



Mansfield Shire

Tracks and Trails Strategy 2026 - 2046

Volume 2

Situational, Issues and
Opportunities Analysis
Report

June 2026



TREDWELL

Acknowledgments

Mansfield Shire Council acknowledges the Taungurung people as the traditional custodians and we pay our respects to their Elders past and present. Council extends that respect to all members of our community.

The Tracks and Trails Strategy has been developed by the Mansfield Shire in partnership with the Victorian Government, Alpine Resorts Victoria and Tredwell Management.



**Mansfield
Shire**



**Alpine Resorts
Victoria**



The development of this Strategy involved input from many stakeholders and community members. Without their contributions, this document would not truly reflect the needs and aspirations of the region. Mansfield Shire Council sincerely acknowledges and thanks all those involved.

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01

Introduction



Project Overview

Project Background

The Mansfield Shire Tracks and Trails Strategy 2026–2046 (Strategy) assesses the current recreational tracks and trails network and identifies opportunities for future development across Mansfield Shire and nearby areas including Mt Buller and Mt Stirling.

The Strategy will include a situational analysis, identification of issues and opportunities, an economic assessment and an implementation plan. It aims to enhance connectivity, accessibility and community benefit.

A strong focus on stakeholder engagement will guide the Strategy's development, ensuring alignment with local needs and aspirations through consultation led by Council and its consultants.

Project Scope

This project aims to create a 20 year strategic framework to guide the investment, improvement and sustainable management of Mansfield Shire's recreational tracks and trails.

It will support a wide range of users from local families to mountain bikers, hikers and horse riders with a focus on accessibility, inclusion and long-term use. The framework will enhance active recreation opportunities across the Shire, nearby communities and the Alpine Resorts.

This report is the Situational Analysis, Issues and Opportunities Analysis Report, which summarises the outcomes of the research and consultation phases of the project and will inform the development of the Strategy.

Project Methodology/Approach

The approach to developing the Strategy is a five stage process and this report presents the findings of the first two stages.:

- 
1. Situational Analysis
 2. Issues and Opportunities
 3. Economic Assessment
 4. Strategy Development
 5. Implementation Plan

Definitions

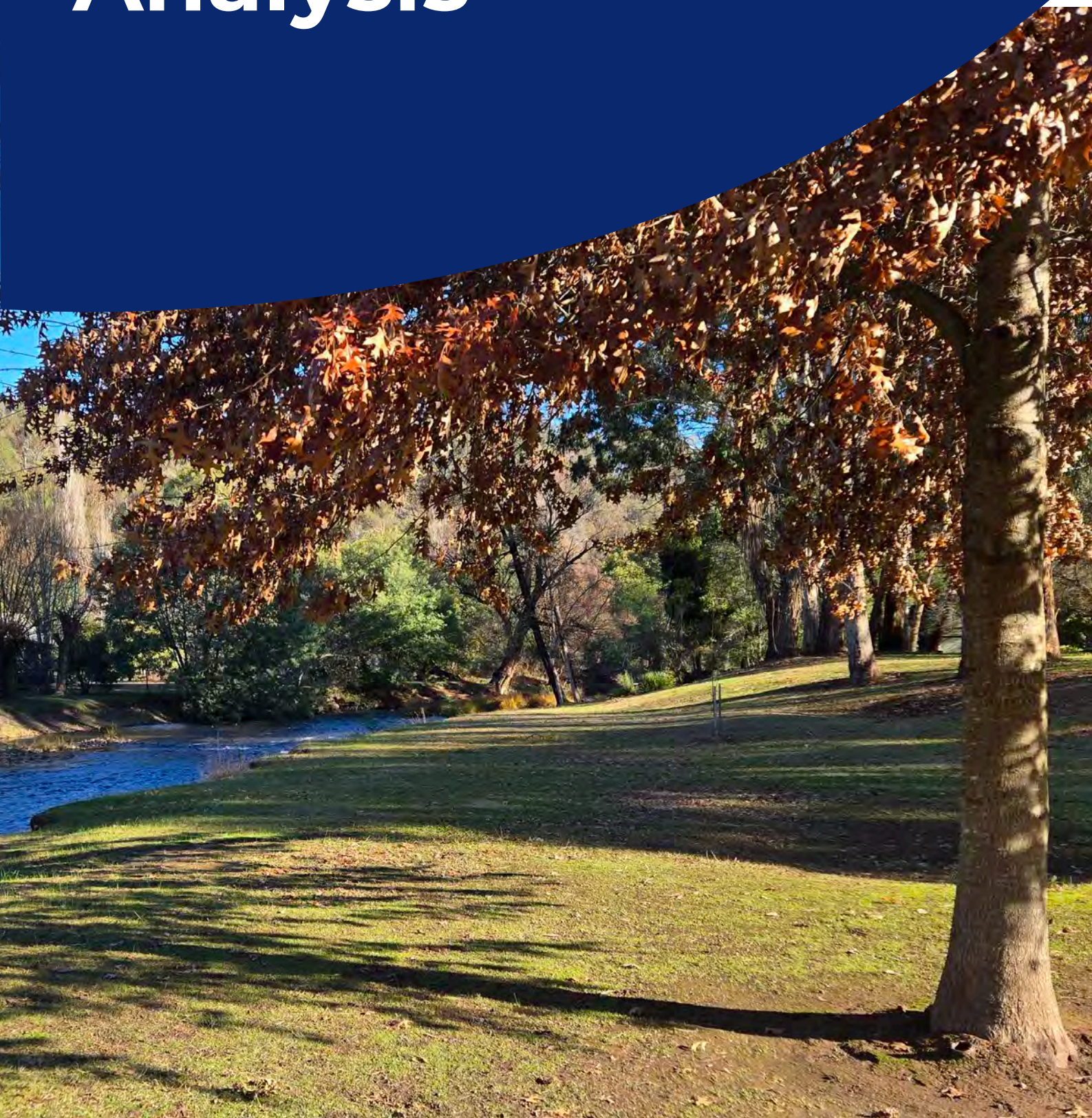
Tracks and Trails - For the purposes of the Strategy, in general, tracks refer to well-maintained all-weather surfaces designed specifically for walking/running and cycling, while trails are generally less developed routes intended for hiking, mountain biking and horse riding, requiring lower levels of design and maintenance. Noting some existing tracks and trails names may not meet this criteria.

Alpine Resorts Victoria – includes the Mount Buller and Mount Stirling Resorts
Strategy - Mansfield Shire Tracks and Trails Strategy 2026–2046

Shire - Mansfield Shire

02

Situational Analysis



Shire Profile

The Shire is located in North East Victoria, approximately two and a half hours' drive from Melbourne. Over 10,000 people call the Shire home, drawn to its scenic beauty, relaxed lifestyle and strong sense of community.

Set against a backdrop of alpine landscapes, rivers and lakes, the Shire presents a diverse nature-based environment. From snow-covered peaks in winter to vibrant bushland tracks and trails in summer, the region offers year round opportunities for outdoor recreation and relaxation.

The Shire is recognised for its strong outdoor lifestyle, offering accessible opportunities for activities such as walking, cycling, camping and horse riding. The extensive range of natural attractions and track and trail networks contributes to the Shire's appeal as a popular destination for both holidaymakers and individuals seeking a rural lifestyle change.

Mansfield township is the main centre, with a lively main street, strong visitor services and a welcoming country town atmosphere. Smaller communities such as Bonnie Doon, Merrijig, Goughs Bay and Jamieson offer peaceful getaways and are well-loved for their access to rivers, bushland and the mountains.

The Shire covers a diverse landscape, with highlights including Lake Eildon, the Alpine National Park and access to Mount Buller and Mount Stirling. These natural assets support a wide range of activities from hiking and camping to skiing and mountain biking.

The Great Victorian Rail Trail (GVRT), which ends in Mansfield, is a key attraction for cyclists, walkers and horse riders. Mount Buller also offers a world-class mountain biking park, making the region a top destination for trail-based recreation. Picturesque rivers like the Delatite, Howqua and Jamieson meander through the Shire, offering popular spots for fishing, swimming and picnics. Wildlife such as platypus, fish and birdlife thrive in these natural habitats.

With over 1.2 million visitors annually (not including Mt Buller), the Shire plays a key role in Victoria's High Country tourism region. Its tracks, trails, parks and natural beauty not only drive the visitor economy, but also support an attractive lifestyle for residents.



Demographic 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: Profile.id 2021).

Resident Community Profile

Population (2024)

10,782

Population (2046)

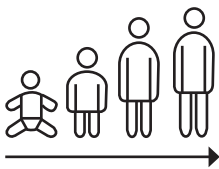
↑ **16,666**

Ancestry



English	42.2%
Australian	39.1%
Irish	14.3%
Scottish	13.0%
German	5.3%

Median age



49

Median weekly household income



\$1,368
(Victoria \$1,802)

Total Households



4,275

Unemployment



2%

Couples with children



890

Socio-economic disadvantage (SEIFA)

1028

1001

Couples without children



1,412

Mansfield Shire National Average

The Shire is considered to have a relatively lower level of disadvantage

Aboriginal & Torres Strait Islander people

109

1.1%
of population

Volunteer work



21.5%

Visitor Economy

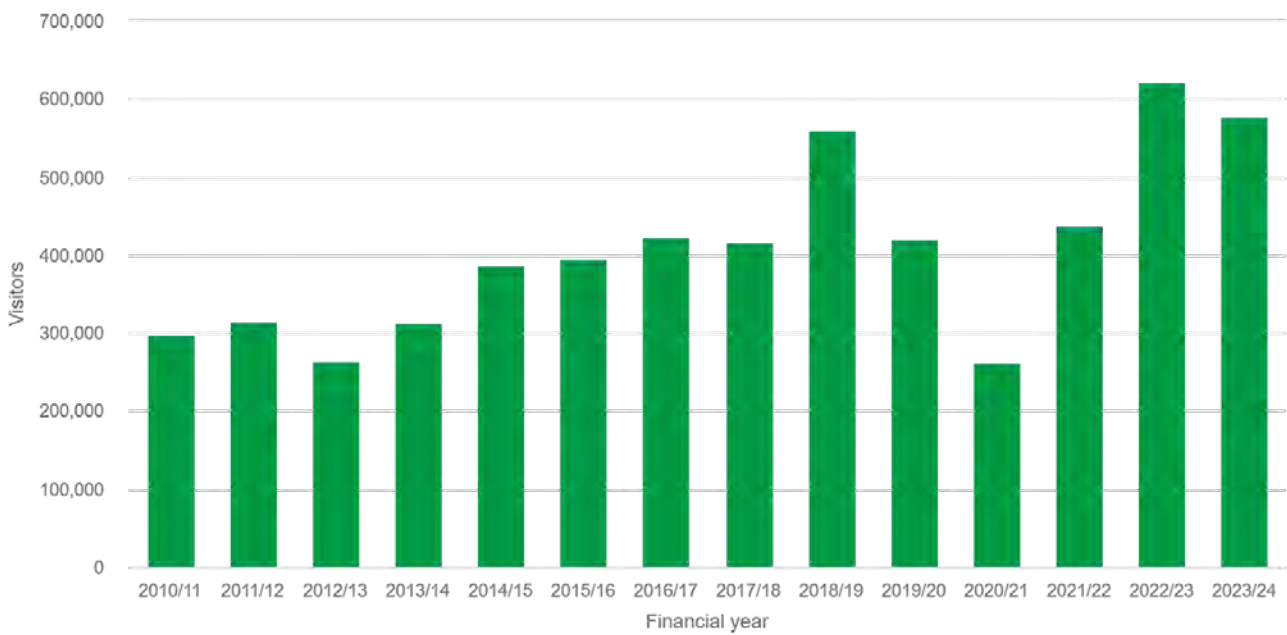
Tracks and trails play a crucial role in driving the Visitor Economy, especially in the Shire, which is a well-known tourism destination in regional Victoria. For domestic overnight visitors to the Shire, sightseeing; bushwalking and exploring national and state parks were the second, third and fourth most popular activities people cited for visiting the Shire in 2023/24, all of which are closely linked to tracks and trails and related experiences. Expanding and improving existing tracks and 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 tracks and trails provision and management within the Shire.

Indicator	The Shire Visitor Profile	Implications for Tracks and Trails
Domestic Visitors	250,328* – Domestic Day Trips 462,715* - Domestic Overnight Visitors (3.1% of regional Victoria) 1,359,379* – Domestic Visitor nights (3.4% of regional Victoria) 3.0 days* Average length of stay (3.1 for regional Victoria)	A significant portion of visitors are coming to the Shire to sight-see, bushwalk/walk and visit national/state parks. Indicating a high demand and need for the provision of high quality tracks and trails of various levels of difficulty and experiences. 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 visiting and staying in the Shire. Tourism is a major industry for the Shire employing nearly one fifth of the local workforce. Developing and growing the visitor economy through tracks and trails can occur through guided walks/rides, equipment sales and hire, accommodation bookings and food and beverage consumption.
International Visitors	23,392* – International Visitor Nights (1.7% of regional Victoria)	
Total Expenditure (2023/24)	Output/Sales \$190.74M (19.8% of Total Shire Industry) Value Added \$85.97M (20.2% of Total Shire Industry)	
Total Employment (2023/24)	Direct 515 jobs Indirect 363 jobs Total 878 jobs (18.6% of Total Shire Employment)	
Top Activities - (2023/24)	1 - Eat out, dine at a restaurant or cafe 2 - Sightseeing 3 - Bushwalking 4 - Visit National Parks or State Forest 5 – Fishing 6 – Water activities/sports 7 – Other outdoor activities	
Reasons for Visiting	79.1%* Holiday (53% in regional Victoria) 14.9%* Visiting friends and relatives (30.8% in regional Victoria) 6%* Other – e.g. business	

* 5 Year Average

Domestic overnight visitors (who are by far the largest visitor market segment) has steadily increased over the past 15 years (with the exception of the Covid pandemic years) peaking in 2022/23 and visits have dipped slightly recently.

Domestic overnight visitors



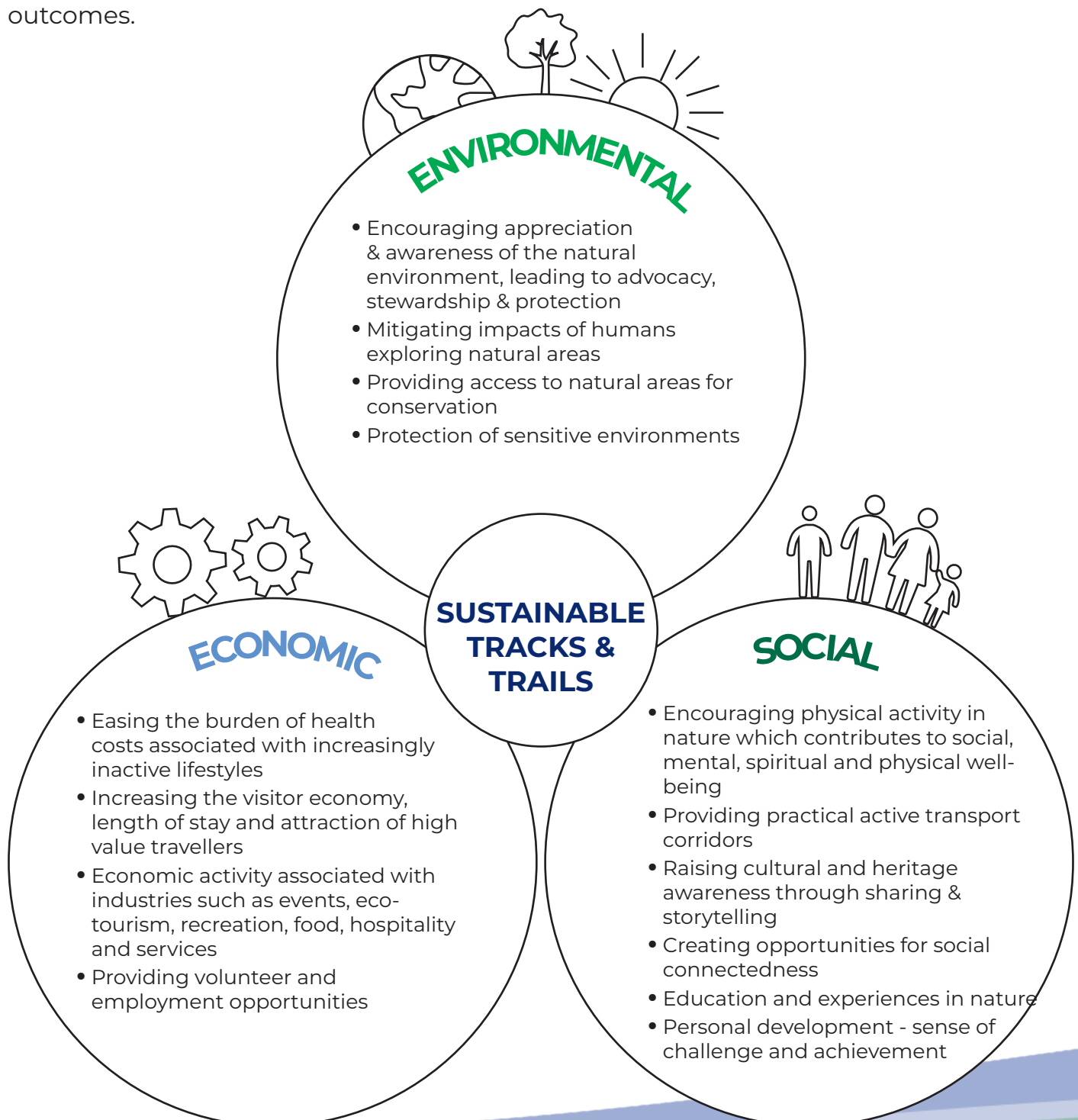
Source: Tourism Research Australia, Unpublished data from the International Visitor Survey.



