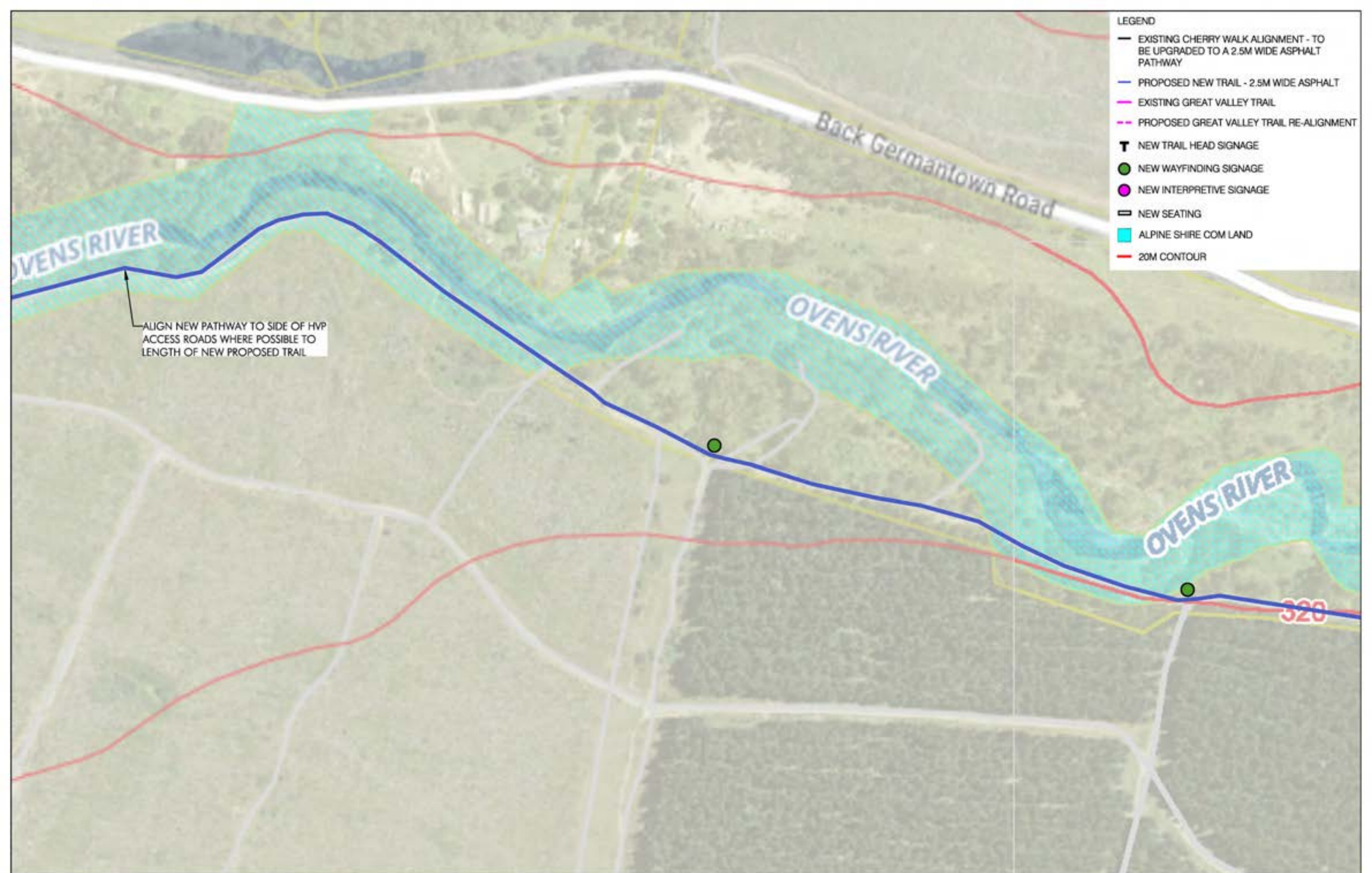
Scale 1:13000 @ A3



Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_03**      Revision **-**



- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - - - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

ALIGN NEW PATHWAY TO SIDE OF HVP ACCESS ROADS WHERE POSSIBLE TO LENGTH OF NEW PROPOSED TRAIL

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Client  
**Alpine Shire Council**  
2 DARCHELL AVENUE, BRIGHT VIC 3191

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO TAWONGA GAP - SECTION 3**

Drawn: AP  
Checked: NT

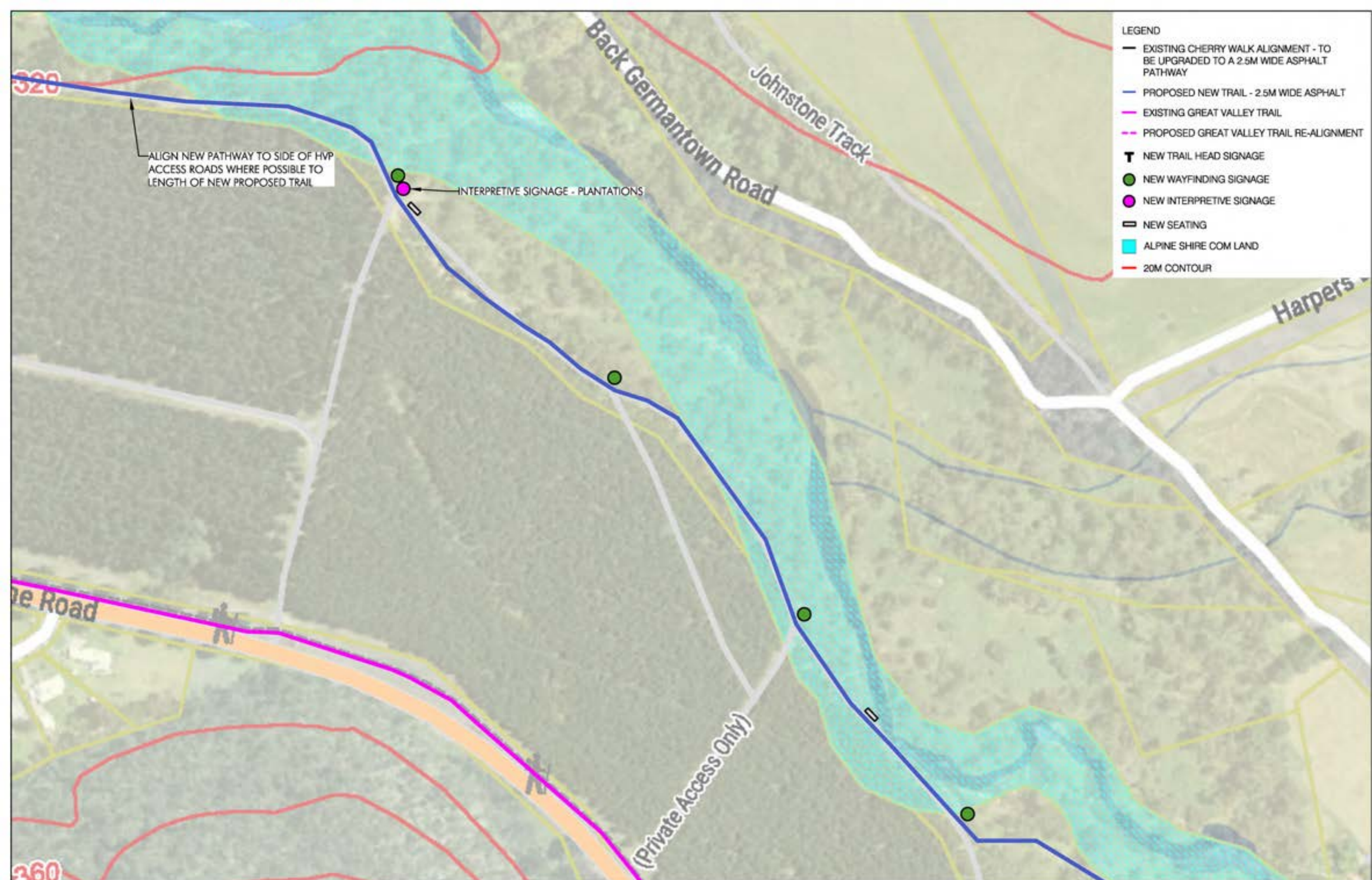
Scale 1:13000 @ A3

0 50 100m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_04**      Revision **-**



- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

**TREDWELL**  
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**Alpine Shire Council**  
2 DUNDAS AVENUE, BRIGHT VIC 3121

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO TAWONGA GAP - SECTION 4**

Drawn:  
 AP  
 Checked:  
 NT

Scale 1:13000 @ A3

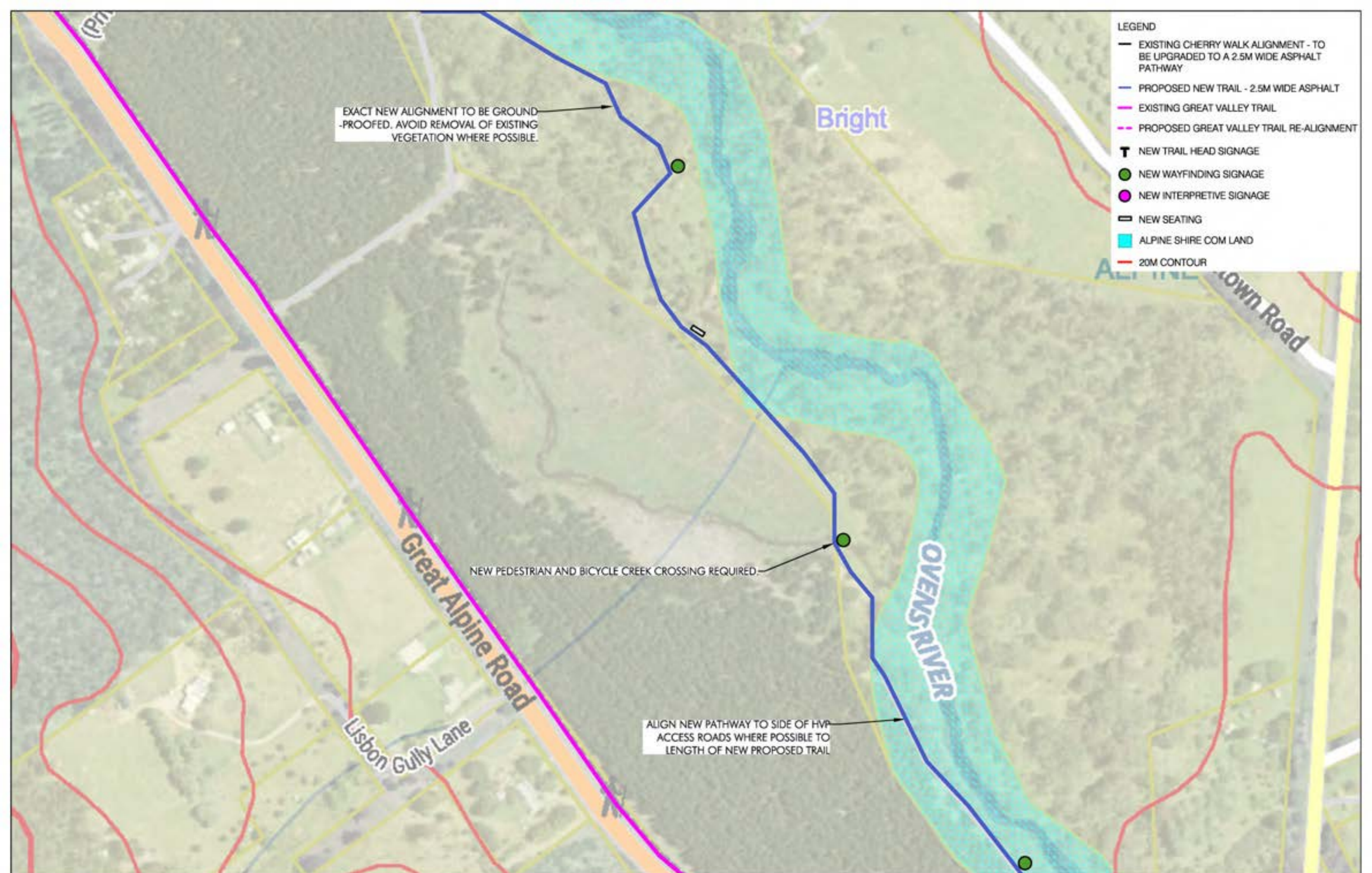
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Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**BT\_05**

Revision  
 -



- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR

EXACT NEW ALIGNMENT TO BE GROUND-PROOFED. AVOID REMOVAL OF EXISTING VEGETATION WHERE POSSIBLE.

NEW PEDESTRIAN AND BICYCLE CREEK CROSSING REQUIRED.