Benefits of Sustainable Tracks and Trails

Tracks, trails and natural areas are an integral part of the lifestyle on offer across the Shire. Tracks and 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. Tracks and trails provide an opportunity for people to interact and experience the environment in an immersive way.

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



Background Review

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

State Level

- Victoria's Trails Strategy 2014-24
- Victorian Cycling Strategy 2018-28

Regional Level

- Victoria's High Country Destination Management Plan 2023-33
- Hume Region Significant Tracks and Trails Strategy 2014-2023

Local Level

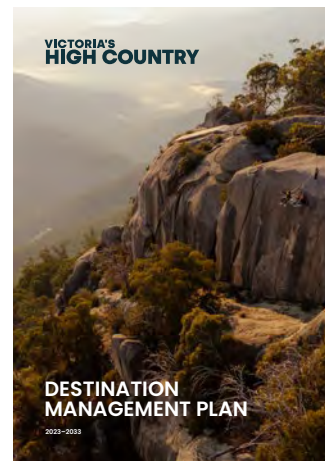
- Mansfield Shire Council Community Vision 2040
- Mansfield Shire Council Plan 2021-2025
- Mansfield Open Space Strategy 2023+
- Mansfield Shire Economic Development Strategy 2020-2025
- Mansfield Shire Council Footpath and Shared Path Strategy
- Mansfield Shire Council Asset Management Strategy
- Mansfield Shire Council Sustainable Tourism Plan 2024-28
- Mansfield Shire Council Bonnie Doon Plan
- Mansfield Shire Council Delatite Valley Plan (draft)
- Mansfield Shire Council Goughs Bay Plan
- Mansfield Shire Council Merton Plan

Master Plans

- Mansfield Shire Council Mansfield Station Precinct Masterplan
- Mansfield Shire Council Botanic Park Masterplan
- Great Victorian Rail Trail Strategic Development Plan

Documents of key strategic relevance for the Shire have been detailed in Appendix A. Track and trail-specific documents have been reviewed to inform the audit of existing tracks and trails and potential future track and trail opportunities.

Websites containing relevant or applicable information to the Strategy were also reviewed.



Participation Rates

Tracks and 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 January 2024 - December 2024.

It is evident that walking (recreational) is the most popular physical activity among Victoria adults with a participation rate of 51.8%. Running and jogging, bush walking and cycling also featured among the top ten physical activities.

Activity		VIC Adult Participation Rate Jan 2024 - Dec 2024		
		Total	Males	Females
1	Walking (Recreational)	51.8%	44.0%	59.5%
2	Fitness/Gym	30.4%	29.2%	31.6%
3	Running/jogging	16.9%	18.6%	15.2%
4	Bush walking	15.3%	14.0%	16.6%
5	Swimming	13.0%	11.7%	14.2%
6	Cycling*	8.9%	11.3%	6.5%
7	Pilates	6.7%	1.3%	11.9%
8	Basketball	6.0%	8.8%	3.3%
9	Tennis	5.9%	7.0%	4.9%
10	Yoga	5.3%	1.8%	8.7%
..	Mountain Biking	0.4%	0.6%	0.1%

*excludes mountain bike riding

Social and Tourism Trends

Society and the tourism sector, are continually evolving. 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.



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.



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.



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.



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.



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.



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.



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.



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 way 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 tracks and trails as achieving numerous policy objectives

Governments (federal, state and local level) and companies are increasingly utilising recreational tracks and 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.

Tracks and trails can be used as 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.



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. Tracks and trails provide this opportunity to de-stress in nature.



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.

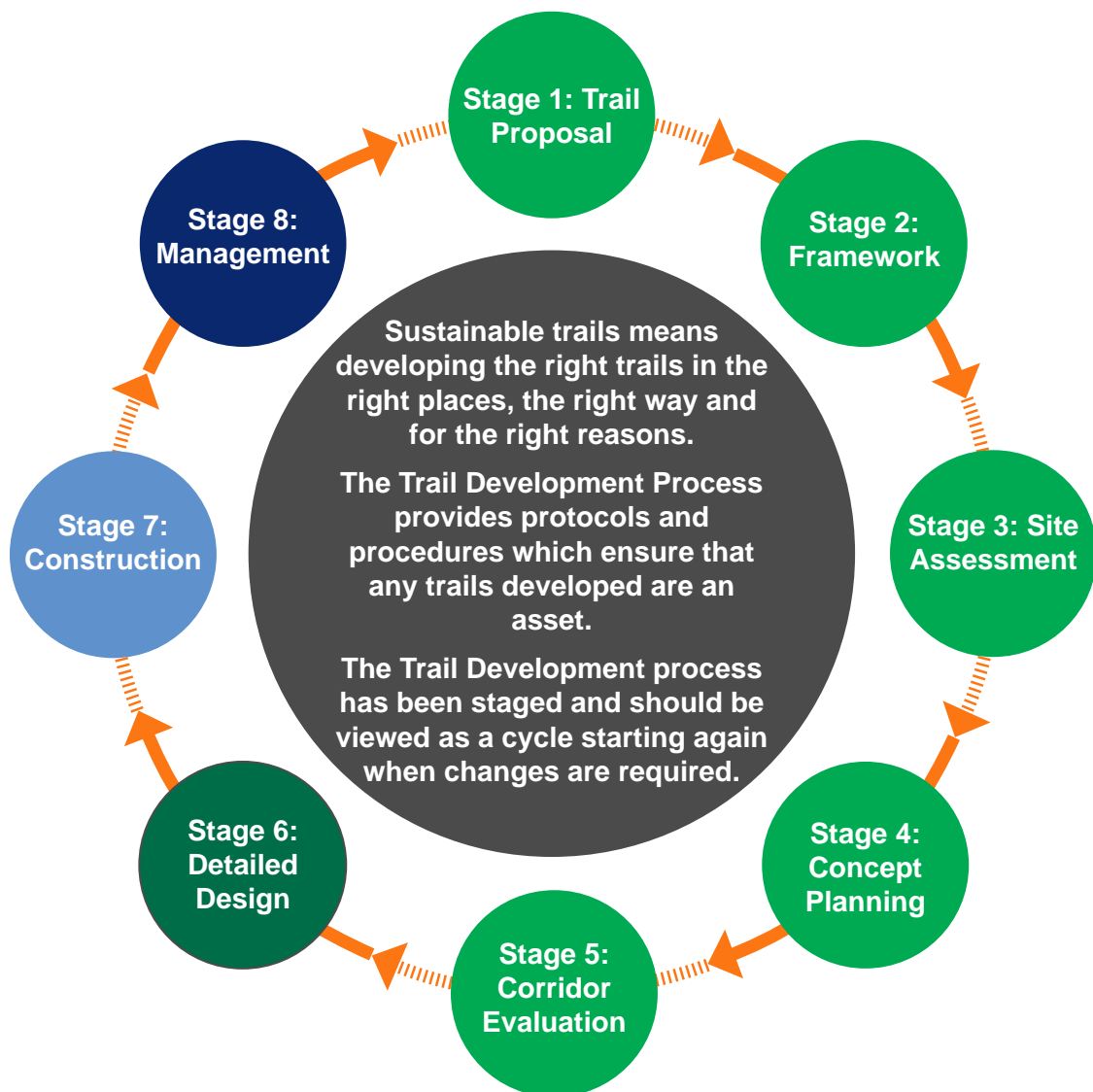
It is becoming common place to link food and wine attractions through tracks and trails for example the Murray to Mountains Rail Trail.

Track and Trail Development

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

Tracks and 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.

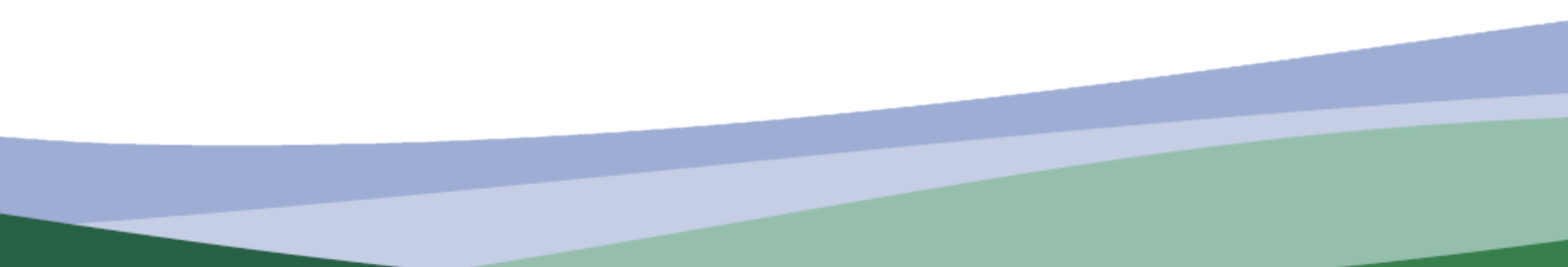


Source: *Trails Development Series* (WA Government, 2019)

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	Field
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.		
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

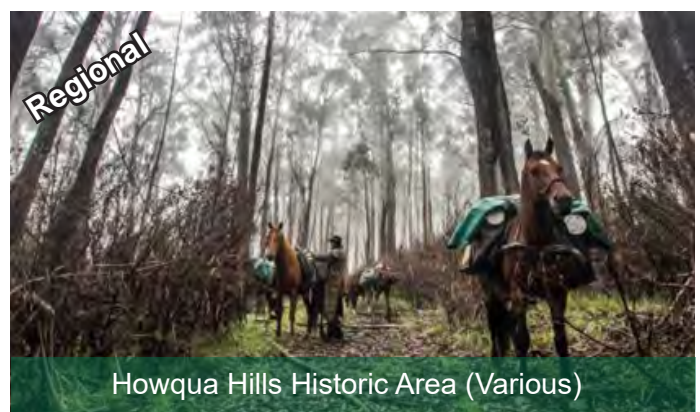
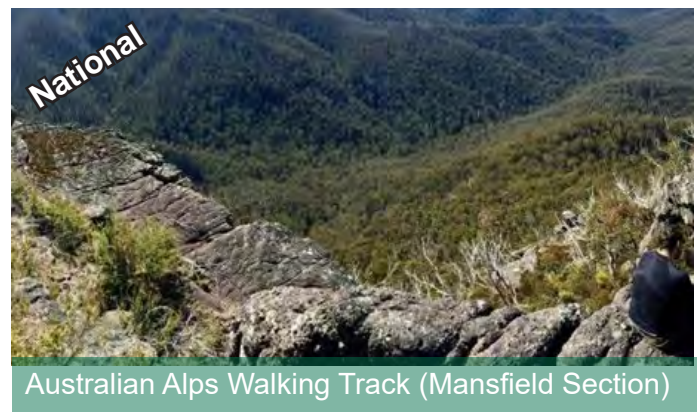
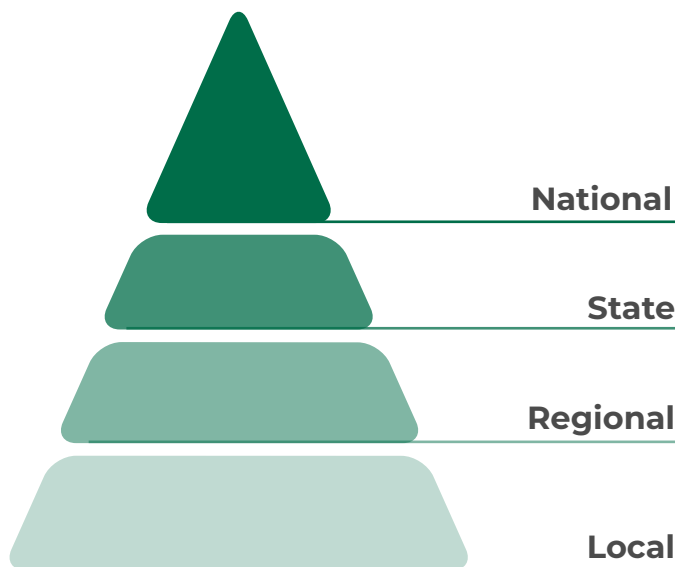


Hierarchy

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

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

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



National

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

State

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> Significant trail experiences which represent Victoria's varied landscapes, with a high standard of management & promotion. Support a range of trail-based products and a motivator for intrastate and interstate visitation. May attract some international visitors. May include some major trail hubs & attract high level competitions and events. 	<ul style="list-style-type: none"> Representative of the region's and/or Victoria's natural and cultural landscapes. Government support at a State level within regional plans and strategies. Support viable trail-based and associated regional tourism products, services and programs. Significant intrastate and interstate visitation, interest and appeal. Directly or indirectly provide economic benefits to a region and/or the State. 	<ul style="list-style-type: none"> Great Victorian Rail Trail Craig's Hut Walk, Mount Stirling Seven 7 Peaks Ride: Mount Buller

Regional

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • Trails and facilities used by people across a wider region, including intrastate visitors, for recreation, transport, health and wellbeing. • Generate significant economic benefits to the region. • May include trail hubs accommodating various trail experiences across a region. • Important regional recreational and tourism assets and when combined with other regional scale trail resources they can be state recreation or tourism assets or resources. 	<ul style="list-style-type: none"> • May be located within close proximity to residential areas and/or connected to community services and open space areas. • Representative of the region's natural and cultural landscapes. • Provide access to a diversity of trails of varying difficulty, length and type. • Provide opportunities for different trail-user groups for active recreation, health and wellbeing. • Be recognised across the region as a popular trail and/ or trail network and frequented by people from the surrounding region. 	<ul style="list-style-type: none"> • Bluff Circuit, Alpine National Park • Eagles Peak Walking Track, Alpine National Park • Plain Creek Falls Walk, Carters Mill

Local

Characteristics	Attributes	Examples
<ul style="list-style-type: none"> • Trails and facilities used by residents for recreation, transport, health and wellbeing. • Mainly attract local users primarily for independent trail-based recreation activities. • Generate economic benefits to the local area. 	<ul style="list-style-type: none"> • Many are closely located to residential areas and are often connected to community services and open space areas. • Representative of the local natural and cultural landscapes. • Provide access to trails which are generally accessible by users of varying fitness and/or shorter in length. • Provide opportunities for groups for active recreation, health and wellbeing. • Be recognised by local residents as a trail and/ or trail network and frequented by people from the local area. 	<ul style="list-style-type: none"> • Jamieson Heritage Walk, Jamieson • The Paps Walk, Paps Scenic Reserve • Rifle Butts Reserve Mountain Bike Park, Mansfield

Classification Systems






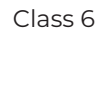
Track and trail classification systems provide a consistent framework for land managers across Australia to develop tracks and trails that are appropriately designed for the anticipated users and to provide appropriate levels of service. These systems are a primary means of informing people about the features of tracks and 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 track or trail. Trail classification systems are outlined.

Walking Tracks

Walking tracks 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. Refer table on the following page.



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

Mountain Bike Trails





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 International Mountain Biking Association (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

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.

Gravel Riding






Gravel Riding 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>

Horse Riding Trails



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

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

Signage Considerations

Key elements for consideration when developing signage for tracks and 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 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*
- *Gravel Riding Difficulty Rating System.*

Consistency and Uniformity

All signs will conform to accepted standards and will maintain a consistent theme along the entire track or 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 Tracks and Trails

Track and trail users are not always aware of crossing land tenures and should be provided with a consistent experience across land management boundaries. For cross-tenure trails, it is important that land managers collaborate and cooperate to determine the appropriate name and signage (including content, style and branding).

Acknowledgment of Country

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

Accessibility

Inclusion of information about 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.

Naming

Track and trail names play an important role in facilitating:

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

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

Types of Signs

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

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

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

03

Consultation



Consultation Approach

An extensive consultation and engagement process was undertaken which involved a range of different techniques and mechanisms. This included:

- Online Community Survey – 180 contributions
- Community Drop-in Sessions – located at the Mansfield Farmers Market and Mansfield Visitor Information Centre (coinciding with NAIDOC Week Mullum Wetlands Walk)
- Online Workshops with business and community groups
- Key Stakeholder Interviews
- Social Media Posts
- Project Flyers

A summary of the key findings are presented below and more detailed findings are included in Appendix B.