ALIGN NEW PATHWAY TO SIDE OF HVP ACCESS ROADS WHERE POSSIBLE TO LENGTH OF NEW PROPOSED TRAIL

**TREDWELL**

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Torrensville, SA 5031  
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2 DARCHELL AVENUE, BRIGHT VIC 3121

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO TAWONGA GAP - SECTION 5**

Drawn:  
AP  
Checked:  
NT



Scale 1:13000 @ A3  
0 50 100m

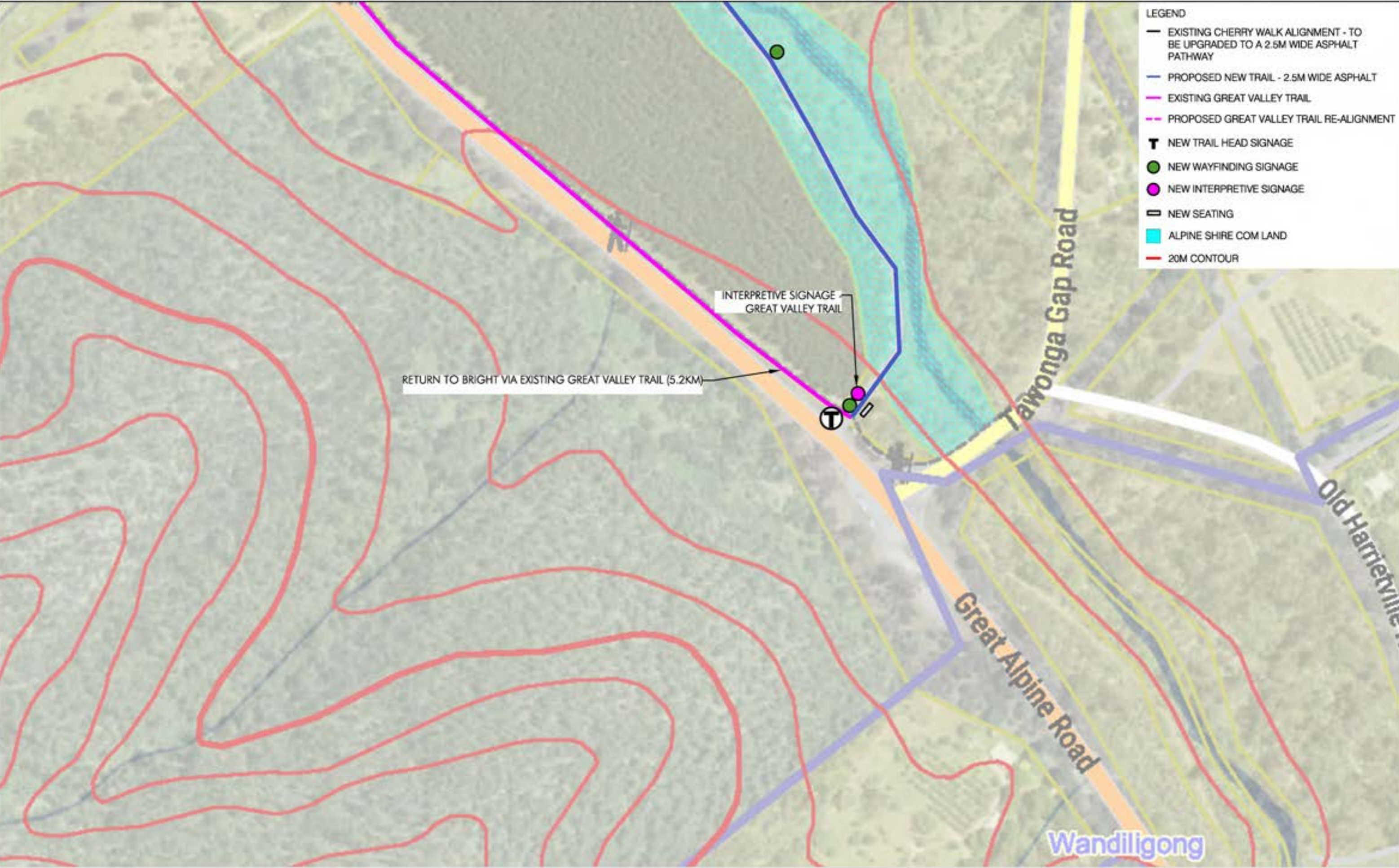
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**BT\_06**

Revision  
-

- LEGEND**
- EXISTING CHERRY WALK ALIGNMENT - TO BE UPGRADED TO A 2.5M WIDE ASPHALT PATHWAY
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - EXISTING GREAT VALLEY TRAIL
  - PROPOSED GREAT VALLEY TRAIL RE-ALIGNMENT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - NEW INTERPRETIVE SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND
  - 20M CONTOUR



**TREDWELL**

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Client  
**Alpine Shire Council**  
2 DUNDAS AVENUE, BRIGHT VIC 3743

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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
BRIGHT TO TAWONGA GAP - SECTION 6

Drawn: AP  
Checked: NT

Scale 1:13000 @ A3

0 50 100m

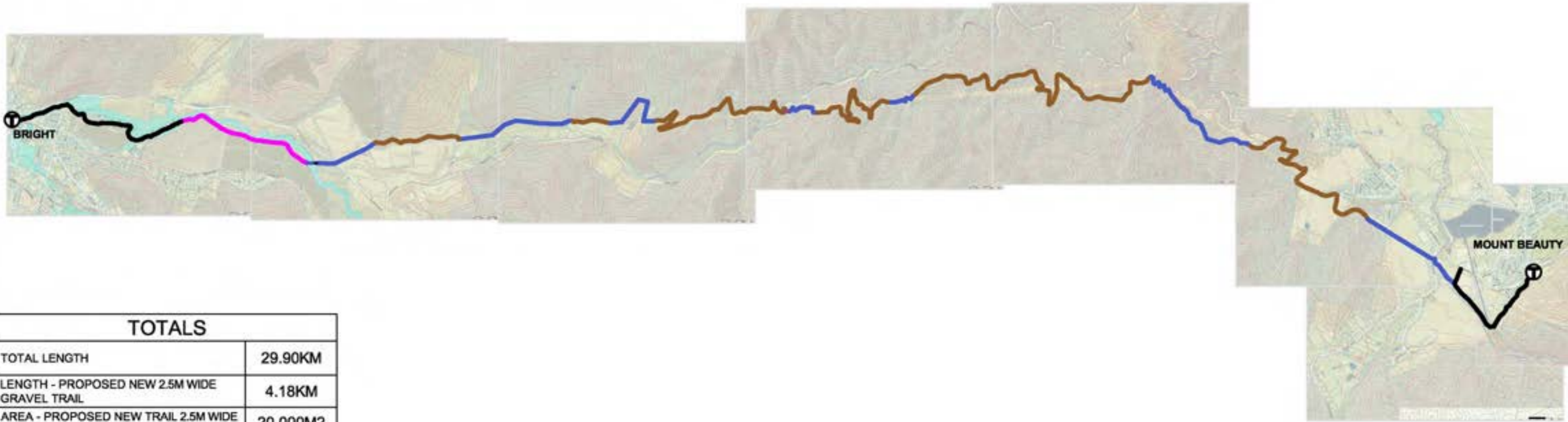
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_07**      Revision **-**

LEGEND

- EXISTING TRAIL/FOOT PATH ALIGNMENTS
- PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
- PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
- TRAIL UTILISING EXISTING ACCESS ROAD
- PROPERTY BOUNDARY
- T** NEW TRAIL HEAD SIGNAGE



TOTALS	
TOTAL LENGTH	29.90KM
LENGTH - PROPOSED NEW 2.5M WIDE GRAVEL TRAIL	4.18KM
AREA - PROPOSED NEW TRAIL 2.5M WIDE GRAVEL TRAIL	20,000M2
NEW TRAIL HEAD SIGNS	2
NEW WAYFINDING SIGNS	60
NEW ON ROAD SAFETY SIGNAGE	4
NEW PEDESTRIAN SAFETY SIGNAGE	4
NEW PEDESTRIAN AND CYCLING BRIDGE	55M
NEW BENCH SEAT	1
NEW INTERPRETIVE SIGN	1

NOTES:

ALPINE SHIRE COUNCIL IS APPOINTED COMMITTEE OF MANAGEMENT FOR SOME OF THE PARCELS.

AVOID NATIVE VEGETATION REMOVAL IN GROUND-PROOFED ALIGNMENT.

SITE SURVEY REQUIRED TO CONFIRM PROPOSED ALIGNMENT.

**TREDWELL**

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FOUNDRY AVENUE, BRIGHT VIC 3743

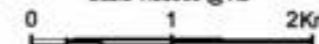
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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN  
DRAWING TITLE  
BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL -  
OVERVIEW MAP

Drawn:  
AP  
Checked:  
NT



Scale 1:55000 @ A3

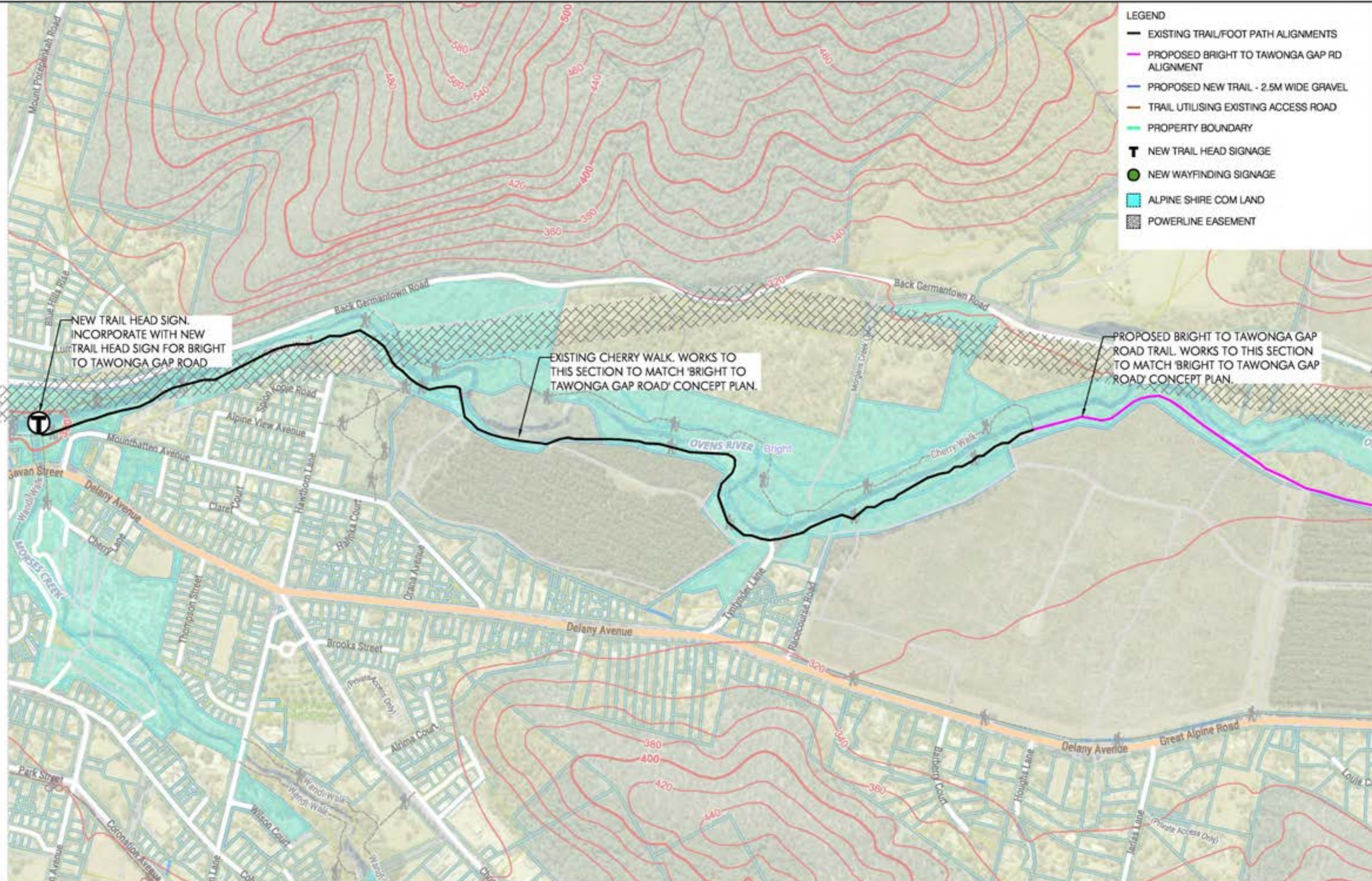


Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**BMB\_01**      Revision  
**-**

- LEGEND**
-  EXISTING TRAIL/FOOT PATH ALIGNMENTS
  -  PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  -  PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  -  TRAIL UTILISING EXISTING ACCESS ROAD
  -  PROPERTY BOUNDARY
  -  NEW TRAIL HEAD SIGNAGE
  -  NEW WAYFINDING SIGNAGE
  -  ALPINE SHIRE COM LAND
  -  POWERLINE EASEMENT



NEW TRAIL HEAD SIGN. INCORPORATE WITH NEW TRAIL HEAD SIGN FOR BRIGHT TO TAWONGA GAP ROAD

EXISTING CHERRY WALK. WORKS TO THIS SECTION TO MATCH 'BRIGHT TO TAWONGA GAP ROAD' CONCEPT PLAN.

PROPOSED BRIGHT TO TAWONGA GAP ROAD TRAIL. WORKS TO THIS SECTION TO MATCH 'BRIGHT TO TAWONGA GAP ROAD' CONCEPT PLAN.