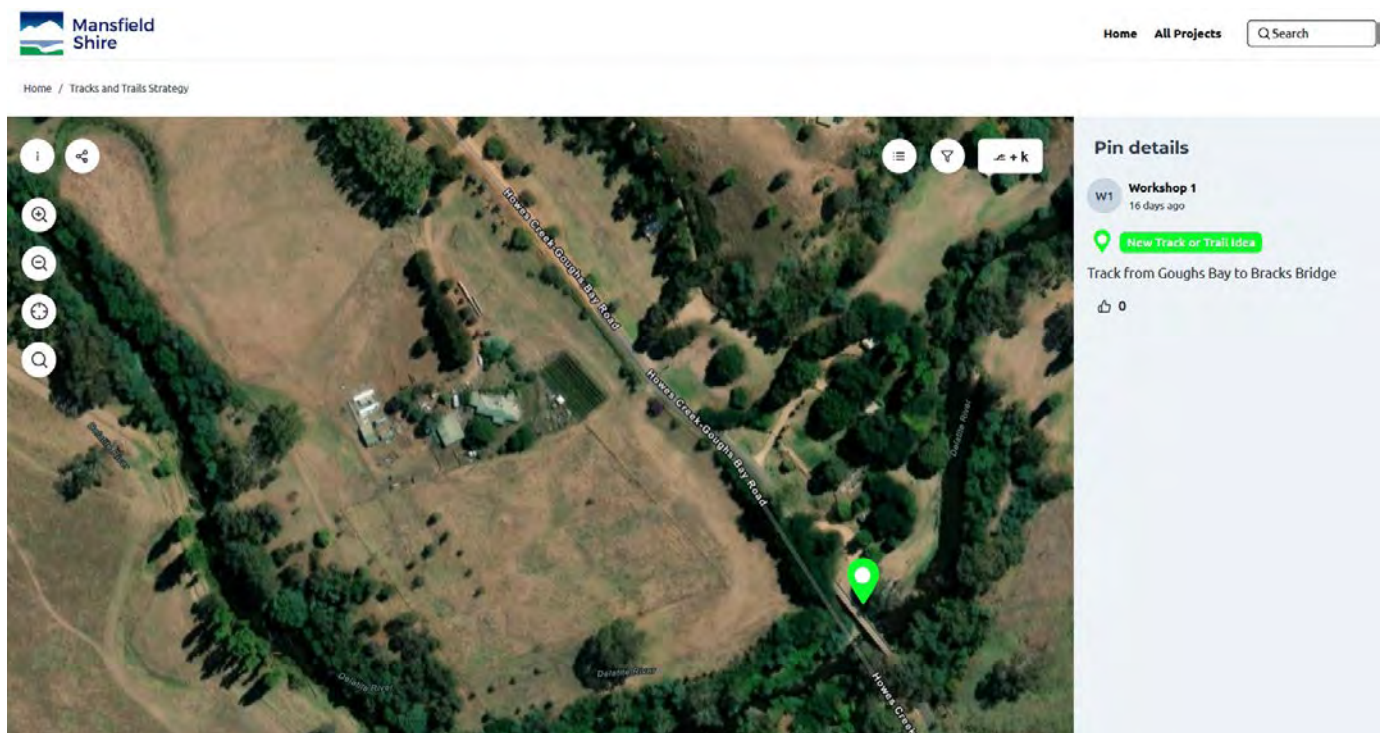
Online Community Survey

A comprehensive community online survey was conducted to inform the Strategy using Engage Mansfield the Shire's interactive community engagement platform.

The engagement was centred around three key themes:

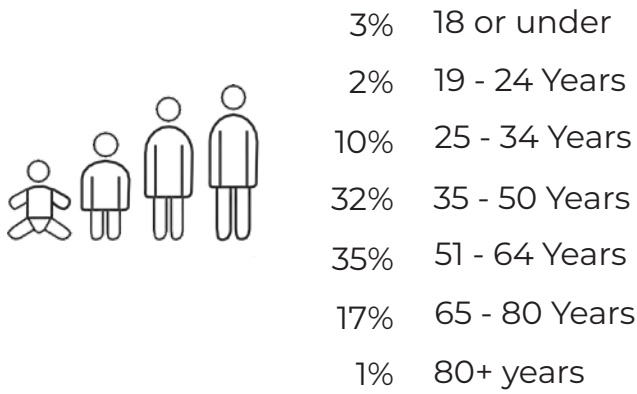
- People's experience and usage of existing tracks and trails in the Shire
- Views on improvements to existing tracks and trails in the Shire
- Suggestions for new tracks and trails in the Shire.

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).



Consultation Findings Summary

Age profile of survey respondents



Gender

49%	Female
49%	Male
1%	Non-binary
1%	Prefer not to say

Respondents residence location



Location	Total Contributions
Mansfield	36
Jameison	8
Merrijig	5
Bonnie Doon	4
Howqua Inlet	4
Macs Cove	4
Sawmill Settlement	4
Tolmie	4
Other	26

Top 5 activities











Frequency of use

39%	At least monthly
30%	At least weekly
23%	Daily
8%	At least yearly

Top 5 motivation and encouragement factors to participate in tracks and trails activities.

1. To improve my mental health and wellbeing
2. Connection to nature and outdoor settings
3. To improve my fitness levels
4. Opportunities to participate and socialise with friends and family
5. Variety of terrain and challenges available






Use of technology on tracks and trails.

	Mobile Phone	33%
	Smart watch/device	22%
	Strava App	14%
	GPS Device	9%
	All Trails App	8%
	Other Tech	6%
	Trail Forks App	5%
	Avenza	3%

Top 5 barriers to participation in tracks and trails activities.

1. Tracks and trails are not maintained adequately
2. Lack of information available for existing tracks and trails
3. Inconvenient location or distance from home
4. Tracks and trails are not suitable for intended use
5. Other

Top 5 statements respondents agreed with for tracks and trails within the Mansfield Shire and Alpine Resorts.

-  Are highly valued by local residents
-  Provide a variety of experiences (i.e., different skill levels/intensity/difficulty)
-  Balance recreational and conservation values of natural areas
-  Are quality tourist attractions (i.e., destination for tourists, day-trippers and residents)
-  Cater for a diverse range of users (i.e., walkers, cyclists, horse riders, etc.)

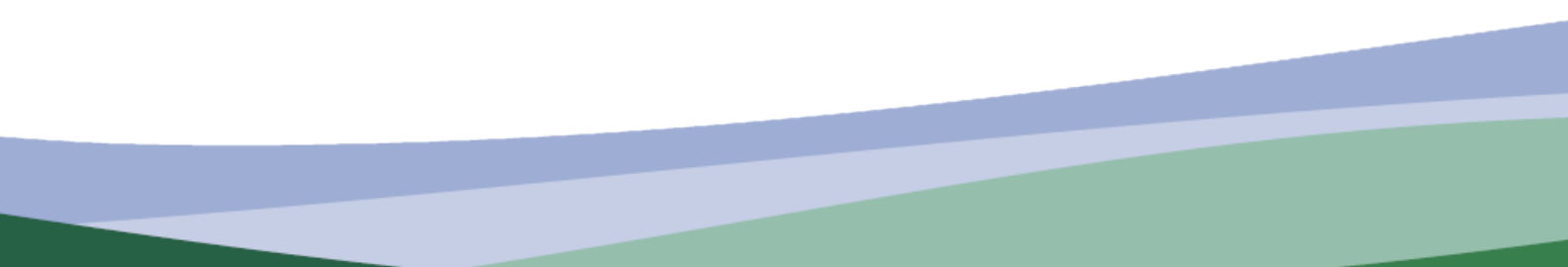
Favourite tracks and trails within the Shire and Alpine Resorts

There was a wide and varied response to this question and a selection of responses has been provide below that represent the major sentiments, a full list of comments is provided in Appendix B.

- *“Great Victorian Rail Trail. I love the fact I can do bird photography along it especially the Mullum Mullum wetlands.”*
- *“Plain Creek track. Beautiful walk with a stunning waterfall at the end. You can also bring the dog along.”*
- *“I like all the tracks and trails around Mansfield, I just wish there was a trail/running loop of some kind that would allow me to run any day of the week after dark. In the winter months it goes dark very early and most of the streets don't provide enough light to run safely without breaking an ankle or for women to feel safe. A dedicated well lit loop track/trail would solve this. Maybe an option for when the botanic gardens gets extended?”*
- *“As a resident, I love Summer Trails for horse riding and camping on Mt Stirling, Howqua Valley, Tolmie, Mt Winstanley.. although the horse trails are becoming less and less accessible. The rail trail is great for horse riding also, especially in winter when the high country is not accessible... more education for all on needs of different users would be good... I also live and keep my horses in the town, access from paddocks around town to safely ride horses is getting less and less, where there are trails on side of roads the risk of coming unstuck when meeting a speeding mountain bike rider can be terrifying, so perhaps creating tracks, where possible on both sides of roads, one side bikes the other horses to give safety for both.”*
- *“Epic Mountain Bike track and all of the tracks around Buller and Stirling for biking are great.”*
- *“Alpine Epic Trail - long and challenging. Requires commitment. Main descent is a great mountain biking experience. Riflebutts MTB Park – easy access, close to Mansfield; better than nothing!”*
- *“Tracks around Sheeppyard Flat, Frys Flat extending out to Ritchies Hut and beyond. Also out from Razorback. Would love more trails signposted and suitable for horses.”*
- *“The tracks in the Mansfield Botanic Park are hugely popular with our passengers because they can see the development/growth of the garden over time, it is safe (no vehicles), not crowded but still passersby to engage with, plenty of shade on a sunny day and they love seeing what is growing in the community vegetable garden. Cycling Without Age Mansfield”*

- *“Great Victorian Rail Trail provides a way of safely seeing and visiting attractions. Hike up the Paps, great views and an energetic walk. Delatite River Trail, beginner and family friendly mountain bike track. Love all the tracks at Mount Stirling especially on snow shoes. The more challenging hikes in the Upper Howqua, especially up to Mount Howitt.”*
- *“There are great mountain bike trails up in Mt. Buller, there are many to choose from and they are respected and treated well, making a safe and enjoyable place for anyone who wants to go there. It also isn't very far from other people, so if you're hungry, injured, or even just need help with your bike you can always have somewhere to go for any sort of help. The rail trail is also well known and is a great place to walk your dog or simply go on a bike ride without being bothered.”*
- *“As I live in Jamieson - daily use of the Island and walk along the Jamieson River. Keen to see and have been promised for continuation / a walking track from Jamieson along main road, over Gooleys Bridge to the Jamieson Brewery and from bridge along to Duncan's Estate for locals and Visio tours. Enjoy the rail trail bike riding. Also keen to see the completion of stages 2&3 of the walking track from Howqua to the Howqua Caravan Park for safety and walking easy access to shop for locals. Enjoy walking around Botanical Gardens, however, needs future path to complete a circular walk instead of having to back track or walk over garden areas.”*
- *“Wow, there are so many.....along the rivers (all of them)....through and around Mt Buller and Mt Stirling....the old rail trail.. we are so lucky to have an amazing variety of tracks and trails to choose from!”*
- *“Riflebutts MTB park. Various gravel roads around Mansfield. Mt Buller Stirling Epic Trail. Mt Buller mtb trails - in particular XC and flow trails. Plain Creek walking track and Mt Timbertop Walk.”*
- *“Goughs Bay Walk - great views. Mt Timbertop - great for pack training -steep. Delatite river trail - fun safe river crossing- long distance.”*

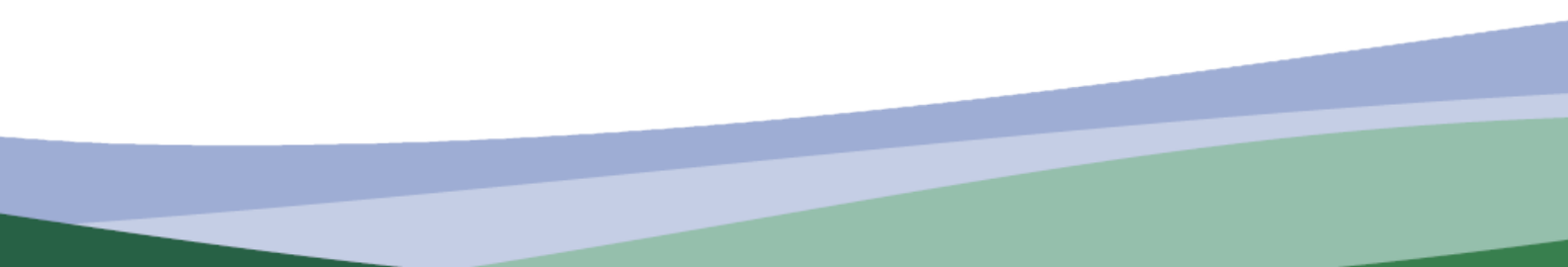
What improvements or additions would enhance your experience of tracks or trails in the Shire and/or Alpine Resorts

- Expanded network with new track and trail offerings (71)
 - Improved connections between tracks and trails (64)
 - Improved signage and wayfinding (50)
 - More trailhead facilities (e.g., parking, toilets, seating, wash stations, bike racks) (34)
 - Increased levels of maintenance (33)
 - Improved surfaces (30)
 - Additional or improved access to toilets (26)
 - More designated cycling lanes/routes for bikes (26)
 - More advanced/expert-level tracks and trails (24)
 - Improved safety measures (e.g., lighting, emergency call points, separation from other users/vehicles) (24)
 - Interpretive signage (e.g., cultural or environmental information) (24)
 - More drinking water stations (22)
 - More shaded areas and rest spots (e.g., shelter structures, trees, water stations, seating) (20)
 - More technical mountain bike features (e.g., jumps, berms, rock gardens) (18)
 - More beginner-friendly tracks and trails (18)
 - Other (14)
 - More accessible trails (e.g., for prams, wheelchairs) (8)
- 

Most important improvements or additions to tracks and trails within the Shire and Alpine Resorts

There was a wide and varied response to this question and a selection of responses has been provided below that represent the major sentiments, a full list of comments is provided in Appendix B.

- *“More walking only tracks that start in Mansfield and can be accessed by foot rather than needing to get transport to them.”*
- *“Float parking (for horses) and safe roads to tow on.”*
- *“Better connectivity for trails in town. Better signage for trailheads outside of town.”*
- *“The lack of signage is dangerously inadequate. The blackberry is seriously out of control. Many of the tracks are poorly maintained and often not clear enough to distinguish the path.”*
- *“Need to get shoulders on sealed roads to start developing safe road cycling routes. Should be a 2.5k loop at the station precinct for all purposes. Safe gravel trail to base of Buller connecting rail trail.”*
- *“Expansion of the network, particularly for road and gravel cycling. Amenities at trail heads. Promotion to share these facilities with visitors.”*
- *“Improved safety for shared use. Cyclists in particular don’t know how to pass horses safely and speed up from behind with no warning spooking horses. Educationally signs on paths and trailheads may help.”*
- *“Dog walking permitted”*
- *“Lighting”*
- *“Signage Information online with more detail or interactive maps. Horse yards near campsites and near cafe stops on tracks / trails.”*
- *“A live or interactive map, I have been using a mountain bike app to find trail running spots.”*
- *“More horse friendly and pram friendly trails. More nature walks. More interconnecting tracks.”*
- *“Water stations including for dogs”*
- *“1. Build a safe, off-road link from Station Precinct to Mansfield Botanic Park. 2. Extend off-road trail from the GVRT/Botanic Park to Rifle Butts MTB Park via Greenvale Lane/Ogilivies Road and also via Monkey Gully Road/Highett Street to create an interesting and safe loop. 3. Formalise the mtb trails at Samaria.”*
- *“Mostly ride in the Howqua River area and the blackberries are by far the greatest problem.”*
- *“More water, better mobile phone coverage for safety, occasional tie up rails for horses or yards.”*

- *“Track from Jamieson to the Brewery, Make Blue Ridge a loop walk, new walk around Merrijig.”*
 - *“Rifle Butts MTB Park is ripe for redevelopment and ideally extension. It is much used but is well below the standard that similar facilities in other regional towns can provide (ie: Yackandandah, Beechworth, Buxton). Being so easily accessible from town it is a really great opportunity to develop recreational cycling options for local kids.”*
 - *“Maintenance of tracks. Signage - clear signage for shared tracks. Facilities - Better parking, toilets and water in areas commonly used by horse riders.”*
 - *“A dedicated app listing them all (tracks and trails) with a georeferenced map for each track. Consistent track surface on the Great Victorian Rail Trail. Improved walking track maintenance.”*
 - *“More walking trails at Howqua Inlet, Mac’s Cove and Jamieson”*
 - *“Ongoing maintenance plan for the trails of the district.”*
 - *“Tracks and trails are ideal if they are circular rather than out and back, with short cut options for people of different abilities.”*
 - *“Reinstate the Bridle Trail from Howqua Inlet to Jamieson.”*
 - *“I feel the missing link is between Mansfield and Merrijig and then onto the Alpine trail network. Some great work has been done in this space with Ride High Country but there is still so much to do to make Mansfield a proper cycling destination.”*
 - *“Bike/walking trails between Mansfield and Jamieson. Intermediate and beginner options in the Jamieson region that are not on a heavily trafficked road. Mountain Bike opportunities in Jamieson (not just 4WD tracks.)”*
 - *“New tracks that are well advertised , attract a variety of users. The Shire could be at the forefront of promoting hiking and bushwalking in North East Victoria.”*
 - *“1. More trails of reasonable distance (10k +) 2. More trails connecting the smaller places (Goughs Bay, Mac’s Cove, Jamieson, Howqua Inlet etc. 3. Safe walking path along Mansfield-Woods Point Road (so walkers/cyclist can use active transport rather than cars) all the way to Jamieson.”*
- 

Please identify any new tracks and trails you would like to see created in the Mansfield Shire and/or Alpine Resorts and briefly describe them (e.g., location, key features, approx. length)

Note that the following tables also include new and improvements to existing tracks and trails proposed through the community drop-in sessions and online workshops with key stakeholders.