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BOARD/ALPINE SHIRE VIEW

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 1**

Drawn:  
AP  
Checked:  
NT

Scale 1:18000 @ A3  
0 100 200m



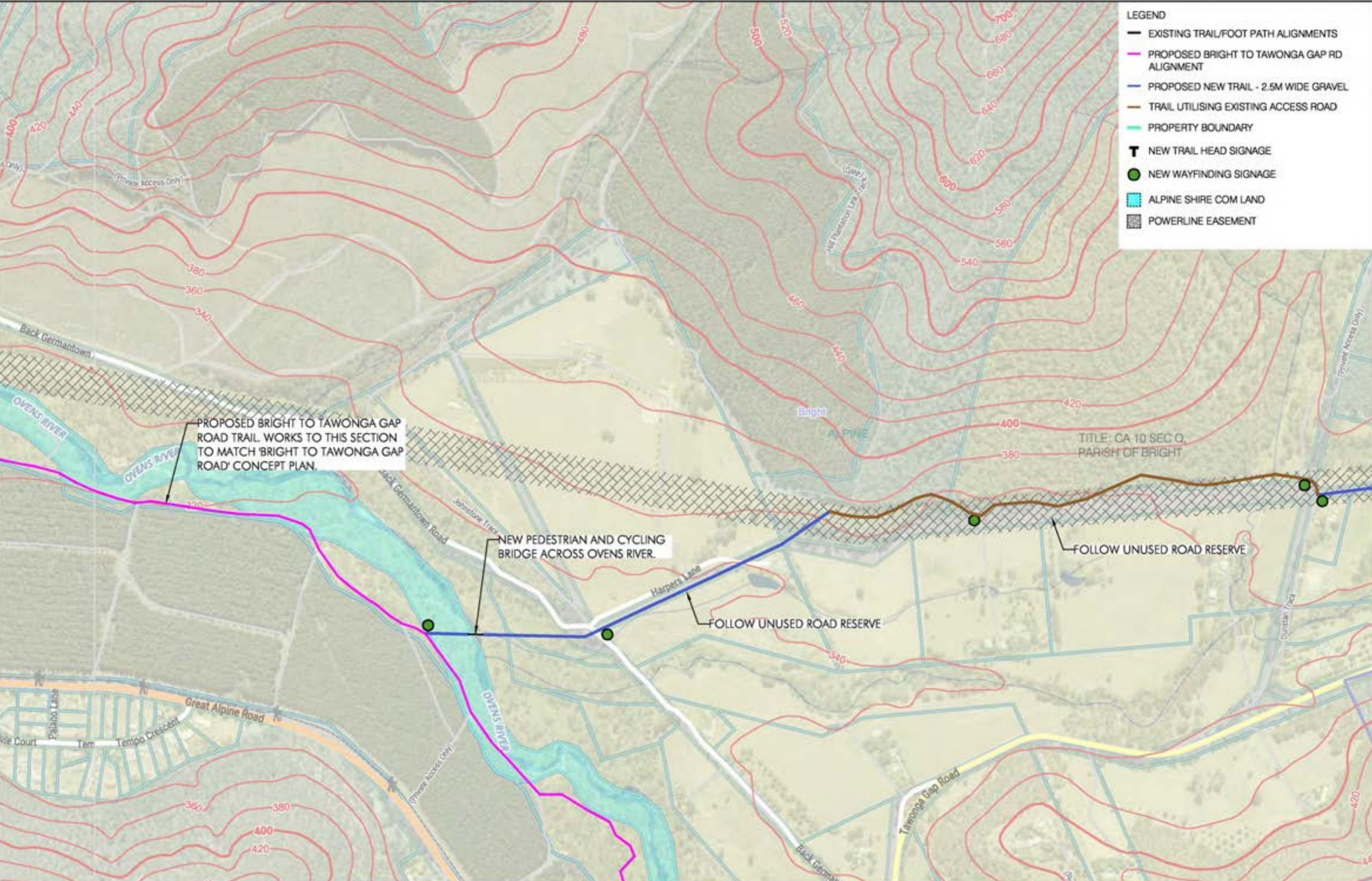
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**BMB\_02**

Revision  
**-**

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  - PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  - TRAIL UTILISING EXISTING ACCESS ROAD
  - PROPERTY BOUNDARY
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ALPINE SHIRE COM LAND
  - POWERLINE EASEMENT



PROPOSED BRIGHT TO TAWONGA GAP ROAD TRAIL. WORKS TO THIS SECTION TO MATCH 'BRIGHT TO TAWONGA GAP ROAD' CONCEPT PLAN.

NEW PEDESTRIAN AND CYCLING BRIDGE ACROSS OVENS RIVER.

FOLLOW UNUSED ROAD RESERVE

FOLLOW UNUSED ROAD RESERVE

TITLE: CA 10 SEC Q, PARISH OF BRIGHT

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**Alpine Shire Council**  
EDMUND BLAYNEY, BRIGHT VIEWS

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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 2

Drawn: AP  
Checked: NT

Scale 1:18000 @ A3

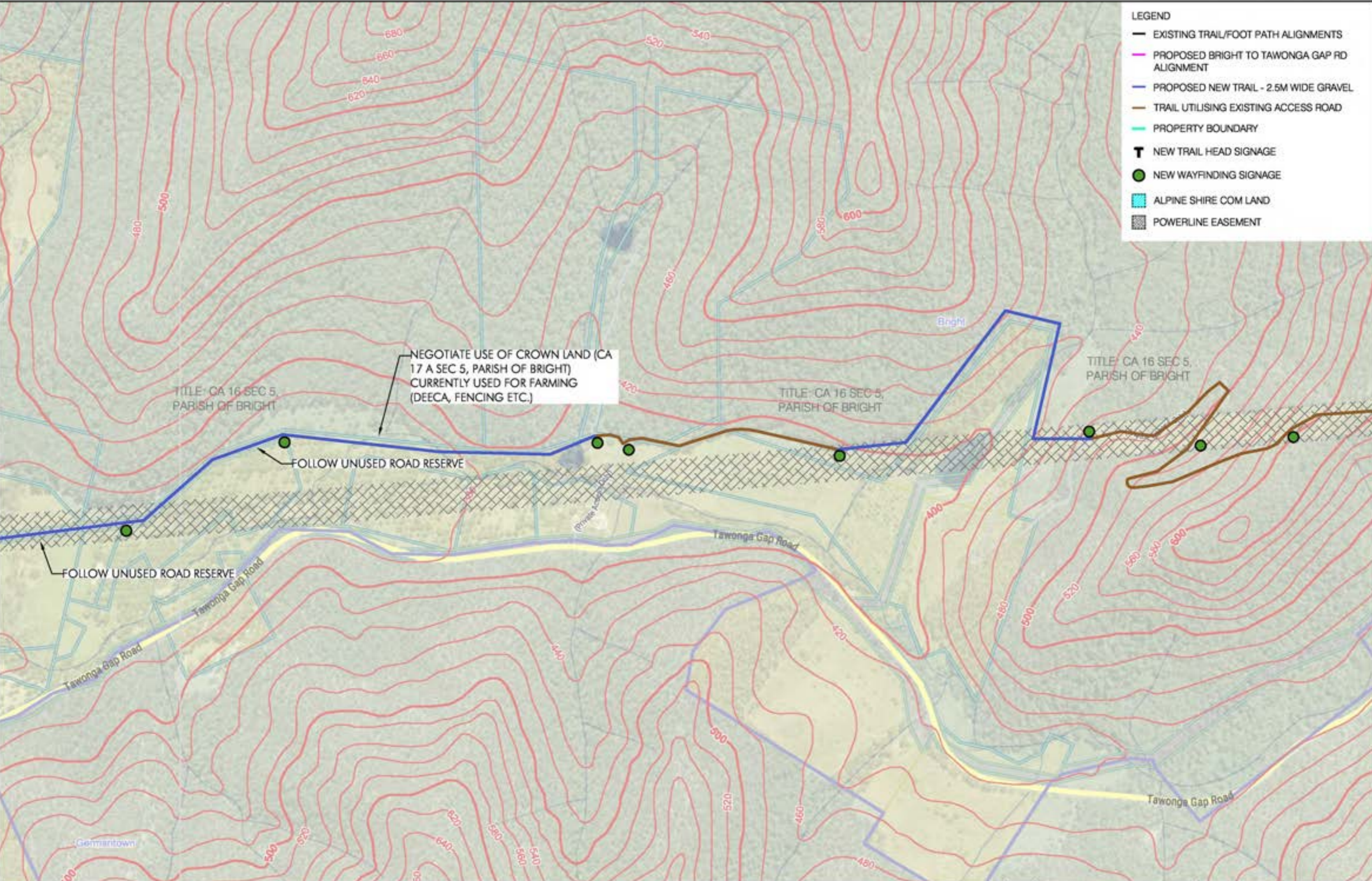
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Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BMB\_03**      Revision **-**

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  - PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  - TRAIL UTILISING EXISTING ACCESS ROAD
  - PROPERTY BOUNDARY
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ALPINE SHIRE COM LAND
  - POWERLINE EASEMENT



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Client  
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 20 MARSHALL AVENUE, BRIGHT/VIEW

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 3**

Drawn: AP  
 Checked: NT

Scale 1:18000 @ A3  
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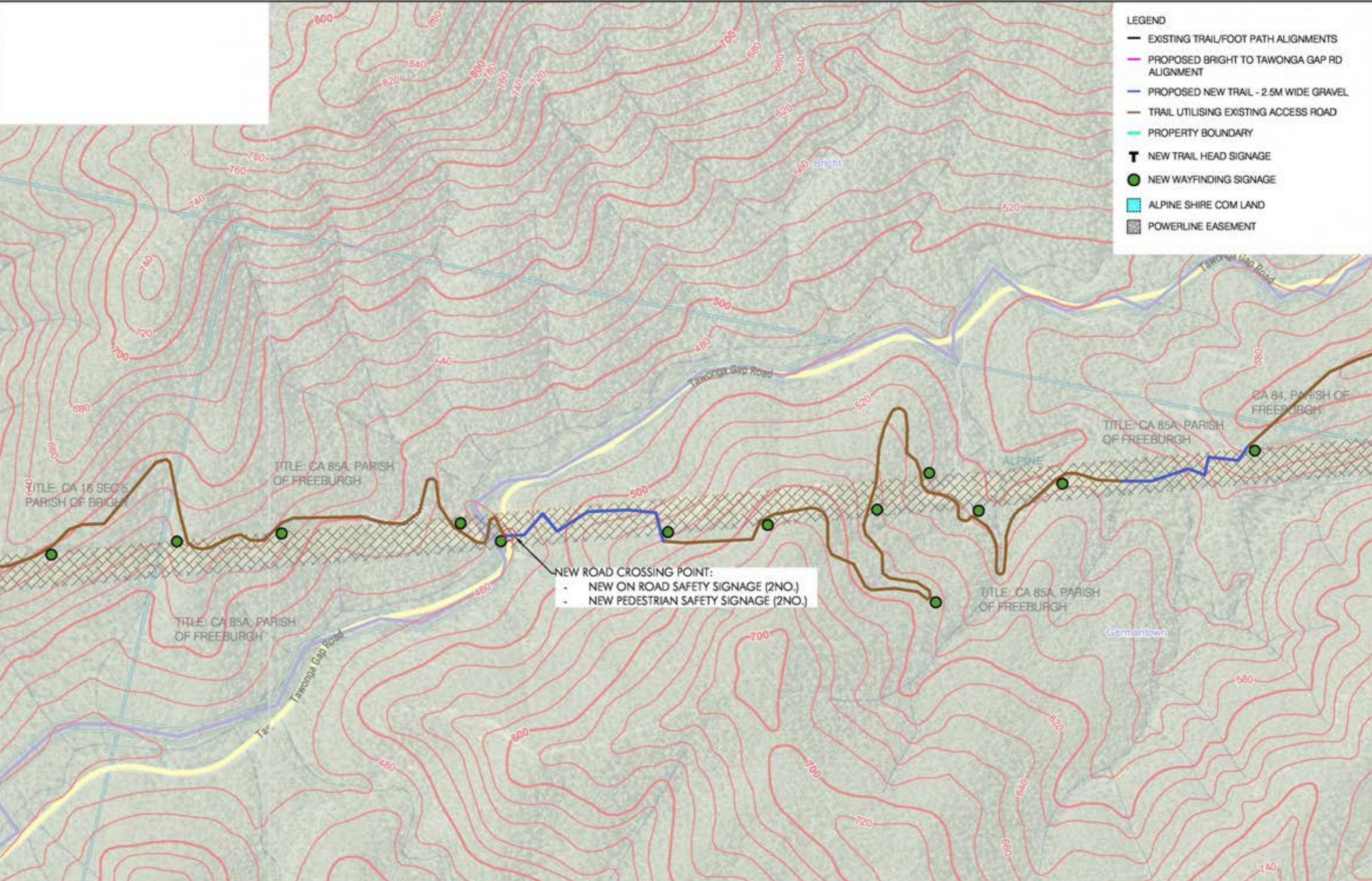
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BHO\_04**      Revision **-**

**LEGEND**

-  EXISTING TRAIL/FOOT PATH ALIGNMENTS
-  PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
-  PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
-  TRAIL UTILISING EXISTING ACCESS ROAD
-  PROPERTY BOUNDARY
-  NEW TRAIL HEAD SIGNAGE
-  NEW WAYFINDING SIGNAGE
-  ALPINE SHIRE COM LAND
-  POWERLINE EASEMENT



**NEW ROAD CROSSING POINT:**

- NEW ON ROAD SAFETY SIGNAGE (2NO.)
- NEW PEDESTRIAN SAFETY SIGNAGE (2NO.)