Mansfield and Surrounds
Improvements to Existing Tracks and Trails
<ul style="list-style-type: none"> • Longer trail along Ford creek. Connect Greenvale Lane to Withers lane through Botanic Park and along Fords Creek. • Extension of the Fords creek trail through Mansfield. • Would like to see a connection from existing trail linking to Ford Drive. • Extending the Botanic Park, thereby extending the trails within that facility. • As part of the expansion of Botanic Park put in a 5km Park Run loop. • As part of the expansion of the Botanic Park, create a bike criterion circuit • The masterplan for the botanic gardens should be revisited to create a runner-friendly loop. The current masterplan doesn't cater to the needs of Park Run or runners in general. • A fundamental redevelopment of Rifle Butts mountain bike reserve. It is a small space and well used. But the network is old, run down and outdated for its current usage. We only need to look to the UK to see how brilliantly small hills can be used for compact trail networks. We have a sanctioned mountain bike park a few minutes ride from town. That is exclusively used only by the local club, because it doesn't remotely appeal to visitors. • MTB trails need upgrading. There are issues with the site being crown land (Parks Victoria) old tip site. The MMBCC would like to do more to improve the site working with the land manager. • It would be great to include a toilet and a trail that connects from the south corner of the reserve along the ridge line. A connecting corridor would need to be negotiated with private land owners. • Public toilets and water at Rifle Butts Reserve to better support MTB events and training. • Toilet and drinking facilities please (at Rifle Butts Reserve). The closest public toilet to the MTB park is the cemetery. • Improve the path connection from Highton Lane to Rifle Butts Reserve.

Mansfield and Surrounds

Improvements to Existing Tracks and Trails

- Creating more loop tracks instead of out-and-back routes, particularly for The Paps, which could be better connected to the Great Victorian Rail Trail and possibly Ford Drive or Paps Lane. This is a popular walk for locals.
- Potential to create a walking loop (Paps Walk)
- Improve access and signage to the Paps Walk.
- Improve signage at gate to Paps on Maroondah Hwy to make it clear that access is allowed.
- Develop a walking track/s (at the Paps) to provide alternative options to road walking.
- Creating more loop tracks instead of out-and-back routes e.g. around Mansfield township.
- For road cycling, the Barwite Loop could use sealed shoulders on the busy sections of the loop, particularly along Mt Buller Road up to Graves Road and along Mansfield Whitfield Road.
- No shoulder for road cycling, the Barwite loop is not safe currently. Add shoulders to busiest sections.
- Each year Friends of Venilale work with private land owners to walk the ridge line starting at Glenroy Road and finishing at the Botanic Park. The walk travels over the Mt Battery and drops into the Botanic Gardens. Fantastic Views. It would be great to get something akin to this walk more readily available to the public. A walk to the summit of Mt Battery would be of great local interest.
- The Mansfield - Whitfield Rd is Vic Roads managed, it is a very very popular cyclist route with high usage but it is too narrow in many places to enable safe cycling. In an ideal funding world width would be increased, maybe prioritising those particularly dangerous blind spots where motor vehicles and cyclists have sudden encounters., risking serious harm even fatalities.

Mansfield and Surrounds

Proposed Tracks and Trails

- Create a continuous recreational loop track around Mansfield, connecting the GVRT, heritage precinct, Botanic Gardens, Greenvale Lane, Crosbys Lane, Ogilvies Road, Riffle Butts Road, Monkey Gully Road, Stoneleigh Road, Kidston Parade.
- It would be good to have a connection from McLeod Lane to Mansfield either into the back of the Grange development or a long the Tolmie Whitfield Road.
- Station precinct to include a 2.5km circuit for walking and running.
- The current masterplan for the station precinct does not include a runner-friendly loop with a lot of twists and turns and path connections that are not aligned. The new station precinct is an opportunity to create a new 2.5km loop for Park Run and running in general.
- The track along the south west side of Monkey Gully Road is frequently used by mountain bikers, this trail isn't in great conditions and could do with some drainage improvements to deal with seasonal erosion and boggy surfaces.
- Upgrade the existing bike trail along Rifle Butts Road. The track is too narrow to be used safely if two riders are travelling in different directions. Also the trail has been damaged by recent road upgrades.
- There is a corridor for electrical lines running from Old Tonga Road up to the ridge line, which is often used for running or walking. Spectacular views. Potentially something that could be formalised or linked up with the ridge line walk on the north side of the ridge and back to Rifle Butts Rd.
- Using Rifle Butts MTB Park as a trail head, build a trail up to the South Blue Range escarpment and return via singletrack along the Rifle Butts Road road reserve.
- A track all the way along Rifle Butts Rd.
- Improved off-road bike access to/from Rifle Butts Reserve for MTB training and events.
- New trail connecting Rifle Butts MTB Park, up and along the ridgeline to the Delatite Bushland Reserve (adjacent rear of Mansfield Zoo).
- Track along Rifle Butts Road to Mansfield Zoo - Could connect to MTB loop and Mansfield Ridge Walk.
- Extend and link mountain bike trails from Riflebutts MTB area (Loyola G50 bushland reserve) to Loyola G51 and Delatite bushland reserve.
- More beginner level MTB tracks and pump tracks in town to compliment what is available at Rifle Butts Reserve.

Mansfield and Surrounds

Proposed Tracks and Trails

- It would be great to have walking tracks accessing local 'peaks' close to Mansfield (in a similar manner to the Paps, but without the road). The two obvious locations are Mt Battery (say from the end of Donovan's Way over Mt Battery and ending at Old Tolmie Rd) and South Blue Range (accessing from Rifle Butts Reserve and extending all the way to the Delatite Bushland Reserve adjacent the back of Mansfield Zoo).
- Rail style paths connecting Mansfield with Lake Nilacootie and Mansfield with Goughs Bay and Mirranbah. Official mtb tracks at the Paps or Riffle butts or Mt Samaria.
- Bike track from Mansfield to Mirimbah.
- Mansfield - Merrijig trail
- Track from Mansfield to Mirimbah along Mount Buller Road (similar to the Rail Trail)
- I would like to see a new off road track connecting Mansfield to the Delatite Valley and into the Alpine area. I would also like to see a track loop around Mansfield and one around Jamieson.
- New walking trail from end Donovan's Way over Mt Battery to Old Tolmie Rd near Soldier's Rd intersection.
- A trail that follows Fords Creek all the way to Glenroy Road.
- I would like to see a Fords Creek walk from the Botanic Gardens to Greenvale Lane and possibly beyond.
- Add a recreational track or shared user path connecting Kidston Pde and Stoneleigh Road to the existing paths/trails on Maroondah Hwy and Monkey Gully Rd.
- Off road path needed for pedestrians and cyclists along Stoneleigh Road.
- Stoneleigh Rd North side missing link.
- Off road path needed for pedestrians and cyclists along Crosbys Lane.
- Off road path needed for pedestrians and cyclists along Ogilvies Road.

Mount Buller and Mount Stirling

Improvements to Existing Tracks and Trails

- There's a rumour that ARV are going to stop maintaining the Alpine Epic beyond Mt Stirling. Mansfield Shire, DEECA and Mansfield Mt Buller Cycling Club should take over management of the Epic trail near Mt No. 3. Should include building a climbing trail to link up with the existing descent to create a challenging loop starting and finishing at Mirimbah.

Proposed Tracks and Trails

- Gravel trail from rail trail to base of Buller.
- Some years ago there was a Hume Trails Strategy commissioned by the council that identified a potential Mt Stirling Horse Riding Trail. This trail would utilise and link several existing tracks along with some new lengths. This would allow users to avoid using the Circuit Rd which can have high volumes of traffic. The following is lifted from the strategy. This track which is 15.1km long would have a surface of natural earth and would offer a horse only and safer way to access Mt Stirling Summit, Craigs Hut, King River and around to Razorback.
- Mt Stirling Horse Riding Trail, which utilises and would link several existing tracks along with some new lengths. This would allow users to avoid using the Circuit Rd which can have high volumes of traffic.
- I'd love to see more mountain biking trails around Mt Buller to help make it one of the best bike parks in Australia. Adding some great riding options around Mansfield would really complement the area and turn it into a must-ride destination.
- More gravity trails at Mt Buller.
- Mansfield to Merrijig. An off-road climb up to Mt Buller.
- Longer strategic links between towns such as Mansfield-Mount Buller. It could be particularly useful if people could base themselves in Merrijig and be able to access the tracks and trails network from there.
- Adding a walking track beside the road for the Howqua Gap walking trail between My Buller and Mt Stirling.

Goughs Bay and Surrounds

Improvements to Existing Tracks and Trails

- None identified

Proposed Tracks and Trails

- Provide a walking/cycling path along Mansfield- Woods point road (to Goughs Bay)
- Provide a walking/cycling path between Maroondah Hwy and Goughs Bay
- I would like to see the Path/Track from Bracks Bridge to the Piries Rd Intersection built (1.0Km) Also to build a track from the Boat Club to Picnic Point (0.5 KM).
- Track from Goughs Bay to Bracks Bridge
- Mountain Bike Track at Goughs Bay as proposed in the Activating Lake Eildon Strategy
- Walking path along Mansfield-woods point road all the way past Goughs bay and Mac's Cove (20km).
- Walking path from Maroondah Hwy through Howe's creek to Goughs Bay.
- Hikes between Goughs Bay, Mac's Cove and Jamieson.
- Goughs Bay to town (Mansfield) and maybe a circular route that takes in Howes Creek Road and Monkey Gully Rd.
- A cycling or walking/cycling track connecting Goughs Bay and Jamieson to Mansfield. At present, there is no safe way to commute between the three in anything other than a car.
- Provide some path access around the perimeter of the water (may be limited due to private property)

Jamieson

Improvements to Existing Tracks and Trails

- Granny's flat bridle trail (exists but in disrepair - could be upgraded for gravel riders and horses).
- There is an old bridle trail that follows the Jamieson Road. It is in poor repair and has great potential to provide walking, riding and horse riding access between Howqua Inlet and Jamieson.
- Trail beside Mt Margaret and Sappers track, over the hill behind Jamieson.

Proposed Tracks and Trails

- Track from Jamieson to the Brewery.
- Connect the Jamieson Township with the Jamieson Brewery.
- Jamieson trail extension from Matthews Reserve to Gooleys Bridge - onto The Brewery (Paradise Point) and extension path to Duncan's Estate.
- Gooleys Bridge to Jamieson Brewery trail.
- Matthews reserve to Gooley's Bridge, Gooleys Bridge to Duncan's estate, Gooleys Bridge to Brewery, Brewery to the island (West side), walking/historic track only.
- New trail Matthews Reserve to Gooleys Bridge.
- Gooley's Bridge to Duncan's Estate walk. (exists basically, needs improvement)
- Duncans to the Jamieson boat ramp. I have no idea how this stretch would be achieved. But it is very unsafe to walk at the moment.
- Defined walking trail from Jamieson town to the rec reserve, including better signage on the bridge for safe crossing.
- I believe a trail from the Howqua River bridge to the township of Jamieson would be a great addition and tourist attraction.
- It will be great to connect a couple of existing trails around Jamieson township, particularly from Mathew's reserve to then go up to and over the Goulburn River to the brewery for residents and tourists to access.
- I would love to be able to walk from Howqua Inlet all the way into Jamieson town.
- A bike track from Howqua Valley Holiday Park to Jamieson would be amazing too!
- Trails connecting small towns. Ie Jamieson to Howqua and Howqua to Mac's Cove
- Reinstate the Bridle Trail from Howqua Inlet to Jamieson please
- Howqua community trail to Jamieson.

Jamieson**Proposed Tracks and Trails**

- Downhill mountain biking strategy for the mountain behind the Jamieson Brewery. Its on a sealed road, is state forest and has great opportunity.
- Rec reserve to town walk. (only short but would be good)
- Walking tracks around Jamieson. The hillsides around Jamieson are STUNNING. But there aren't ANY singletrack alpine walking routes to be found.
- Pump track on the Jamieson rec reserve
- Pump Track on the recreation reserve (at Jamieson).
- Better signage and access to the school hill walking track.

Additional Communities/Areas

Improvements to Existing Tracks and Trails

- Reopen some closed tracks through Howqua Hills / Sheeppyard Flat and through Stirling, Carters Rd etc.
- More hiking trails through Delatite Plantation (but need to be safe from hunters).
- Public toilets and water in close proximity to more of the frequented beginner level walks, including public amenities at Merrijig and/or at the trail head for the Mt Timbertop walk.
- More connections radiating out from rail trail to various parts of Bonnie Doon and over Maroondah Hwy.
- More bridle trails starting from the (Tolmie) recreation reserve please

Proposed Tracks and Trails

- Dedicated horse riding tracks in the Alpine National Park and state forests would be popular.
- Many more singletrack/mtb/bridleway trails around Samaria and Hat Hill
- Trails that connect the smaller villages like Sawmill to Merrijig, Merrijig to Delatite winery, Delatite to Riflebutt Road/Delatite Bushland Reserve.
- Merrijig to Mirimbah walking and bike trail.
- Buttercup Road up to hut no. 3. Circuit track accessing King Hut.
- Howqua River Bridge to Howqua Valley Holiday Park on the Mansfield-Woods Point Road verge - some of this path is already being developed by the local community. This 5km stretch would give access to a different view of Lake Eildon surrounded by pastoral land and bushland views.
- Finish the trail from Howqua Inlet to the caravan park and then extend to the Howqua Bridge.
- Extension of new walking track in Howqua all the way to the Howqua Caravan Park.
- Howqua to new boat ramp trail
- Howqua to the Howqua River bridge trail.
- The Howqua Community Trail is a track we are currently trying to develop, it would then be great if we could extend this trail to include access to the new Howqua boat ramp with the housing estate and then possibly continue up to the Howqua River Bridge park which the community group has adopted with help from Keep Australia Beautiful Victoria, but are yet to develop.

Additional Communities/Areas

Proposed Tracks and Trails

- Trail running/bike riding track from Howqua Valley Holiday Park to Howqua River Rd.
- New walk around Merrijig.
- Mount Samaria could have a few more loops, maps and parking.
- More signage and tracks within Mt Samaria to help bring more runners, hikers to the area as well as MTB riders would be great. It's a magic area that seems to not be utilised enough. This however would need to also be managed with the hunters and ensure they (which they do not) hunt at the right times , right areas and within the ethics to ensure safety and family friendly environment.
- Lets develop Mount Samaria. Another gorgeous area with limited access apart from 4wd and limited walking routes.
- Kevington is in need of some trails and tracks to be connected. It is a wild area, but the river is stunning to walk along there, it has prime camping spots and attracts all types of people who love outdoors style travel.
- Mountain bike tracks in Tolmie and bridleways following farm tracks in and around Long Ln and Aldous Rd.
- Tracks up the Howqua and Woods Point Valleys.
- There was plans for a trail along Old Tolmie Rd in the last 10 years when the road was sealed. The road was sealed but the trail wasn't built. This trail is still needed.

Additional comments and information relating to tracks and trails within the Shire and Alpine Resorts

There was a wide and varied response to this question and a selection of responses has been provided below that represent the major sentiments, a full list of comments is provided in Appendix B.