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Client  
**Alpine Shire Council**  
3 DONNELLY AVENUE, BRIGHT VIC 3763

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 4**

Drawn: AP  
Checked: NT



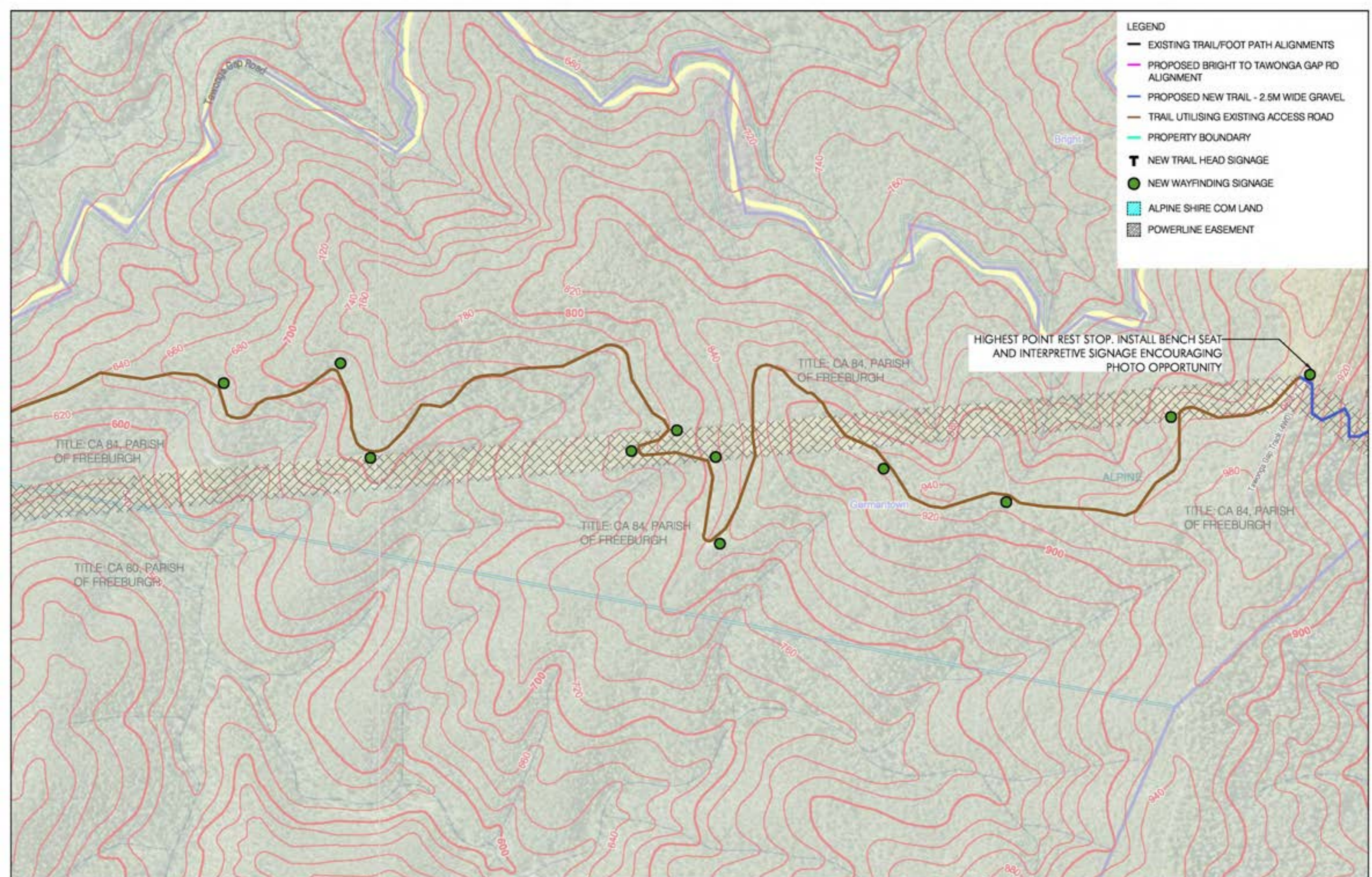
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Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BMB\_05**      Revision **-**

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  - PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  - TRAIL UTILISING EXISTING ACCESS ROAD
  - PROPERTY BOUNDARY
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ALPINE SHIRE COM LAND
  - POWERLINE EASEMENT



**TREDWELL**

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EDMUNDELL AVENUE, BRIGHTVIEW

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 5**

Drawn: AP  
Checked: NT  
Scale 1:18000 @ A3  
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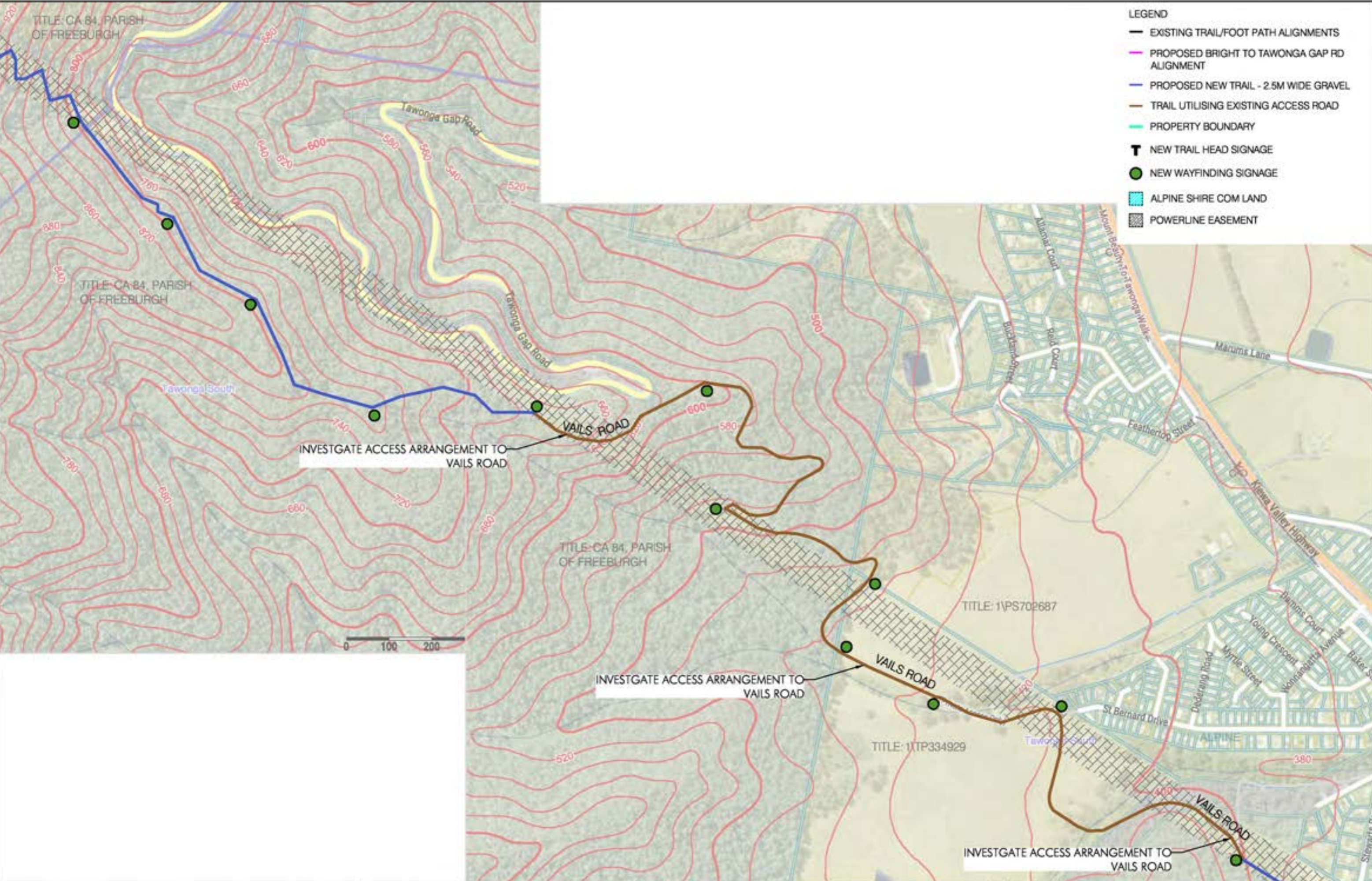


Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BMB\_06**      Revision **-**

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  - PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  - TRAIL UTILISING EXISTING ACCESS ROAD
  - PROPERTY BOUNDARY
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ALPINE SHIRE COM LAND
  - POWERLINE EASEMENT



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Client  
**Alpine Shire Council**  
 5 DONALD AVENUE, BRIGHTVIEW

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 6**

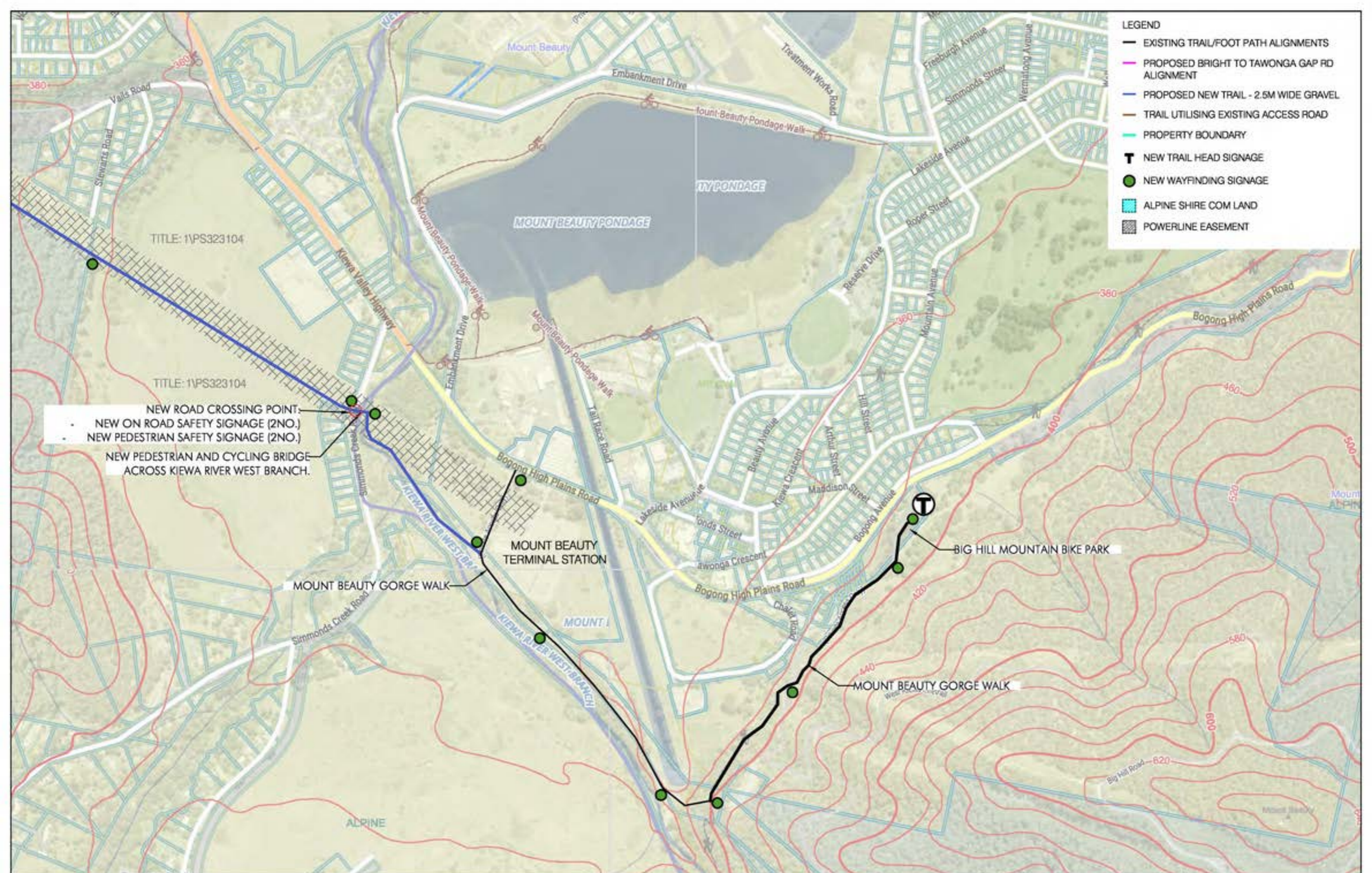
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Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BMB\_07**      Revision **-**



- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED BRIGHT TO TAWONGA GAP RD ALIGNMENT
  - PROPOSED NEW TRAIL - 2.5M WIDE GRAVEL
  - TRAIL UTILISING EXISTING ACCESS ROAD
  - PROPERTY BOUNDARY
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ALPINE SHIRE COM LAND
  - POWERLINE EASEMENT

NEW ROAD CROSSING POINT:  
 • NEW ON ROAD SAFETY SIGNAGE (2NO.)  
 • NEW PEDESTRIAN SAFETY SIGNAGE (2NO.)  
 NEW PEDESTRIAN AND CYCLING BRIDGE  
 ACROSS KIEWA RIVER WEST BRANCH.