- *“The area is amazing, it would be even better if there was more detailed information on how and where to access some of the tracks and trails, have more connected and loop trails and more info for horse riders please.”*
- *“I travel from Melbourne at least twice a year for a week enjoying all the trails.”*
- *“Shared tracks must be well signed for walkers, horse riders and bike riders so there is no conflict on the tracks.”*
- *“Tracks and trails provide both amenity to local residents and options for visitors that are low cost and healthy. It is important to cater for both.”*
- *“The Shire do a reasonably good job considering the size. More publicity (of tracks and trails) would be great especially for locals!”*
- *“The Mansfield Shire and Alpine Resorts are doing a good job, if we can keep moving forward and creating areas that allow people to be out enjoying the outdoors, it can never be a bad thing.”*
- *“We are so lucky to have an amazing terrain choice and range of tracks and trails to choose from.”*
- *“Don’t underestimate how much tourism mountain bike trails bring to a town. We are closer to the likes of Melbourne than Bright or Omeo and people have no worries about going there. Build it and they will come!”*
- *“There are simply not enough track/trails for hiking. From Macs Cove there is no where to safely walk beyond the few streets there. Jamieson is such a beautiful place, but again there are no decent (10km) walks there There are amazing hills to really challenge yourself around the area, but no tracks to use. Hiking on the mountain is beautiful but you are very limited during winter or you need 4WD to get to.”*
- *“Generally speaking I think my focus is cycling safety, connecting towns, development away from the restrictions on Mt Buller/Stirling and remote hiking network around Jamieson. Actually, come to think of it, mountain biking opportunities around Jamieson should be explored.”*
- *“More dedicated horse camping areas for public use around Mt Stirling and the Upper Howqua area.”*

04

Audit and Inventory



Inventory of Existing Tracks & Trails

The audit classified the tracks and trails into three main categories walking/hiking; cycling and horse riding. It should be noted that many of the tracks and trails are suitable for a variety of disciplines and are shared-use in nature and as such the primary activity has been identified along with any secondary activities catered for. In addition the location of the trail head; management/land tenure; hierarchy and length is also detailed below. Further details are also provided in the inventory spreadsheet which is included as Appendix C.

The Shire owns, manages or maintains the following tracks or trails in many cases jointly with management committees/community associations:

Rail Trail

- Great Victorian Rail Trail (Merton to Mansfield portion)

Walk

- Jamieson Heritage Walk
- Jamieson Paw Prints Walk
- Jamieson Significant Trees Walk
- Mansfield Botanic Park Walk
- Mansfield Mullum Wetland Walk
- Goughs Bay Foreshore Walk
- The Island Walk (Jamieson)

Footpath & Shared Paths

- GB1 - General Store to Mountain Bay Dr (Maze)
- MF1 - Kidston Pde to Apollo St
- MF2 - Maroondah Hwy to Malcolm St
- MF8 - Link St to The Farmhouse
- MF18 - Karen Ct to Maple Tree Blvd
- MF31 - Kidston Pde to Ultimo St
- MF38 - Highett St to Highton Ln

Cycling

- Mountain Gully Road Trail
- Mount Battery, Coombesberg and Long Lane
- The Barwite Loop

Inventory of Existing Trails - Walking

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
1	Australian Alps Walking Track (Mansfield Shire Section)	Alpine National Park	Hiking	Birding, Running	Parks Victoria	National	Undefined	Moderate
2	Bluff Circuit	Alpine National Park	Hiking	Camping	Parks Victoria	Regional	11.9	Moderate
3	Eagles Peak Walking Track	Alpine National Park	Hiking		Parks Victoria	Regional	5.3	Low
4	Howqua Feeder and Hills Tracks Multiday Walk	Alpine National Park	Hiking	Backpacking, Camping	Parks Victoria	Regional	42.6	Low
5	Howqua Hills to Eagles Peak	Alpine National Park	Hiking	Camping, Walking	Parks Victoria	Regional	12.6	Low
6	Mount Buller via West Ridge Track	Alpine National Park	Hiking	Walking	Parks Victoria	Regional	10.8	High
7	Mount Clear	Alpine National Park	Hiking	Walking	Parks Victoria	Regional	21.7	Low
8	Mount McDonald	Alpine National Park	Hiking	Walking, Camping	Parks Victoria	Regional	19	Low
9	Mount McDonald from Nobs Track	Alpine National Park	Hiking	Walking, Camping	Parks Victoria	Local	6.8	Low
10	Mount Buller via Klingsporn Bridle Track	Alpine National Park	Hiking	Walking	Parks Victoria	Regional	16.7	Moderate
12	Ritchie's Hutt	Alpine National Park	Hiking	Walking, Running, Horse	Parks Victoria	Regional	5.5	Moderate
13	Plain Creek Falls Walk	Carter's Mill Picnic and Camping Area	Hiking	Mountain Biking	Parks Victoria	Regional	6.6	High
14	Mansfield Ridge Walk	Delatite Bushland Reserve	Hiking	-	Parks Victoria	Local	4.8	Moderate
15	GB1 - General Store to Mountain Bay Dr (Maze)	Goughs Bay	Walking	Cycling	Mansfield Shire Council	Local	1.7	Moderate
16	Howqua Hills Historic Walk	Howqua Hills	Walking	-	Parks Victoria	Local	1.5	Moderate

Inventory of Existing Trails - Walking

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
17	Mount Timbertop	Howqua Hills	Hiking	Walking	Parks Victoria	Regional	5.6	High
18	Sheepyard Flat to Fry's Hut	Howqua Hills	Hiking	Horse Riding	Parks Victoria	Local	4.3	Moderate
19	Jamieson Heritage Walk	Jamieson	Walking		Mansfield Shire Council	Local	3	High
20	Jamieson Paw Prints Walk	Jamieson	Walking		Mansfield Shire Council	Local	2.8	Moderate
21	Jamieson Significant Trees Walk	Jamieson	Walking		Mansfield Shire Council	Local	3	Moderate
22	Masters Track, Mitchell's Track and Jameson Firebreak Loop	Jamieson	Hiking	Running, Walking	Parks Victoria	Local	11.7	Low
23	The Jamieson River via Gallows Track and Mitchells Bridle Trail	Jamieson	Hiking	Backpacking, Camping	Parks Victoria	Local	13.7	Low
24	Sappers Track via Jamieson South Firebreak Loop	Jamieson	Walking	4WD	Parks Victoria	Local	8.2	Low
25	Flourbag Track	Kevington	Hiking	Mountain Biking, Running	DEECA	Local	5.3	Low
26	Poletti Track to Mount Terrible Track	Kevington	Walking	4WD, Gravel Riding	Parks Victoria	Local	9	Moderate
27	Stillman Track	Lake Eidon	Hiking	Running, Mountain Biking	Parks Victoria	Local	10.2	Low
28	The Paps Walk	Maindample	Hiking	Running, Walking	Parks Victoria	Local	11.7	High
29	Mansfield Botanic Park Walk	Mansfield	Walking	Hiking, Running	Mansfield Shire Council	Local	2.6	High
30	Mansfield Mullum Wetlands Walk	Mansfield	Walking		Mansfield Shire Council	Local	1.5	Moderate
31	MFI - Kidston Pde to Apollo St	Mansfield	Walking	Cycling	Mansfield Shire Council	Local	1.25	Moderate

Inventory of Existing Trails - Walking

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
33	MF8 - Link St to The Farmhouse	Mansfield	Walking	Cycling	Mansfield Shire Council	Local	700m	Moderate
34	MF18 - Kareen Ct to Maple Tree Blvd	Mansfield	Walking	Cycling	Mansfield Shire Council	Local	580m	Moderate
35	MF31 - Kidston Pde to Ultimo St	Mansfield	Walking	Cycling	Mansfield Shire Council	Local	900m	Moderate
36	MF38 - Highett St to Highton Ln	Mansfield	Walking	Cycling	Mansfield Shire Council	Local	1.3km	Moderate
38	Blind Creek Falls Walk	Mount Buller	Hiking	Running	Alpine Resorts Victoria	Local	850m	Moderate
39	Canyons Side Walk	Mount Buller	Walking	Running	Alpine Resorts Victoria	Local	280m	Moderate
41	Klingsporn Bridle Trail	Mount Buller	Hiking	Mountain Biking	Alpine Resorts Victoria	Local	6.4	Moderate
42	Little Buller Walk Loop/Little Buller Walk	Mount Buller	Hiking	-	Alpine Resorts Victoria	Local	9.3	Moderate
43	McLaughlins Shoulder Trail	Mount Buller	Hiking	Horse Riding	Alpine Resorts Victoria	Local	8	Moderate
44	Mount Buller Sculpture Park Walk	Mount Buller	Walking	-	Alpine Resorts Victoria	Local	Undefined (Short)	High
45	Stirling Summit True & False Walks	Mount Stirling	Hiking	-	Alpine Resorts Victoria	Local	Undefined (Short)	Moderate
46	Summit Nature Walk	Mount Buller	Hiking	Horse Riding	Alpine Resorts Victoria	Regional	6.2	High
47	Summit Nature Walk South	Mount Buller	Hiking	-	Alpine Resorts Victoria	Local	Undefined (Short)	High
48	Woolybutt Proposed new Alignment	Mount Buller	Hiking	Mountain Biking, Horse Riding	Alpine Resorts Victoria	Local	Undefined	Low
49	Village to Klingsporn	Mount Buller	Hiking	-	Alpine Resorts Victoria	Local	Undefined (Short)	High

Inventory of Existing Trails - Walking

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
50	Woolly Butt Loop	Mount Buller	Hiking	Walking	Alpine Resorts Victoria	Regional	5.6	
52	Woollybutt Trail	Mount Buller	Hiking	Mountain Biking, Horse Riding	Alpine Resorts Victoria	Regional	1.7	Moderate
53	Delatite River Trail	Mount Buller	Hiking	Mountain Biking, Snowshoeing, Running	Alpine Resorts Victoria	Regional	21.2	High
54	Klingsporn to McLaughlins	Mount Buller	Hiking	-	Alpine Resorts Victoria	Local	Undefined (Short)	Moderate
55	Mount Stirling Summit Loop Walk	Mount Stirling	Hiking	Mountain Biking, Horse Riding	Alpine Resorts Victoria	Regional	13.7	Moderate
56	Wombat Drop Interpretive Loop	Mount Stirling	Hiking	Mountain Biking, Horse Riding	Alpine Resorts Victoria	Local	4.4	Low
57	Craig's Hut Walk	Mount Stirling	Walking	Horse Riding	Alpine Resorts Victoria	State	3.5	High
58	Stirling Summit Interpretive Loop	Mount Stirling	Hiking	Walking, Mountain Biking	Alpine Resorts Victoria	Regional	12.3	Moderate
59	Mount Skene Trail	Woods Point	Hiking	Walking	Parks Victoria	Local	13.7	Low
60	Back Creek Falls Track	Mount Samaria	Hiking	-	Parks Victoria	Local	6.3	Low
61	Bindaree Falls	Mount Buller	Hiking	-	Alpine Resorts Victoria	Local	0.5	Low
62	Water Race Walk	Woods Point	Walking	Cycling	Parks Victoria	Local	Undefined	Low
63	Goughs Bay Foreshore Walk	Goughs Bay	Walking	Cycling	Mansfield Shire Council	Local	Undefined (Short)	Moderate
64	McMillan Walking Track	Woods Point	Hiking	-	Various	Local	212.6	Low

Inventory of Existing Trails - Walking

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
65	The Island Loop	Jamieson	Walking	-	Mansfield Shire Council	Local	Undefined (Short)	Low
66	Star of the West Gold Mine	Wood Point Road	Walking	Hiking, Running, Mountain Biking, Horse Riding	-	Local	1.6	Low
67	Wileman Track	Back Creek Falls	Walking	Hiking, Running	Parks Victoria	Local	7	Low
68	Wild Dog Falls Track	Mount Samaria Rd (Carpark)	Walking	Hiking, Running	Parks Victoria	Local	1.5	Low
69	Mount Samaria Summit Link Track	Mount Samaria Rd	Walking	Hiking, Running	Parks Victoria	Local	4.7	Low
70	National Trail	-	Hiking	Horse riding	Various	National	Undefined	Low
71	Geelong Grammar Timbertop Trails	Merrijig	Hiking	-	Geelong Grammar	Local	Undefined (Short)	Low

Inventory of Existing Trails - Cycling

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
1	Abom Downhill	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	Regional	2	High
2	Big River Paddle: Railway Creek to Jim Bullock	Lake Eildon National Park	Road Riding	-	Parks Victoria	Local	11.7	Low
3	Box Corner Entry	Mount Buller	Mountain Biking	Horse Riding, Hiking, Running	Alpine Resorts Victoria	Local	695m	Moderate
4	Clancy's Run	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	Local	1.4	Moderate
5	Copperhead Trail	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	Local	2.3	High
6	Cornhill Trail	Mount Buller	Mountain Biking	Hiking, Running	Alpine Resorts Victoria	Local	952m	Moderate
7	Australian Alpine Epic Trail	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	National	46	High
8	Family Trail	Mount Buller	Mountain Biking	Horse Riding, Hiking, Running	Alpine Resorts Victoria	Local	2.4	Moderate
9	Flourbag Track	Kevington	Mountain Biking	Hiking, Running	DEECA	Local	5.3	Low
10	Gang Gangs Trail	Mount Buller	Mountain Biking	Hiking, Running	Alpine Resorts Victoria	Regional	1.3	High
11	Goughs Bay Explorer	Goughs Bay	Mountain Biking	Hiking	Parks Victoria	Local	8.5	Moderate
12	Goughs Bay Scenic Loop	Goughs Bay	Mountain Biking	Hiking	Parks Victoria	Local	4.2	High
13	Highbett Point Track via Blue Gum Flat	Lake Eildon National Park	Mountain Biking	Camping, Off Road Driving	Parks Victoria	Local	20.1	Low
14a	Ant Pants	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.165	High
14b	Base Track	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.535	Moderate

Inventory of Existing Trails - Cycling

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
14c	Joyride	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.874	High
14e	Tunnel Track	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.184	High
14f	Rubbish Run	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.359	High
14g	Midland Link	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.91	Low
14h	Get Over It	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.587	High
14i	Rifle Butts	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	2.2	High
14j	Fourteen Farts	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.883	Moderate
14k	Critters	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	1.4	High
14l	Bogans' Beginnings	Mansfield	Mountain Biking	Walking, Running	Parks Victoria	Local	0.71	High
15	Medusa Trail	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	Local	620m	Moderate
16	Mirimbah Loop (From Telephone Box Junction)	Mt Stirling	Gravel Riding	-	Alpine Resorts Victoria	Regional	40.8	Low
17	Mirimbah to Mount Buller via Delatite River Trail	Mount Buller	Mountain Biking	Hiking, Skiing	Alpine Resorts Victoria	Regional	30.1	Low
18	Misty Twist Trail	Mount Buller	Mountain Biking	-	Alpine Resorts Victoria	Local	3	Moderate
19	Mount Battery, Coombesberg and Long Lane	Mansfield	Gravel Riding	-	Mansfield Shire Council	Local	33.5	Low
20	Mount Buller Summit Loop via Klingsporn Track	Mount Buller	Mountain Biking	Hiking, Walking, Running	Alpine Resorts Victoria	Regional	23.8	Low

Inventory of Existing Trails - Cycling

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
21	Mount Stirling via Delatite River Trail	Mount Buller	Mountain Biking	Hiking, Walking, Horse Riding	Alpine Resorts Victoria	Regional	29.6	Moderate
22	Mt Buller - Mt Stirling Link	Mt Buller Village	Gravel Riding		Alpine Resorts Victoria	Regional	14.6	Low
23	Mt Stirling Classic Circuit Loop	Mt Stirling	Gravel Riding		Alpine Resorts Victoria	Regional	47.8	Low
24	Mt Stirling Summit Loop Revised	Mt Stirling	Gravel Riding		Alpine Resorts Victoria	Regional	13.7	Low
25	One Tree Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	762	Low
26	Outlaw Express start	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	643m	Moderate
27	Picnic Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	441m	Moderate
28	Plain Creek Track from Carters Mill Campground	Merrijig	Mountain Biking	Hiking, Camping	Parks Victoria	Regional	12.2	Moderate
29	Plough Shed	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	3.2	Moderate
30	Razorback, Stirling, Clear Hills, McCormacks, BurntTop, Pineapple Flat	Mount Buller	Mountain Biking	Hiking, Walking, Camping, Running	Alpine Resorts Victoria	Regional	39.3	Moderate
31	River Spur Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	5.6	Moderate
32	Seven 7 Peaks Ride: Mount Buller	Mount Buller	Road Riding		Alpine Resorts Victoria	State	15.9	High
33	Skyline Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	-	852m	Closed
34	Snowgums Trails	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	1	High
35	Soul Revival Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	467m	Moderate

Inventory of Existing Trails - Cycling

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
36	Split Rock Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	863m	Moderate
37	Stonefly Loop and Mount Stirling Summit	Mount Buller	Mountain Biking	Hiking, Walking, Camping, Running	Alpine Resorts Victoria	State	11.5	Low
38	Stonefly Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	State	10.3	High
39	The Barwite Loop	Mansfield	Road Riding		Mansfield Shire Council	Local	22	Moderate
40	Trigger Happy Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Local	1.7	Moderate
41	Upper Baldy Trail/Fork Creek Trail	Mount Stirling	Mountain Biking	Horse Riding, Hiking, Trail Running	Alpine Resorts Victoria	Local	2km	Moderate
42	Wombat Trail	Mount Buller	Mountain Biking		Alpine Resorts Victoria	Regional	453m	Moderate
43	Monkey Gully Road Trail	Mansfield	Mountain Biking	Cycling	Mansfield Shire Council	Local	1.4	Low

Inventory of Existing Trails - Horse Riding

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
2	Pineapple Flat to Razorback Hut via Black Landing Road to Circuit Road	Mount Buller/Mount Stirling	Horse Riding	Mountain Biking, Walking, Running, Hiking	Alpine Resorts Victoria	Regional	25.4	High
3	Razorback, Stirling, Clear Hills, McCormacks, BurntTop, Pineapple Flat	Mount Buller/Mount Stirling	Horse Riding	Mountain Biking, Walking, Running, Hiking	Alpine Resorts Victoria	Regional	39.3	High
4	Tolmie Recreation Reserve to McRaes / Tromps Plantation	Tolmie	Horse Riding	Hiking, Walking, Running	Tolmie Recreation Reserve Committee	Local	15.6	Moderate
5	Mount Samaria State Park	Granny's Flat	Horse Riding	Hiking, Running, Walking	DEECA	Regional	24	Moderate
6	Howqua Hills Historic Area	Howqua Hills	Horse Riding	Hiking, Running, Walking	Parks Victoria	Regional	Various	Moderate
12	Ritchie's Hutt	Alpine National Park	Hiking	Walking, Running, Horse Riding	Parks Victoria	Regional	5.5	Moderate
21	Mount Stirling via Delatite River Trail	Mount Buller	Horse Riding	Hiking, Mountain Biking	Alpine Resorts Victoria	Regional	29.6	Moderate
70	National Trail	Various	Hiking	Horse Riding, Running	Various	National	Undefined	Low

Inventory of Existing Trails - Rail Trail

Ref. No.	Name	Location (Trail Head)	Primary Activity	Secondary Activities	Management/ Land Tenure	Hierarchy	Length (km)	Usage
1	Great Victorian Rail Trail	Merton/Boonie Doon/Mansfield	Cycling, Horse riding, Walking	-	Murrindindi Shire Council, Mansfield Shire, Mitchell Shire	State	134km/75km	High

Analysis of Current Usage

The audit and inventory of the tracks and trails established a comprehensive understanding of the existing tracks and trails network within the Shire (including Mt Buller and Mt Stirling Alpine Resorts).