**TREDWELL**

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**Alpine Shire Council**  
 EDWARDS AVENUE, BRIGHT VIC

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BRIGHT TO MOUNT BEAUTY ADVENTURE TRAIL - SECTION 7**

Drawn: AP  
 Checked: NT

Scale 1:18000 @ A3

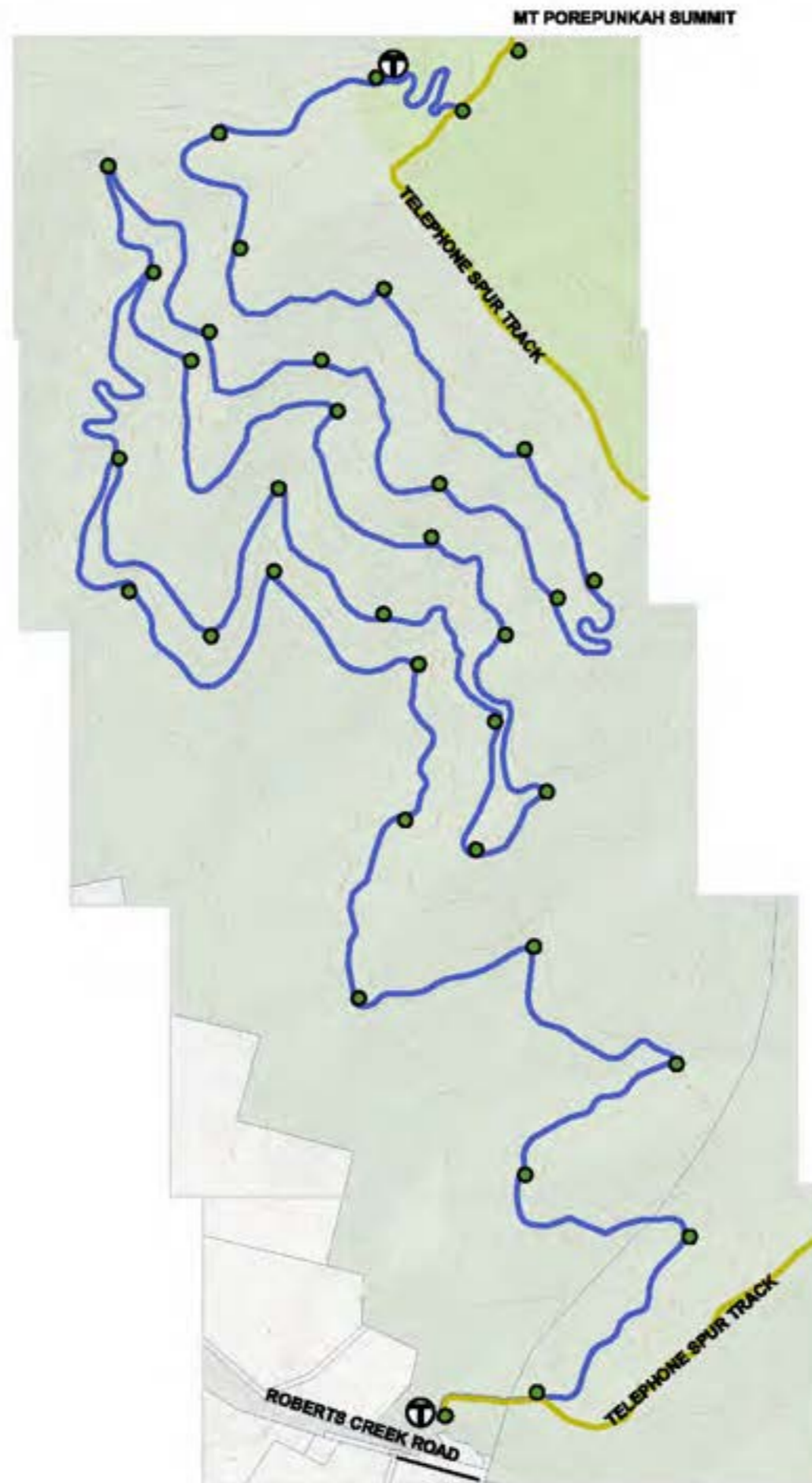
0 100 200m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BT\_08**      Revision **-**

- LEGEND**
- EXISTING ACCESS ROAD
  - PROPOSED NEW TRAIL - NATURAL FINISH
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - 20M CONTOUR
  - PROPERTY BOUNDARY



TOTALS	
LENGTH - PROPOSED TRAIL RUNNING TRAIL (NATURAL FINISH)	21.10KM
LENGTH - PROPOSED TRAIL EXTENSION TO MOUNT POREPUNKAH SUMMIT (TO TELEPHONE SPUR TRACK) (NATURAL FINISH)	669M
NEW TRAIL HEAD SIGNS	2
NEW WAYFINDING SIGNS	36
TOTAL ELEVATION GAIN - SPOTS TRACK TO MT POREPUNKAH SUMMIT	760M

**NOTES:**

ALIGNMENT INDICATIVE ONLY AND GROUND PROOFING REQUIRED TO CONFIRM PROPOSED ALIGNMENT.

AVOID NATIVE VEGETATION REMOVAL IN GROUND-PROOFED ALIGNMENT.

**TREDWELL**

Tredwell Management Services  
3/217 Henley Beach Road  
Torrensville, SA 5031  
Phone: 08 8294 6387

Client  
**Alpine Shire Council**  
EDMUND LAYNE, SHIRE MGR

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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN  
DRAWING TITLE  
MT POREPUNKAH RUNNING TRAIL - OVERVIEW MAP

Drawn:  
AP  
Checked:  
NT



Scale 1:12000 @ A3  
0 150 300m

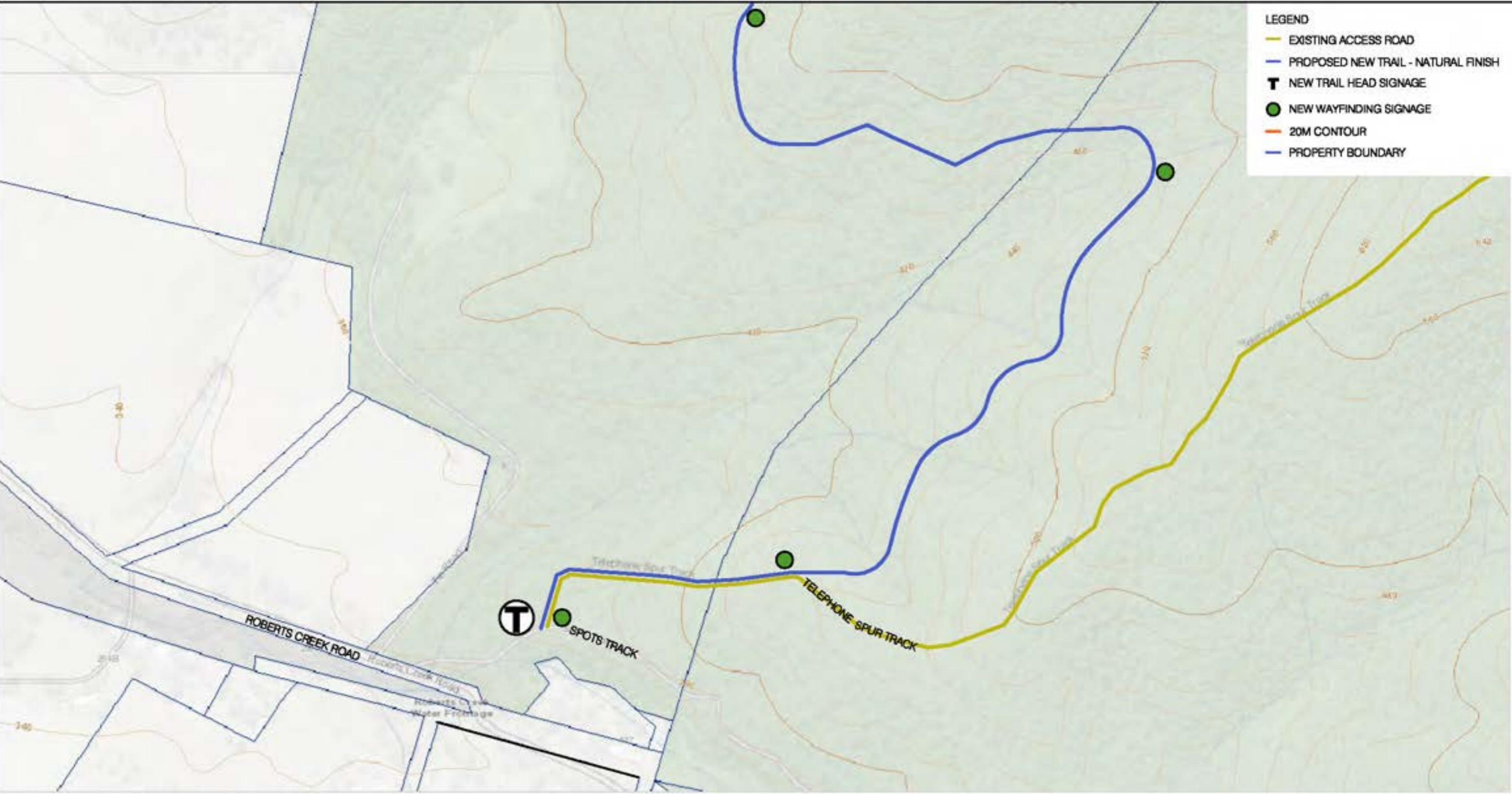
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**MPR\_01**

Revision  
-

- LEGEND**
- EXISTING ACCESS ROAD
  - PROPOSED NEW TRAIL - NATURAL FINISH
  - T** NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - 20M CONTOUR
  - PROPERTY BOUNDARY



**TREDWELL**

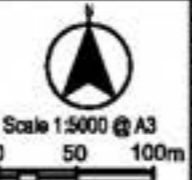
Tredwell Management Services  
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 Torrensville, SA 5031  
 Phone: 08 8234 6387

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**Alpine Shire Council**  
 23 MARILLAVILLE, SHERIDAN

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**  
 DRAWING TITLE  
**MT POREPUNKAH RUNNING TRAIL - SECTION 01**

Drawn:  
 AP  
 Checked:  
 NT

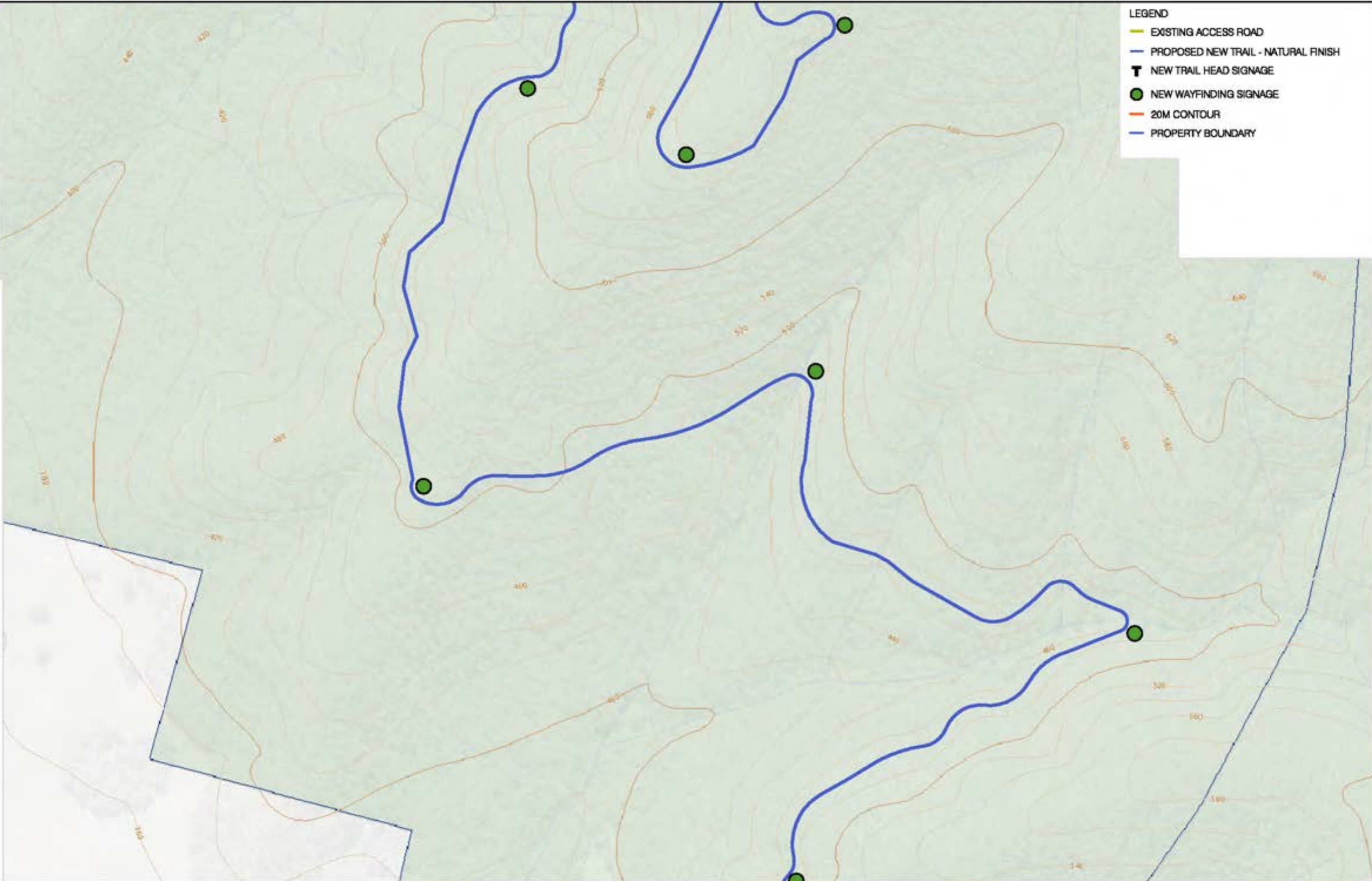


Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**MPR\_02**  
 Revision  
 -

- LEGEND**
-  EXISTING ACCESS ROAD
  -  PROPOSED NEW TRAIL - NATURAL FINISH
  -  NEW TRAIL HEAD SIGNAGE
  -  NEW WAYFINDING SIGNAGE
  -  20M CONTOUR
  -  PROPERTY BOUNDARY



**TREDWELL**

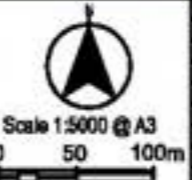
Tredwell Management Services  
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 Torrensville, SA 5031  
 Phone: 08 8234 6387

Client  
**Alpine Shire Council**  
 EDWARDS AVENUE, SHERWOOD

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**  
 DRAWING TITLE  
**MT POREPUNKAH RUNNING TRAIL - SECTION 02**

Drawn:  
 AP  
 Checked:  
 NT



Rev.	Date	Description

**DRAFT CONCEPT**  
 Drawing No.  
**MPR\_03**  
 Revision  
 -

OPPORTUNITY TO OFFER SHORTER 10KM OR 15KM TRAIL

TELEPHONE SPUR TRACK

- LEGEND**
-  EXISTING ACCESS ROAD
  -  PROPOSED NEW TRAIL - NATURAL FINISH
  -  NEW TRAIL HEAD SIGNAGE
  -  NEW WAYFINDING SIGNAGE
  -  20M CONTOUR
  -  PROPERTY BOUNDARY