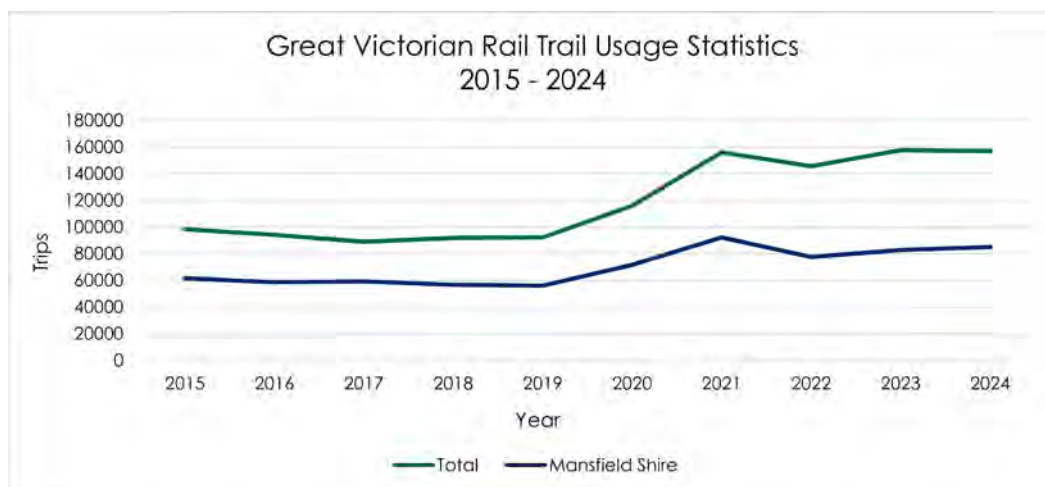
The majority of tracks and trails fall under the ownership or management of external agencies, including Parks Victoria, DEECA and Alpine Resorts Victoria.

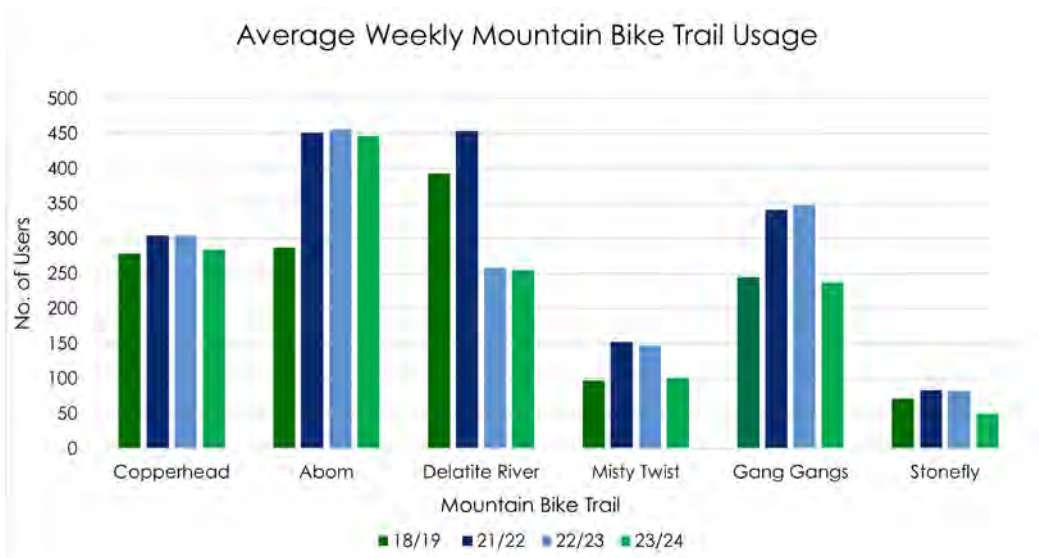
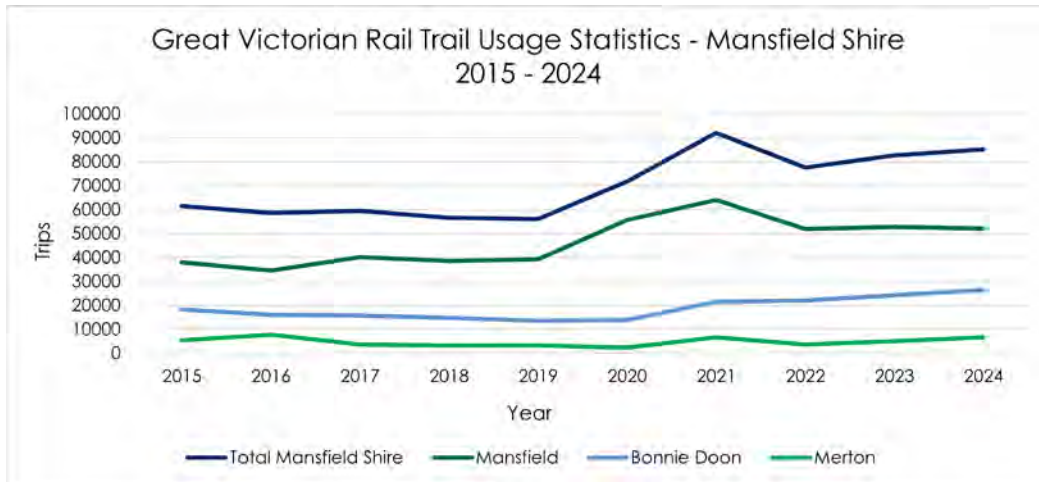
To better understand current track and trail use and usage patterns, user profiles were analysed using secondary data sources. Heatmaps and activity data from platforms such as Strava, Trailforks and AllTrails were reviewed to identify heavily used track and trail segments and common user types. The heatmaps are presented in section 5 in conjunction with the mapping.

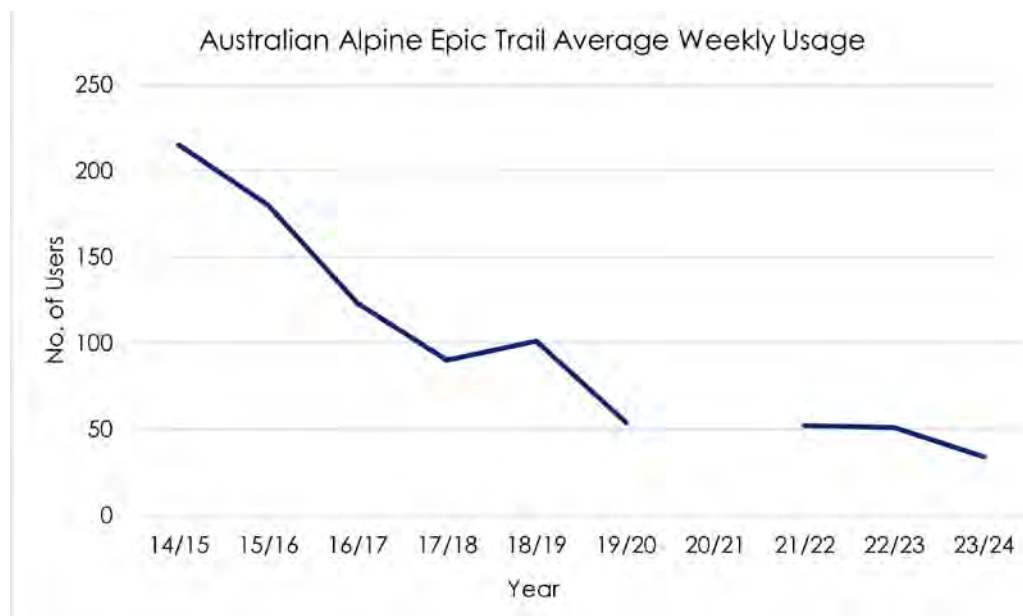
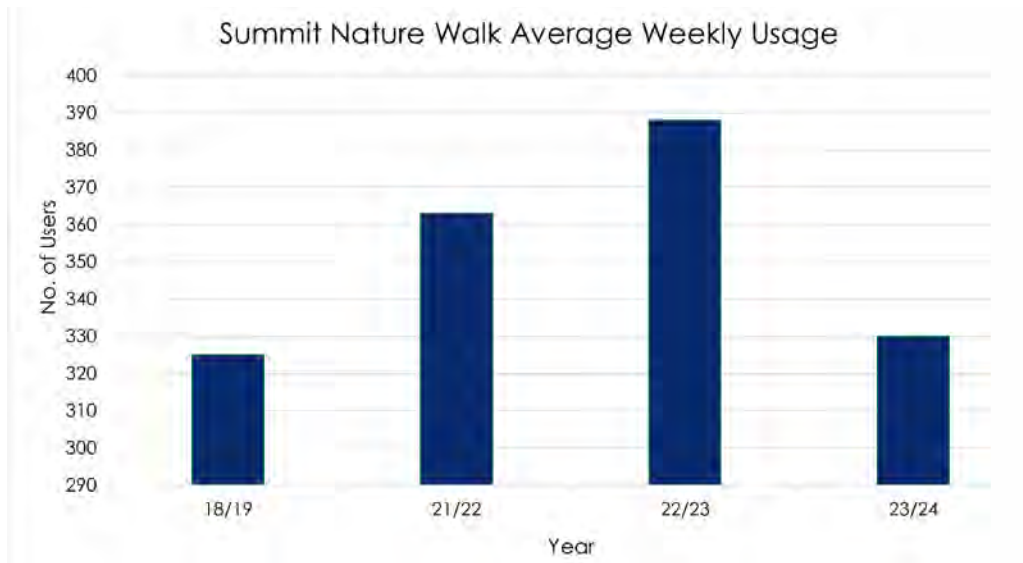
In addition there is some detailed usage data available for a number of high profile tracks and trails within the Shire. These include the GVRT, the Australian Alpine Epic Trail, popular mountain bike and walk trails within the Mount Buller Alpine Resort. The graphs below presents this information.

Generally the participation levels spiked after the Covid pandemic lock down period (2020/2021). In the last couple of years this has dropped off however is still above pre-Covid pandemic usage levels.

An outlier has been the Australian Alpine Epic Trail which has decrease in popularity consistently over the past ten years. This is thought to be related to increase in competition from new major mountain bike trail developments in Victoria and interstate.