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 Torrensville, SA 5031  
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EDMUNDILLAYNA, SHERIDONG

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**MT POREPUNKAH RUNNING TRAIL - SECTION 03**

Drawn:  
 AP  
 Checked:  
 NT

  
 Scale 1:5000 @ A3  
 0 50 100m

Rev.	Date	Description

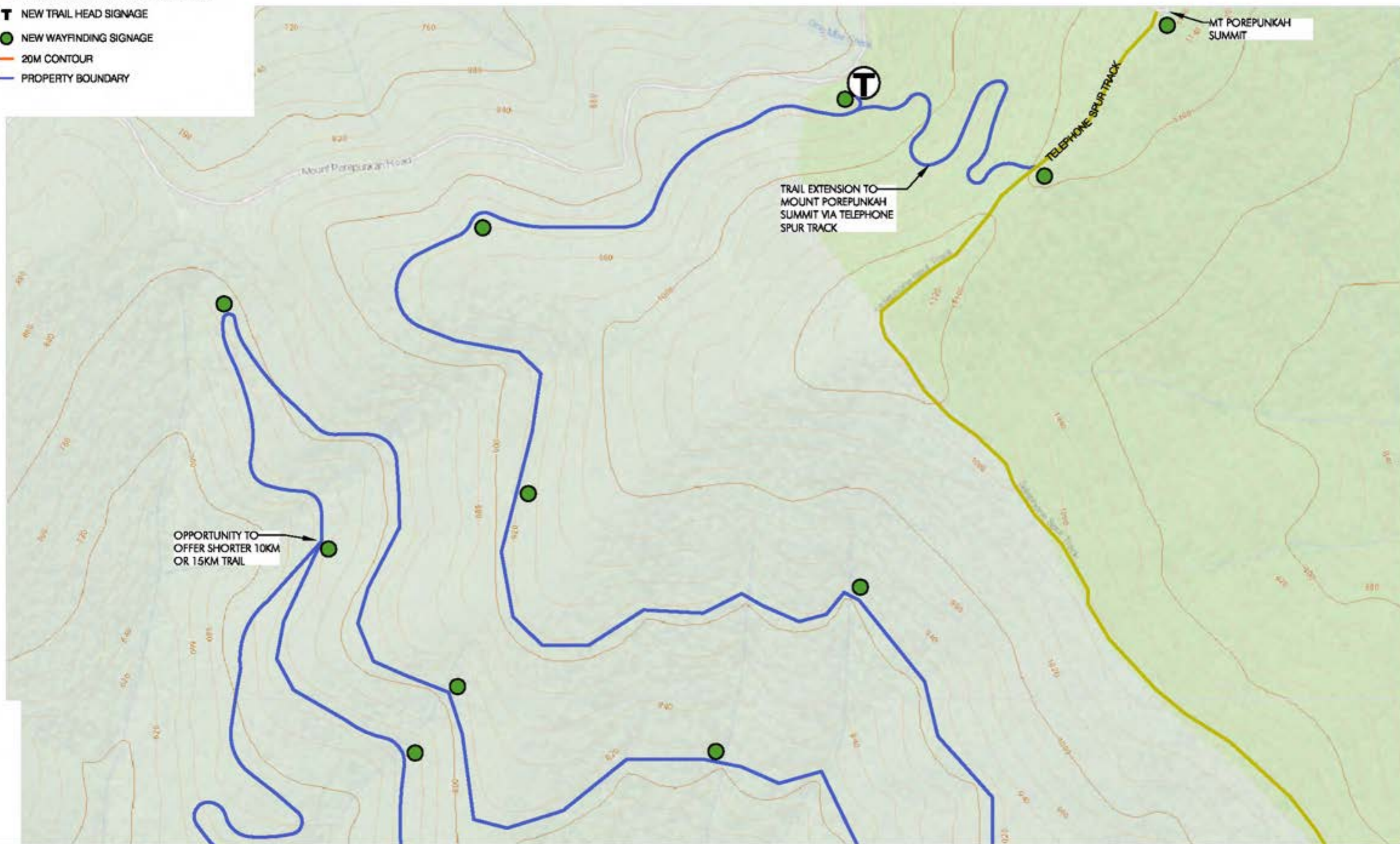
**DRAFT CONCEPT**

Drawing No.  
**MPR\_04**

Revision  
 -

**LEGEND**

- EXISTING ACCESS ROAD
- PROPOSED NEW TRAIL - NATURAL FINISH
- T** NEW TRAIL HEAD SIGNAGE
- NEW WAYFINDING SIGNAGE
- 20M CONTOUR
- PROPERTY BOUNDARY



**TREDWELL**

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Torrensville, SA 5031  
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Client  
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EDMUND AVENUE, SHERWOOD

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**MT POREPUNKAH RUNNING TRAIL - SECTION 04**

Drawn:  
AP  
Checked:  
NT



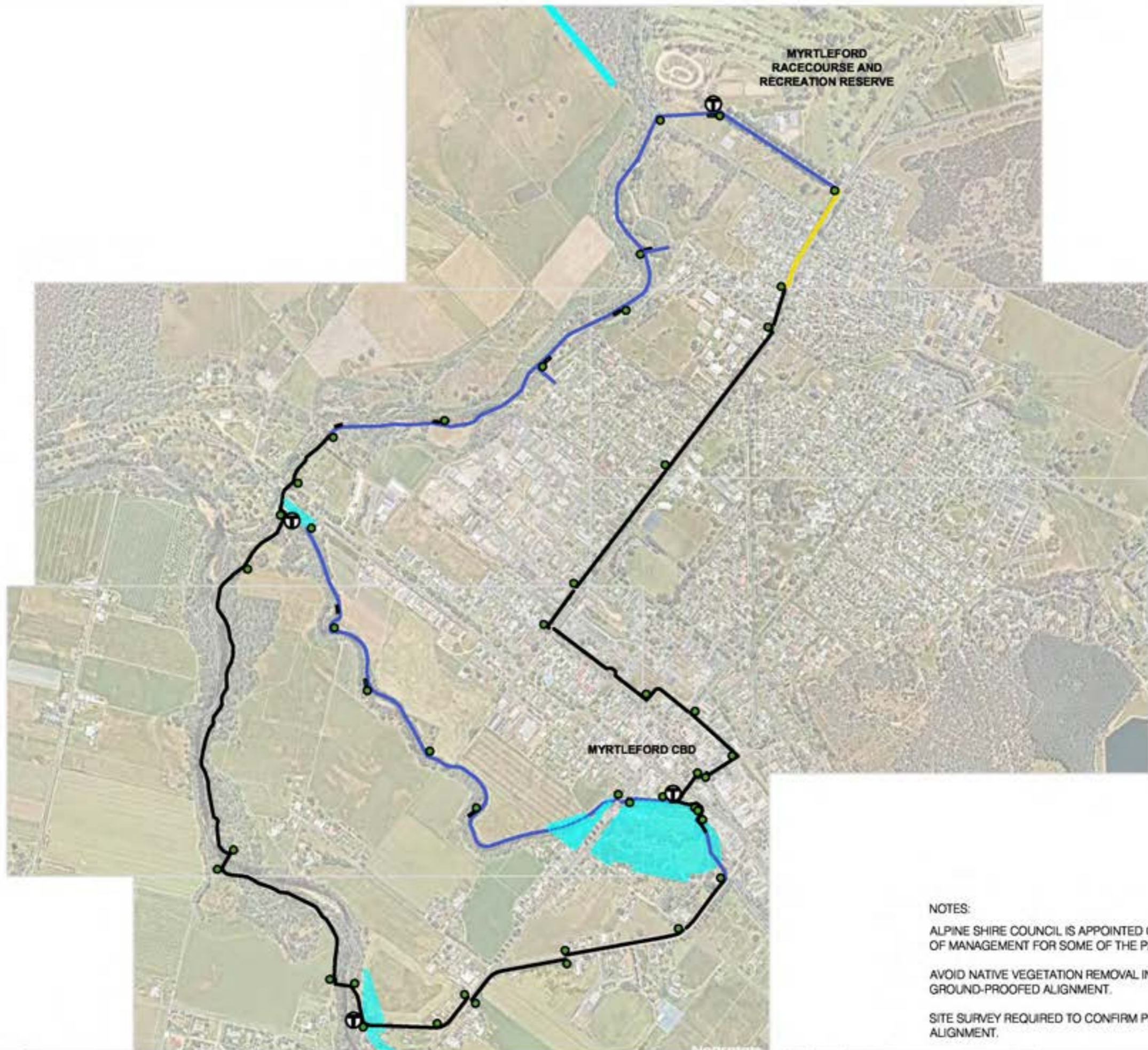
Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**MPR\_05**

Revision  
**-**

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED NEW TRAIL - 2.0M WIDE ASPHALT
  - PROPOSED NEW ON ROAD LINE MARKING
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - ▭ NEW SEATING
  - ALPINE SHIRE COM LAND



TOTALS	
LENGTH - EXISTING TRAIL (NO WORKS REQUIRED)	5.64KM
LENGTH - PROPOSED NEW ASPHALT PATH	4.18KM
LENGTH - EXISTING AND PROPOSED	9.82KM
TOTAL NEW ASPHALT PATH AREA @ 2.5M WIDE TO PROPOSED TRAIL	10,780.3M <sup>2</sup>
TOTAL NEW ON-ROAD LINEMARKING	322M
NEW TRAIL HEAD SIGNS	4
NEW WAYFINDING SIGNS	44
NEW ON ROAD SAFETY SIGNAGE	6
NEW PEDESTRIAN SAFETY SIGNAGE	6
NEW BENCH SEATING	9

**NOTES:**

ALPINE SHIRE COUNCIL IS APPOINTED COMMITTEE OF MANAGEMENT FOR SOME OF THE PARCELS.

AVOID NATIVE VEGETATION REMOVAL IN GROUND-PROOFED ALIGNMENT.

SITE SURVEY REQUIRED TO CONFIRM PROPOSED ALIGNMENT.

**TREDWELL**

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Torrensville, SA 5031  
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Client  
**Alpine Shire Council**  
20 SANDHILL AVENUE, BRIGHTON

PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
BARWIDGEE CREEK AND HAPPY VALLEY CREEK TRAIL  
TO OVENS RIVER TRAIL (MOOSAIC TRAIL) - OVERVIEW MAP

Drawn:  
AP  
Checked:  
NT



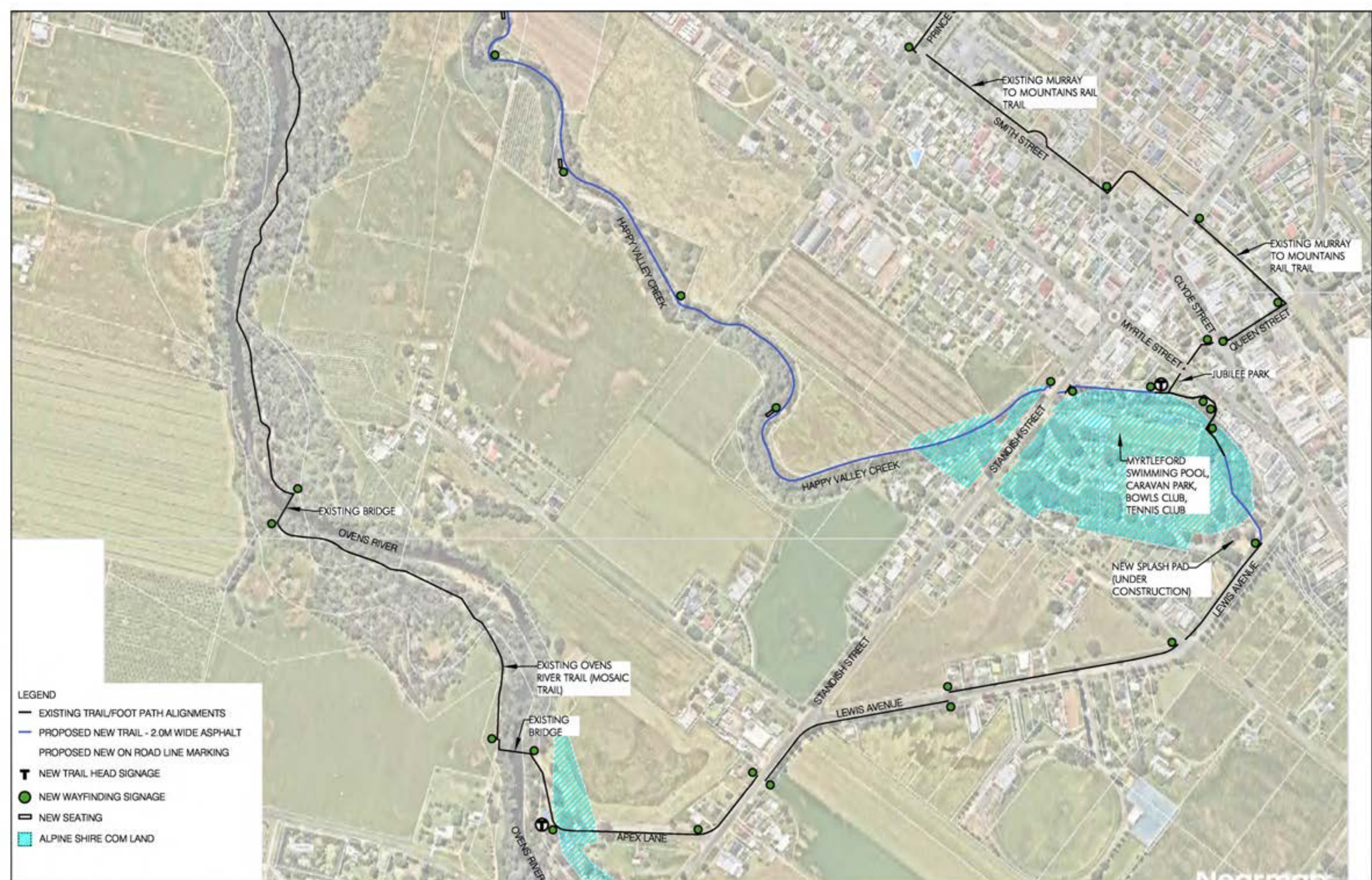
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0 150 300m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BHO\_01** Revision **-**