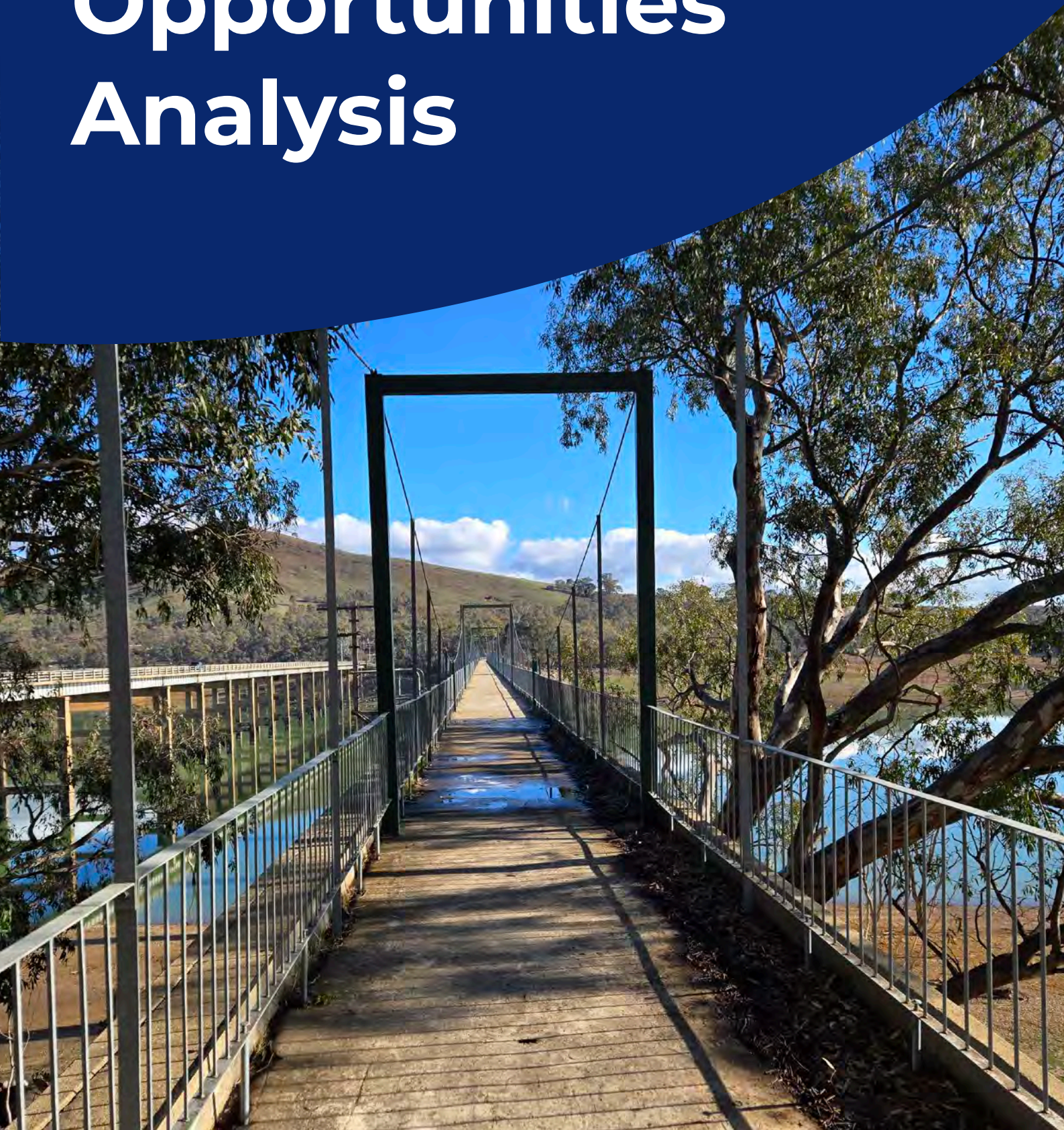






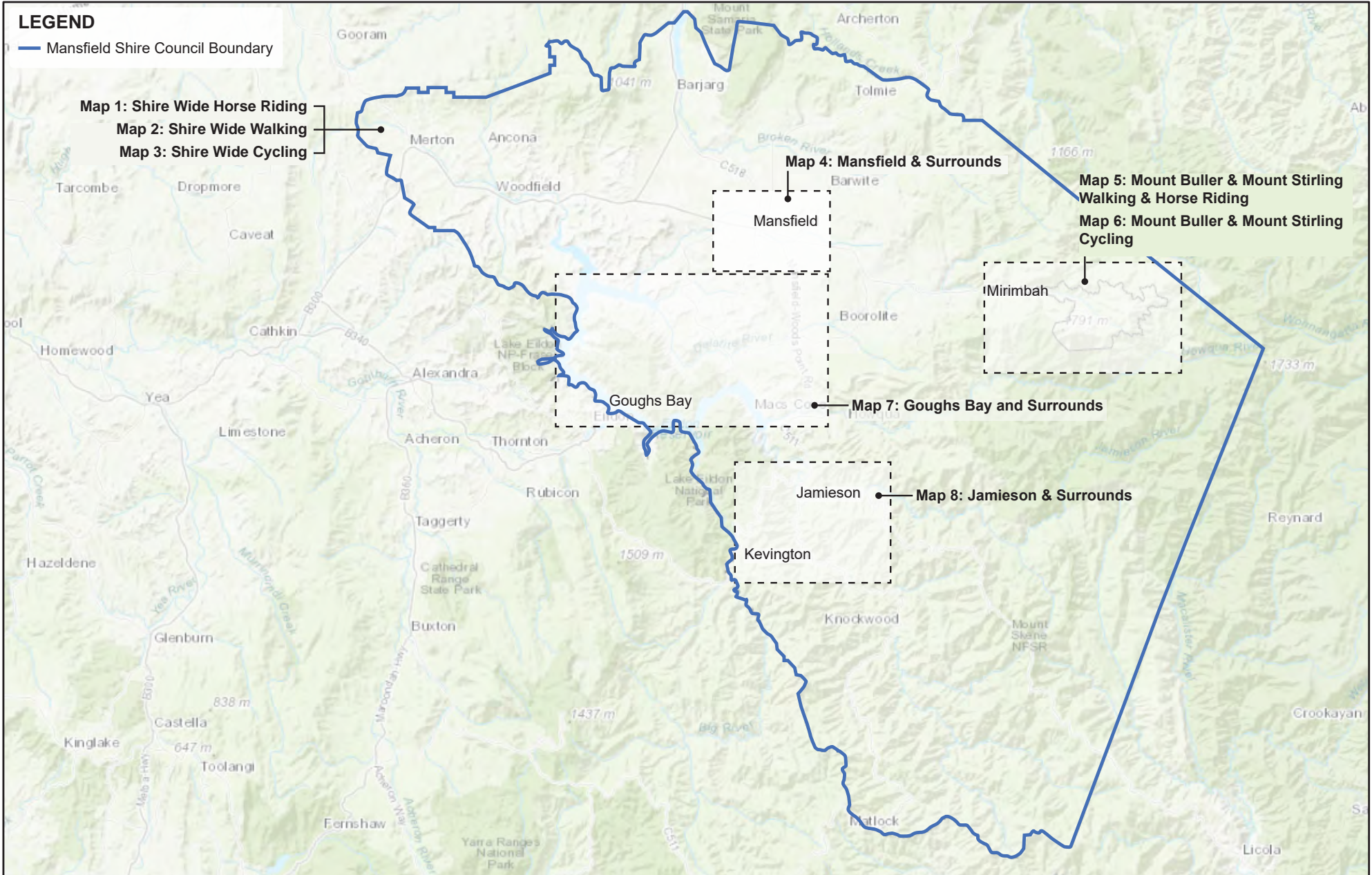
05

Gap, Issues & Opportunities Analysis



Mapping

Based on the audit and inventory a series of maps have been prepared that represent the tracks and trails network throughout the Shire. These maps outline the existing tracks and trails and also any proposed new linkages or improvements to the existing network which have been informed by the research, consultation and analysis.. They have been presented at a Shire wide level and also at a township level by discipline type i.e. walking, cycling and horse riding. These maps are provided below.



LEGEND

— Mansfield Shire Council Boundary

Map 1: Shire Wide Horse Riding
 Map 2: Shire Wide Walking
 Map 3: Shire Wide Cycling

Map 4: Mansfield & Surrounds

Map 5: Mount Buller & Mount Stirling Walking & Horse Riding
 Map 6: Mount Buller & Mount Stirling Cycling

Map 7: Goughs Bay and Surrounds

Map 8: Jamieson & Surrounds



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PROJECT
Mansfield Shire Tracks and Trails Strategy

DRAWING TITLE
Mansfield Shire Overview Map

Drawn:
 AP
 Reviewed:
 NT



Rev.	Date	Description

DRAFT

Drawing No. **MAP 0** Revision **-**

Shire Wide Horse Riding

Horse riding is a significant and longstanding part of the Shire's cultural and recreational identity, offering unique opportunities to experience the region's iconic High Country landscapes. Catering to all skill levels, trail rides range from short to multi-day treks, allowing riders that traverse high mountain trails, cross icy streams and travel through snowgum-lined clearings. These experiences provide not only a connection with the natural environment but also a deeper appreciation of the Shire's heritage, where horseback travel remains a symbol of its pioneering and pastoral history. As shown on the Shire-wide Horse Riding map (Map 1), there are eight tracks and trail networks utilised for horse riding across the Shire.

In addition to these tracks and trails, many of the walking/cycling and shared use tracks and trails are also used legitimately for horse riding which should be considered in future planning, maintenance and signage decisions for these corridors. Specifically those located in the Mount Stirling, Howqua Hills and Jamieson areas.

Great Victorian Rail Trail

The GVRT is the second longest rail trail in Australia, following the former railway route from Tallarook through Mansfield, with a branch line to Alexandra in north central Victoria. Located in Victoria's High Country, the trail stretches across scenic landscapes and can be explored on foot, by bike, or on horseback. This unique trail offers access to heritage-classified rivers, majestic valleys, lakes and mountains, and features a series of public artworks that enhance its cultural and visual appeal.

From a horse riding perspective it offers a relatively easy ride due to its relatively flat nature and the main track can be shared with walkers and cyclists, but separate horse trails are also marked alongside the main trail in many places.

Half day, full day and overnight rides are all possible with parking and drop off areas located along the length of the GVRT.

The GVRT also provides key access and recreational routes for local riders residing within the Shire. The GVRT has horse yards and watering points at rest points (including Maindample, Bonnie Doon and Woodfield) where horses can be tied up and watered.

Tolmie Recreation Reserve to Mcraes / Tromps Plantation

This trail network is generally considered a moderately challenging route and great for hiking and horse riding. The trail network is open year-round and is beautiful to visit anytime with camp grounds and horse yards..

Pineapple Flat to Razorback Hut via Black Landing Road to Circuit Road

This route weaves through Victoria's rugged landscapes with shared paths for hikers, cyclists and horse riders.

Razorback, Stirling, Clear Hills, McCormacks, Burnt Top and Pineapple Flat

This is a popular trail for camping, hiking and horse riding.

Mount Stirling via Delatite River trail

A spectacular horse riding trail in the Alpine Region of Victoria, located not too far from Mount Buller Village.

Ritchies Hut

Ritchie's Hut is a six kilometre trail suitable for walkers and horse riders from the Eight Mile Flat camping area off Brocks Road, which is accessed from Sheeppark Flat via the Howqua Track from Merrijig. (refer Map 2)

There are a number of private trail riding companies that run guided horse rides on various tracks and trails across the Shire.

There is limited information on horse riding tracks and trail usage, primarily due to the nature of the riders who unlike participants in activities such as mountain biking and hiking, use limited technology such as GPS devices to track their riding activity. Consultation with the horse riding community indicated that the most popular areas for horse riding in the Shire were Mount Stirling, Howqua Hills, the GVRT and the southern section of Mount Samaria State Park. There is also horse riding occurring near townships such as Jamieson and Tolmie.

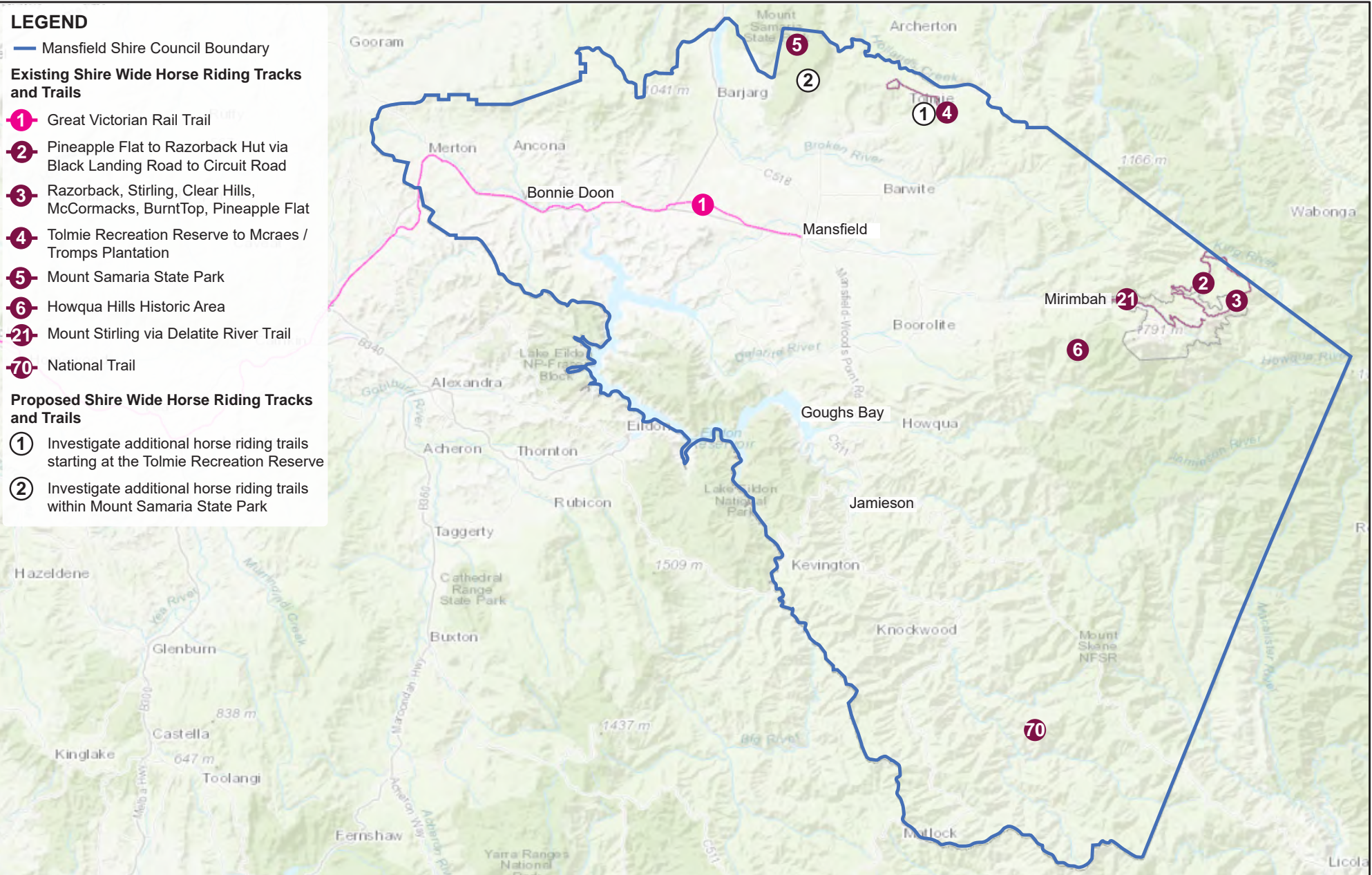
Key Opportunities

Key opportunities for the provision of horse riding tracks and trails within the Shire include investigating additional horse riding trails starting at the Tolmie Recreation Reserve and also within the Mount Samaria State Park.

There is also a proposed Mt Stirling Horse Trail (identified in the Hume Region Significant Tracks and Trails Strategy) which would provide improved and safer access to Mt Stirling Summit, Craigs Hut, King River and Razorback.

LEGEND

- Mansfield Shire Council Boundary
- Existing Shire Wide Horse Riding Tracks and Trails**
- ① Great Victorian Rail Trail
- ② Pineapple Flat to Razorback Hut via Black Landing Road to Circuit Road
- ③ Razorback, Stirling, Clear Hills, McCormacks, BurntTop, Pineapple Flat
- ④ Tolmie Recreation Reserve to Mcraes / Tromps Plantation
- ⑤ Mount Samaria State Park
- ⑥ Howqua Hills Historic Area
- ⑦ Mount Stirling via Delatite River Trail
- ⑧ National Trail
- Proposed Shire Wide Horse Riding Tracks and Trails**
- ① Investigate additional horse riding trails starting at the Tolmie Recreation Reserve
- ② Investigate additional horse riding trails within Mount Samaria State Park



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PROJECT
Mansfield Shire Tracks and Trails Strategy

DRAWING TITLE
Tracks and Trails - Shire Wide Horse Riding

Drawn: AP
 Reviewed: NT

Rev.	Date	Description

DRAFT

Drawing No. **MAP 1** Revision **-**

Shire Wide Walking and Hiking

Walking and hiking (bushwalking) is a popular activity within the Shire for local residents and visitors. There is a diversity of opportunities available from long distance overnight adventurous hikes, rail trails, township and summit walks. Full details of all captured walking and hiking tracks and trails are included in the inventory (Appendix C) and a mixed selection of tracks and trails are included below to provide a snapshot of what is available for walking and hiking within the Shire. It should also be noted that many of these tracks and trails are also used by trail runners which is an emerging and growing outdoor recreation and physical activity.

Iconic Walks

There are also some high-profile walks that traverse the Shire including the Australian Alps Walking Track and National Trail. Both trails span many hundreds of kilometres and pass through the Shire.

Multi-day Hikes

Howqua Feeder and Hills Tracks Multiday Walk

There are a number of multi-day hikes including the Howqua Feeder and Hills Tracks Multiday Walk a multi-day backpacking route that runs through the bushland and alongside the Howqua River. This is a mix of wide fire trails and narrower rocky tracks. It uses a section of bushland that sits just outside the Alpine National Park. Weather conditions can be extreme, including snow depending on the time of year. There are various campsites along the way.

The Bluff Circuit

The Bluff Circuit allows exploration of the Alpine National Park, starting and ending at Eight Mile Flat. This 2-day hike navigates through dry open forests, steep natural ramparts and alpine meadows, offering panoramic views from the summit to Mount Buller and Lake Eildon. With the option for a sheltered campsite at Bluff Hut, this hike is for experienced adventurers.

Short Walks

Eagles Peak Walking Track

This is a stellar walk up to the summit of Eagles Peak in the Alpine National Park south of Mount Buller Village. The best time to attempt this walk is in late spring or summer when the weather is milder and snow isn't covering the trail. Spring often has blooming wildflowers in the alpine meadows. From the top of Eagle Peak the views stretch in all directions, with The Governor and Mount McDonald to the south and The Bluff to the east.

Plain Creek Falls Walk

An enjoyable trail located not too far from the Sawmill Settlement. This out and back route begins and ends from the Carters Mill Picnic Area on Carters Road, where toilets and camping are available nearby. The trail itself is well marked and takes you out along Plain Creek out to the waterfalls before returning.

Howqua Hills Historic Walk

An easy self-guided 1.5-hour return walk between Sheeppyard Flat and Frys Flat, following the Howqua River. This walk takes visitors past the old brick chimney and smelting furnace built in 1884.

Mount Timbertop

A short but somewhat challenging hike up Mount Timbertop. Parking is available at the trailhead, on Howqua Road. There is 425 metres of climbing elevation and some obstacles along the way as you hike up the western side of Mount Timbertop to its summit. From the top, there are stunning views over the neighbouring regions to Mansfield, Merrijig Valley, The Bluff and the Victorian Alps.

The Paps Walk

A scenic trail through the Paps Natural Features and Scenic Reserve near Mansfield. This out and back route begins from Paps Road. The walk is entered off the highway. The walk leads up to the summit (707m) and then down through the southern end of the park and back again via the same route.

Craig's Hut Walk

This is a true icon of the Victorian High Country with a hike to Craig's Hut. Famous for its starring role in the movie *The Man from Snowy River*, this hut offers spectacular 360-degree views. The hike takes you through a stunning alpine environment, home to wildlife like wallabies and wedge-tailed eagles.

Summit Nature Walk

A pleasant walk with a couple of inclines towards the summit. This 5km hike rewards with some impeccable 360-degree views at the top. This kid-friendly walk is a local favourite and is particularly stunning at sunrise or sunset. The path is well-marked and begins from the carpark off of Summit Road and follows the track to the top of Mount Buller.

Town Walks

Jamieson Heritage Walk

Walk past quaint cottages, heritage buildings, picturesque river settings and beautiful deciduous trees both of botanical significance and colourful spectacle. Other highlights include St Peter's Anglican Church surrounded by 100 year old oaks and Juddy's Hut, an example of an early miner's cottage. Visit "The Island" where the Jamieson and Goulburn Rivers meet. The route is displayed on interpretive signs in 25 sites around the township.

Mansfield Botanic Park Walk

An easy walk through the Botanic Gardens near the centre of Mansfield, Victoria. The gardens have a mix of native and introduced plants. It is also a popular spot for running. As well as being a Botanic Gardens it is also a park and has facilities like barbecues, picnic shelters with tables, fitness areas, a playground and toilets.