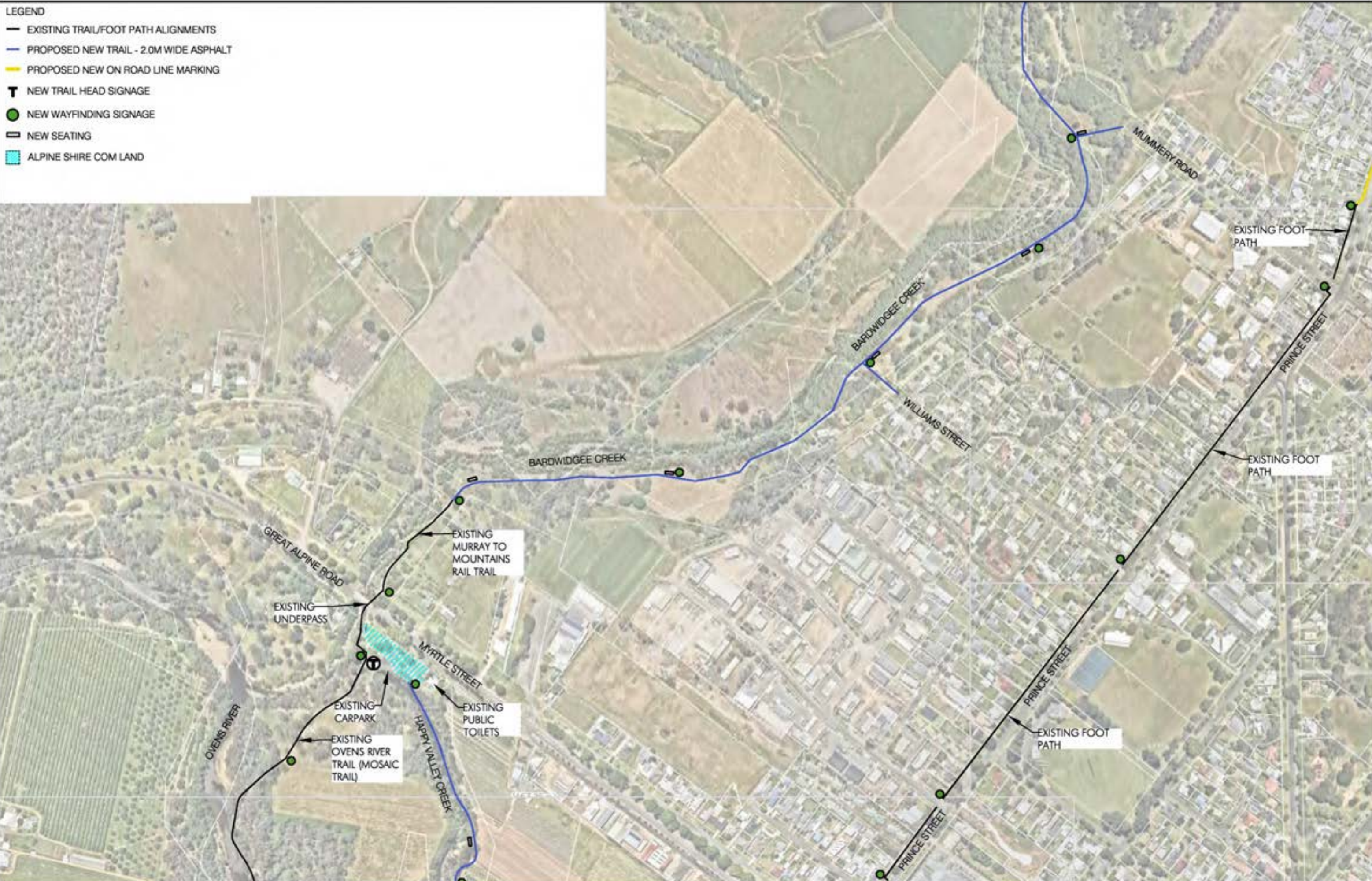
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Rev.	Date	Description

**LEGEND**

- EXISTING TRAIL/FOOT PATH ALIGNMENTS
- PROPOSED NEW TRAIL - 2.0M WIDE ASPHALT
- PROPOSED NEW ON ROAD LINE MARKING
- T NEW TRAIL HEAD SIGNAGE
- NEW WAYFINDING SIGNAGE
- ▭ NEW SEATING
- ▨ ALPINE SHIRE COM LAND



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Client  
**Alpine Shire Council**  
20 CHARDL AVENUE, BRIGHTON

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**BARWIDGEE CREEK AND HAPPY VALLEY CREEK TRAIL TO OVENS RIVER TRAIL (MOOSAIC TRAIL) - OVERVIEW MAP**

Drawn: AP  
 Checked: NT

Scale 1:5000 @ A3  
 0 50 100m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BHO\_03**      Revision **-**

LEGEND

- EXISTING TRAIL/FOOT PATH ALIGNMENTS
- PROPOSED NEW TRAIL - 2.0M WIDE ASPHALT
- PROPOSED NEW ON ROAD LINE MARKING
- T NEW TRAIL HEAD SIGNAGE
- NEW WAYFINDING SIGNAGE
- ▭ NEW SEATING
- ▭ ALPINE SHIRE COM LAND



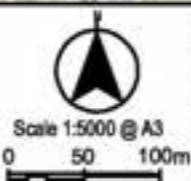
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Torrensville, SA 5031  
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Client  
**Alpine Shire Council**  
3 COUNCIL AVENUE, BIRDVIEW  
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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**  
DRAWING TITLE  
**BARWIDGEE CREEK AND HAPPY VALLEY CREEK TRAIL TO OVENS RIVER TRAIL (MOOSAIC TRAIL) - OVERVIEW MAP**

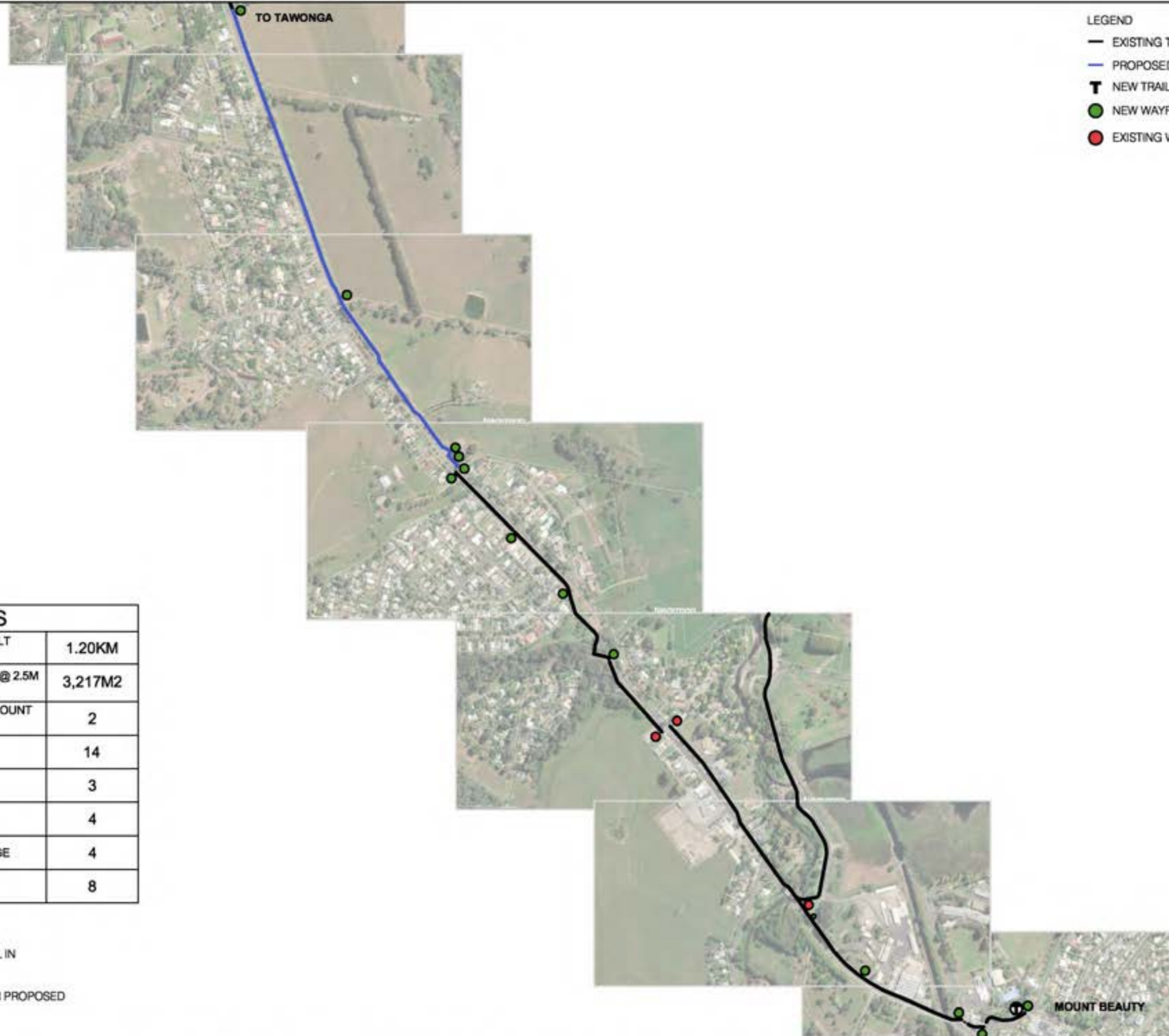
Drawn:  
AP  
Checked:  
NT



Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **BHO\_04** Revision **-**



- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - EXISTING WAYFINDING SIGNAGE

TOTALS	
LENGTH - PROPOSED NEW ASPHALT PATH	1.20KM
TOTAL NEW ASPHALT PATH AREA @ 2.5M WIDE TO PROPOSED TRAIL	3,217M2
NEW TRAIL HEAD SIGNS (ONE IN MOUNT BEAUTY AND ONE IN TAWONGA)	2
NEW WAYFINDING SIGNS	14
EXISTING WAYFINDING SIGNS	3
NEW ON ROAD SAFETY SIGNAGE	4
NEW PEDESTRIAN SAFETY SIGNAGE	4
NEW CHICANE BARRIER	8

**NOTES:**

AVOID NATIVE VEGETATION REMOVAL IN GROUND-PROOFED ALIGNMENT.

SITE SURVEY REQUIRED TO CONFIRM PROPOSED ALIGNMENT.

**TREDWELL**  
 Tredwell Management Services  
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Client  
**Alpine Shire Council**  
10 MURIEL AVENUE, BRIGHTON

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**TAWONGA TO MOUNT BEAUTY - OVERVIEW MAP**

Drawn:  
 AP  
 Checked:  
 NT

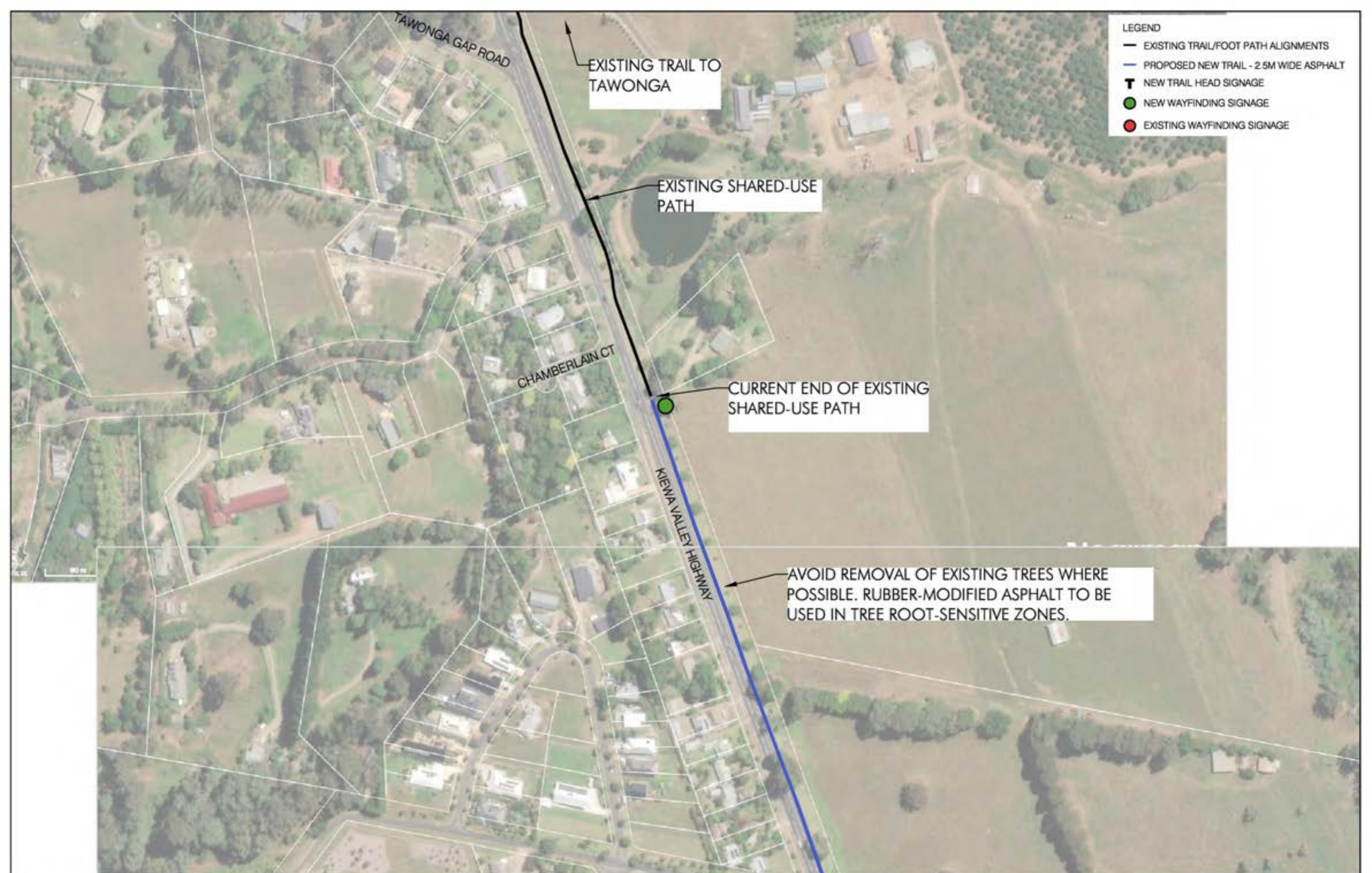
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Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**TMB\_01**

Revision  
 -



- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - EXISTING WAYFINDING SIGNAGE

**TREDWELL**

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 Torrensville, SA 5031  
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Client  
**Alpine Shire Council**  
2 CHAMBERLAIN AVENUE, BIRDVIEW VIC 3083

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PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**TAWONGA TO MOUNT BEAUTY - SECTION 1**

Drawn:  
AP  
 Checked:  
NT

Scale 1:12500 @ A3

0 50 100m



Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No.  
**TMB\_02**

Revision  
 -

- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - EXISTING WAYFINDING SIGNAGE

AVOID REMOVAL OF EXISTING TREES WHERE POSSIBLE. RUBBER-MODIFIED ASPHALT TO BE USED IN TREE ROOT-SENSITIVE ZONES.

AVOID REMOVAL OF EXISTING TREES WHERE POSSIBLE. RUBBER-MODIFIED ASPHALT TO BE USED IN TREE ROOT-SENSITIVE ZONES.

REMOVE DECEASED TREE. RUBBER-MODIFIED ASPHALT TO BE USED IN TREE ROOT-SENSITIVE ZONES.

SMALL TREE REMOVAL



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2 DUNDRELL AVENUE, BENDIGO VIC 3480

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PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN  
DRAWING TITLE  
TAWONGA TO MOUNT BEAUTY - SECTION 2

Drawn:  
AP  
Checked:  
NT  
Scale 1:12500 @ A3  
0 50 100m



Rev.	Date	Description

**DRAFT CONCEPT**  
Drawing No.  
**TMB\_03**  
Revision  
-

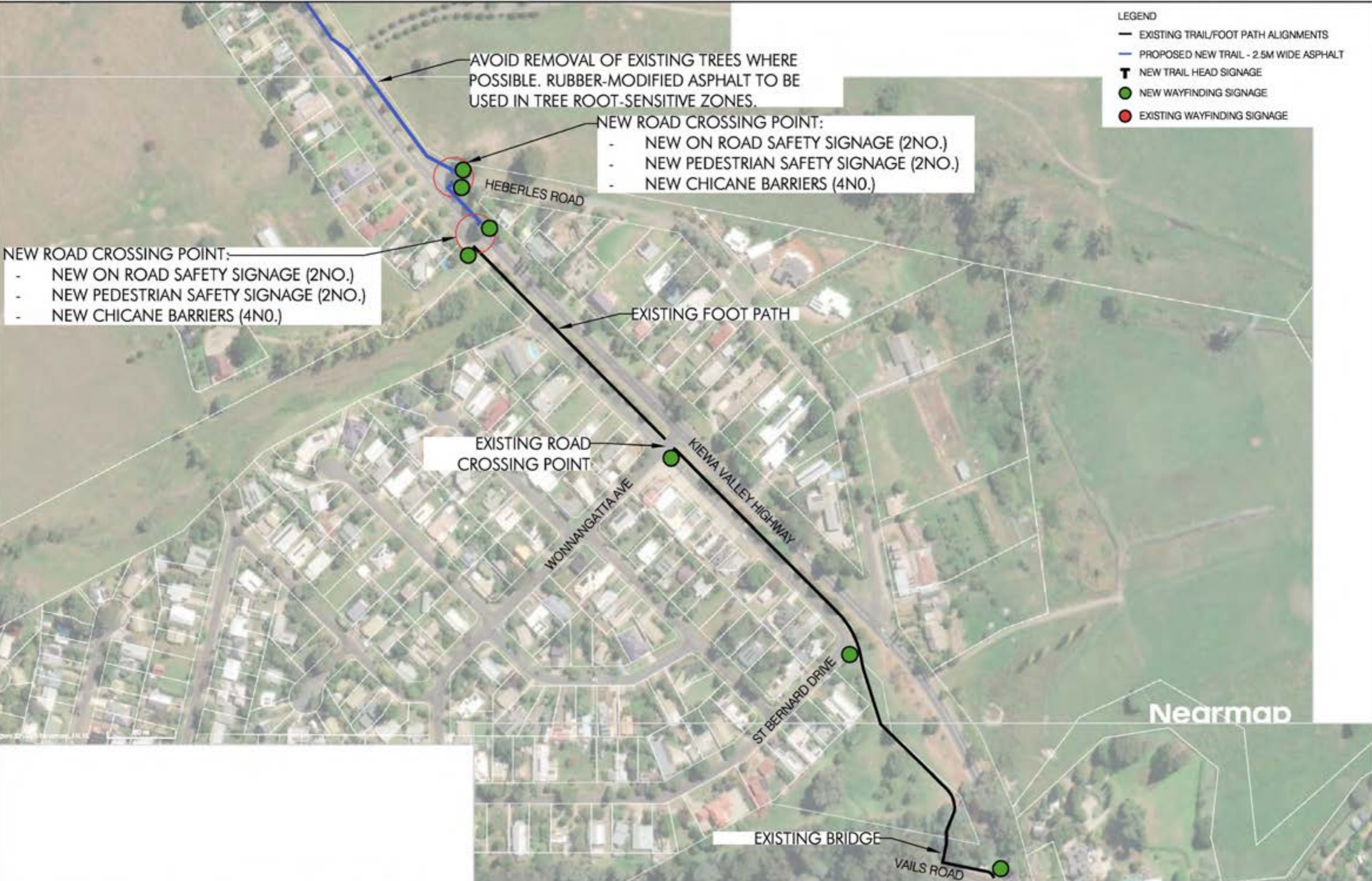
**LEGEND**

- EXISTING TRAIL/FOOT PATH ALIGNMENTS
- PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
- T NEW TRAIL HEAD SIGNAGE
- NEW WAYFINDING SIGNAGE
- EXISTING WAYFINDING SIGNAGE

AVOID REMOVAL OF EXISTING TREES WHERE POSSIBLE. RUBBER-MODIFIED ASPHALT TO BE USED IN TREE ROOT-SENSITIVE ZONES.

NEW ROAD CROSSING POINT:  
 - NEW ON ROAD SAFETY SIGNAGE (2NO.)  
 - NEW PEDESTRIAN SAFETY SIGNAGE (2NO.)  
 - NEW CHICANE BARRIERS (4NO.)

NEW ROAD CROSSING POINT:  
 - NEW ON ROAD SAFETY SIGNAGE (2NO.)  
 - NEW PEDESTRIAN SAFETY SIGNAGE (2NO.)  
 - NEW CHICANE BARRIERS (4NO.)



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Client  
**Alpine Shire Council**  
 10 MARSH AVENUE, BRIGHTON

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PROJECT  
 ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
 TAWONGA TO MOUNT BEAUTY - SECTION 3

Drawn: AP  
 Checked: NT

Scale 1:12500 @ A3

0 50 100m

Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **TMB\_04** Revision -



- LEGEND**
- EXISTING TRAIL/FOOT PATH ALIGNMENTS
  - PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
  - T NEW TRAIL HEAD SIGNAGE
  - NEW WAYFINDING SIGNAGE
  - EXISTING WAYFINDING SIGNAGE

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**Alpine Shire Council**  
PO BOX 11, ALPINE, VIC 3700

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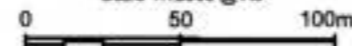
PROJECT  
**ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN**

DRAWING TITLE  
**TAWONGA TO MOUNT BEAUTY - SECTION 4**

Drawn:  
 AP  
 Checked:  
 NT



Scale 1:12500 @ A3



Rev.	Date	Description

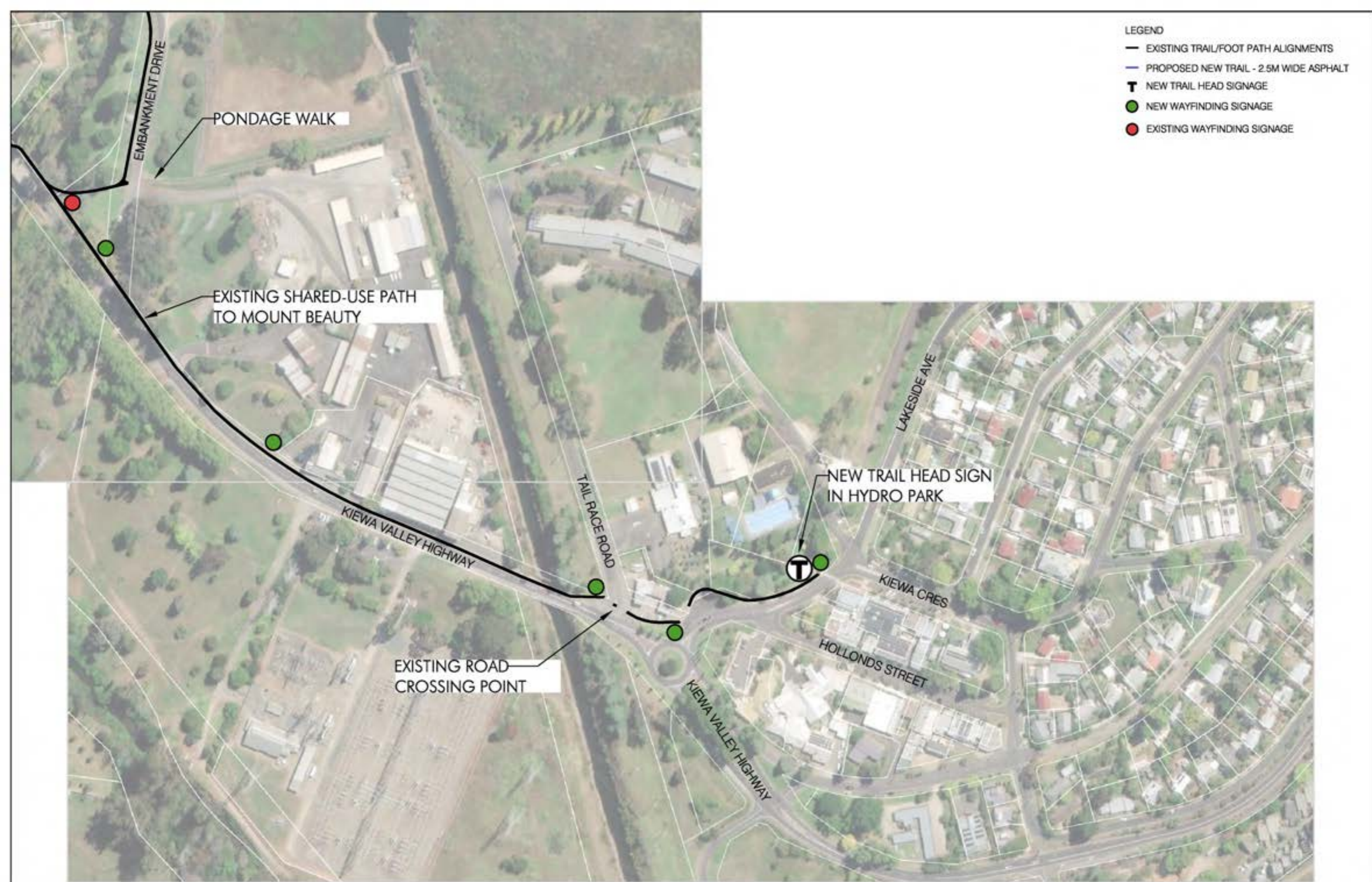
**DRAFT CONCEPT**

Drawing No.  
**TMB\_05**

Revision  
 -

LEGEND

- EXISTING TRAIL/FOOT PATH ALIGNMENTS
- PROPOSED NEW TRAIL - 2.5M WIDE ASPHALT
- T NEW TRAIL HEAD SIGNAGE
- NEW WAYFINDING SIGNAGE
- EXISTING WAYFINDING SIGNAGE



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PO BOX 100, MOUNT BEAUTY

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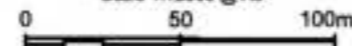
PROJECT  
ALPINE SHIRE TRACKS AND TRAILS MASTER PLAN

DRAWING TITLE  
TAWONGA TO MOUNT BEAUTY - SECTION 5

Drawn:  
AP  
Checked:  
NT



Scale 1:12500 @ A3



Rev.	Date	Description

**DRAFT CONCEPT**

Drawing No. **TMB\_06**      Revision **-**

Tredwell Management Services



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W: [www.tredwell.com.au](http://www.tredwell.com.au)