Rail Trail

As mentioned within the horse riding section the GVRT in Victoria's High Country runs from Tallarook to Mansfield with a branch line to Alexandra and can be explored on foot, bike or horse. This unique rail trail features a series of artworks and offers close proximity to heritage classified rivers, majestic valleys, lakes and mountains. It caters for local residents and visitors alike and provides recreational, tourism and transport benefits.

Usage

The more popular walking and hiking tracks and trails in the Shire include:

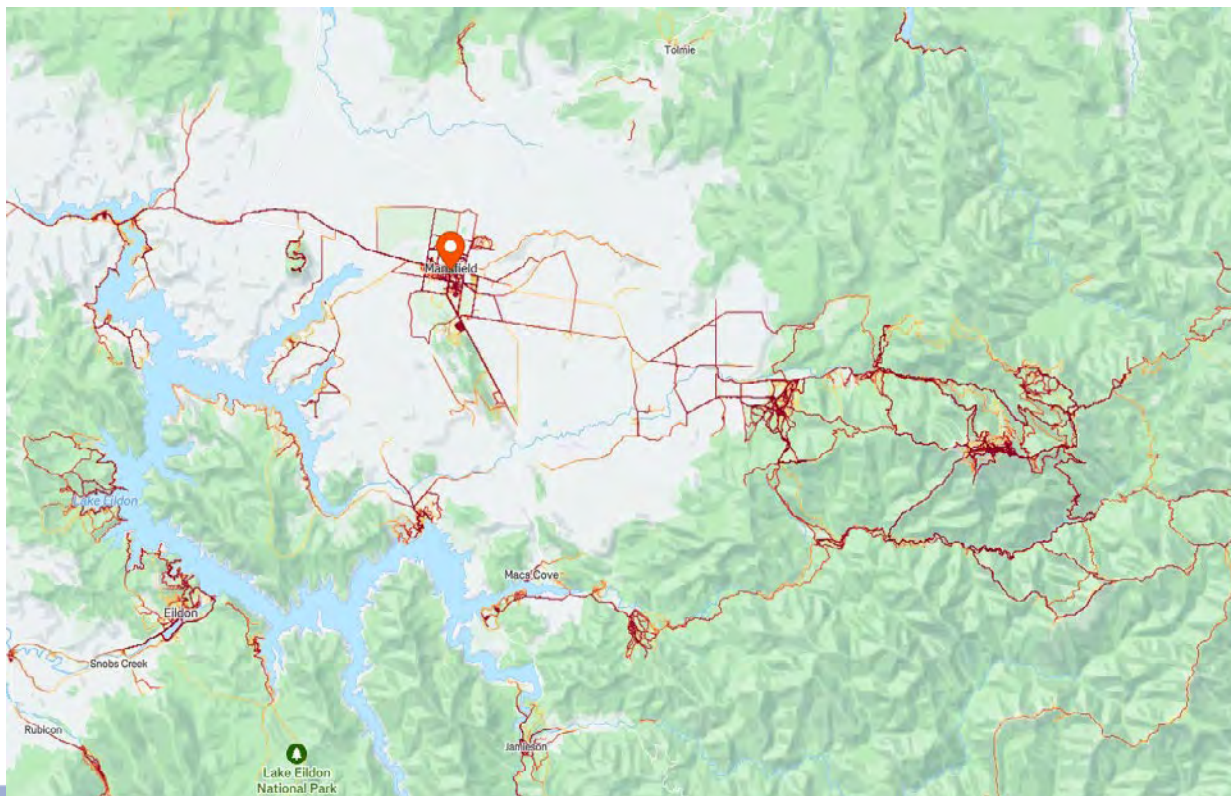
- Craig's Hut Walk
- Delatite River Trail
- Jamieson Heritage Walk
- Mansfield Botanic Park Walk
- Mount Buller Sculpture Park Walk
- Mount Timbertop
- Summit Nature Walk
- Summit Nature Walk South
- The Paps Walk

Key Opportunities

Key opportunities for the provision of walking and hiking tracks and trails within the Shire include:

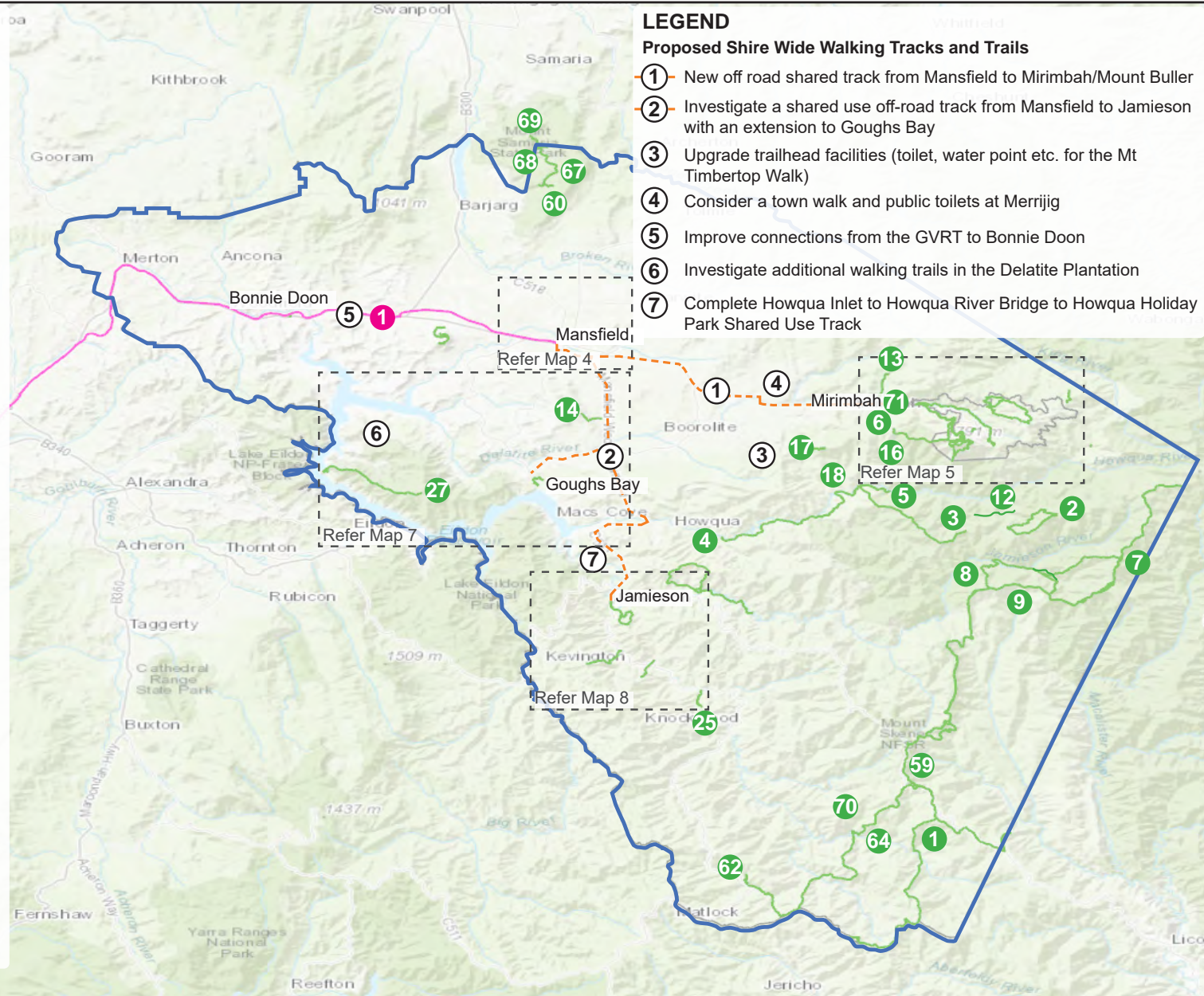
- An off road shared track from Mansfield to Mirimbah/Mount Buller
- An off road shared track from Mansfield to Jamieson with an extension to Goughs Bay
- Upgrade of the trailhead facilities (toilet, water point etc.) for the Mt Timbertop Walk)
- Consideration of a town walk and public toilets at Merrijig
- Improve connections from the GVRT to Bonnie Doon township
- Investigate additional walking trails in the Delatite Plantation
- Completion of the Howqua Inlet to Howqua River Bridge to Howqua Holiday Park Shared Use Track

Heat Map - Walking



LEGEND

- Mansfield Shire Council Boundary
- Existing Shire Wide Walking Tracks and Trails**
- ① Great Victorian Rail Trail
- ① Australian Alps Walking Track
- ② Bluff Circuit
- ③ Eagles Peak Walking Track
- ④ Howqua Feeder and Hills Tracks Multiday Walk
- ⑤ Howqua Hills to Eagles Peak
- ⑥ Mount Buller via West Ridge Track
- ⑦ Mount Clear
- ⑧ Mount McDonald
- ⑨ Mount McDonald from Nobbs Track
- ⑫ Ritchie's Hut
- ⑬ Plain Creek Falls Walk
- ⑭ Mansfield Ridge Walk
- ⑯ Howqua Hills Historic Walk
- ⑰ Mount Timbertop
- ⑱ Sheeppyard Flat to Fry's Hut
- ⑳ Flourbag Track
- ㉓ Stillmans Track
- ㉕ Mount Skene Trail
- ⑥① Back Creek Falls Track
- ⑥② Water Race Walk
- ⑥④ McMillans Walking Track
- ⑥⑦ Wileman Track
- ⑥⑧ Wild Dog Falls Track
- ⑦① Mount Samaria Summit Link Track
- ⑦① National Trail
- ⑦① Geelong Grammar Timbertop Trails



LEGEND

- Proposed Shire Wide Walking Tracks and Trails**
- ① New off road shared track from Mansfield to Mirimbah/Mount Buller
 - ② Investigate a shared use off-road track from Mansfield to Jamieson with an extension to Goughs Bay
 - ③ Upgrade trailhead facilities (toilet, water point etc. for the Mt Timbertop Walk)
 - ④ Consider a town walk and public toilets at Merrijig
 - ⑤ Improve connections from the GVRT to Bonnie Doon
 - ⑥ Investigate additional walking trails in the Delatite Plantation
 - ⑦ Complete Howqua Inlet to Howqua River Bridge to Howqua Holiday Park Shared Use Track



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PROJECT
Mansfield Shire Tracks and Trails Strategy

DRAWING TITLE
Tracks and Trails - Shire Wide Walking

Drawn: AP
Reviewed: NT

Rev.	Date	Description

DRAFT

Drawing No. **MAP 2** Revision **-**

Shire Wide Cycling

Cycling comes in a range of forms including road cycling, mountain biking, recreational cycling, gravel riding and e-bikes.

The Shire is well provided for in terms of cycling opportunities. Mount Buller is recognised as one of Australia's premier mountain biking destinations and home to Australia's first International Mountain Biking Association (IMBA) recognised EPIC Trail the Australian Alpine Epic.

Cycling is a key platform for Tourism North East to attract visitors to the region including the Mansfield Shire.

Road Cycling

Seven Peaks: Mount Buller

The Shire has a number of popular road cycling opportunities including the Mount Buller ascent which is part of the Seven Peaks Challenge. The ride commences at Mirimbah Park and climbs 921 metres of elevation over 15 kilometres to finish at Mt Buller Village. The average gradient is 6.2% with a max grade of 13%. Water and toilets are available at the start and finish of the ride.

Mountain Biking

Alpine Resorts

The majority of mountain biking within the Shire is conducted in the Alpine Resorts of Mt Buller and to a lesser extent Mt Stirling. Mountain biking occurs outside of the snow season and the area offers a variety of trails for different skill levels, from beginners to advanced riders including gravity/downhill and cross country trails.

Most of the tracks and trails across the Mt Buller and Mt Stirling network are shared with walkers, trail runners, mountain bike riders and horse riders.

The accredited 46km Australian Alpine Epic trail traverses Mt Buller, Mt Sirling and the Delatite River and offers a challenging 6+ hour ride for experienced and physically fit riders.

Rifle Butts Reserve

Located on the southern outskirts of Mansfield township, the Rifle Butts Reserve Mountain Bike Park provides a series of trails of various difficulties and are maintained by the Mansfield Mt Buller Cycling Club. The site is predominantly used by local riders and managed by Parks Victoria.

Gravel Riding

There are five recognised gravel riding routes within the Shire, four of which traverse through the Alpine Resorts of Mt Buller and Mt Stirling and one based from Mansfield. Gravel riding has increased rapidly in popularity in recent times and provides a safer (due to less vehicle traffic) and often more pleasant ride off major sealed roads and highways.

Recreational Cycling

Great Victorian Rail Trail

This is a popular cycling route for people interested in a leisurely or touring ride of various distances. It also provides access to key attractors and points of interest in local towns such as Mansfield, Bonnie Doon and Merton. The relatively flat and hardened surface also supports use by children and beginner cyclists. The GVRT terminates in Mansfield where there is parking, toilets and other support facilities.

E-bikes

E-bikes are now available across all cycling disciplines and are often used on the same tracks and trails as conventional bicycles. They are increasingly becoming popular in the mountain biking space as they greatly assist with up hill climbing and also longer distance cycling (road and gravel) as it allows riders to travel further and for longer periods relative to effort.

E-bikes have also opened up greater opportunities for people who may not have previously participated in cycling or are older or have mobility challenges, as it provides assistance with pedaling making it easier to ride a bike. This is a great opportunity for the Shire to capitalise on this growing market, where increasingly in many bike shops, e-bikes are now the highest selling type of bicycle being sold.

Usage

The more popular cycling tracks and trails in the Shire include:

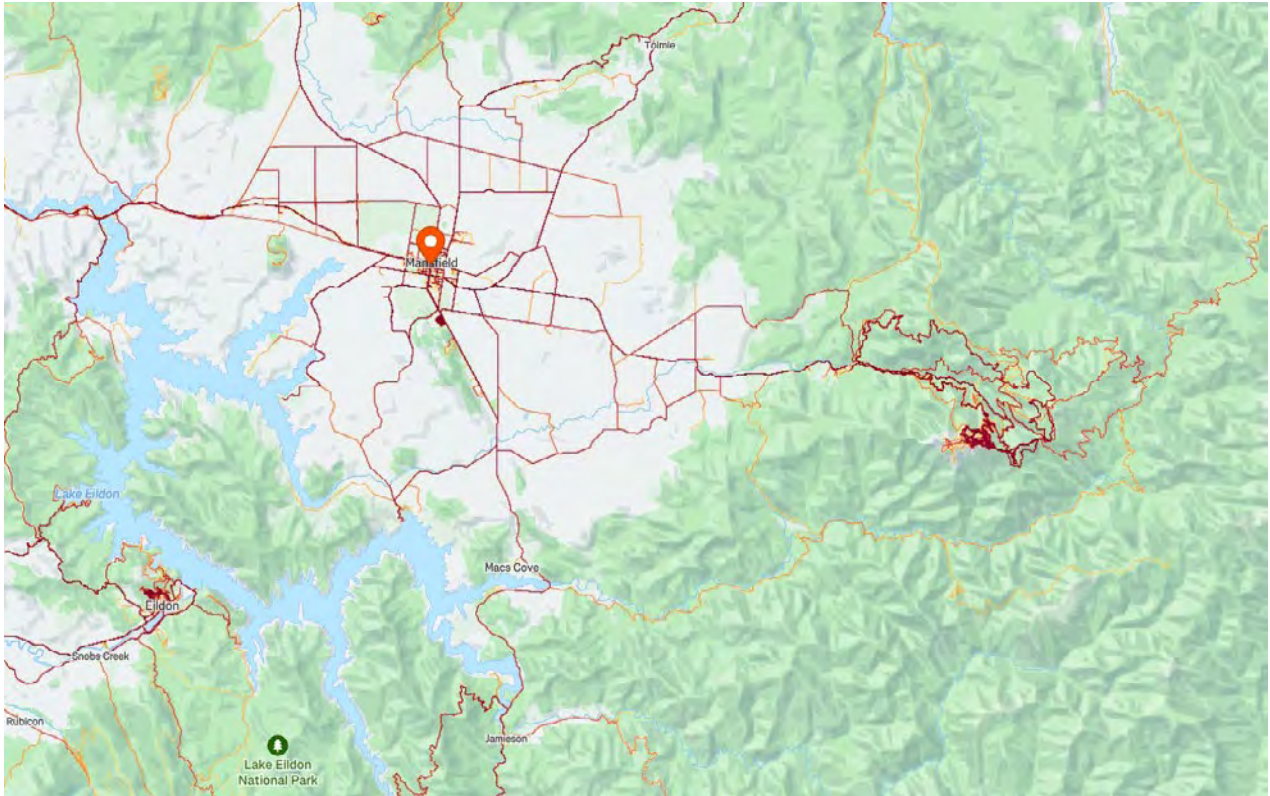
- Mount Buller Mountain Bike Park trails (i.e Abom Downhill, Gang Gangs Trail, Stonefly Trail)
- Australian Alpine Epic Trail
- Seven 7 Peaks Ride: Mount Buller
- Goughs Bay Scenic Loop

Key Opportunities

Key opportunities for the provision of cycling tracks and trails within the Shire include:

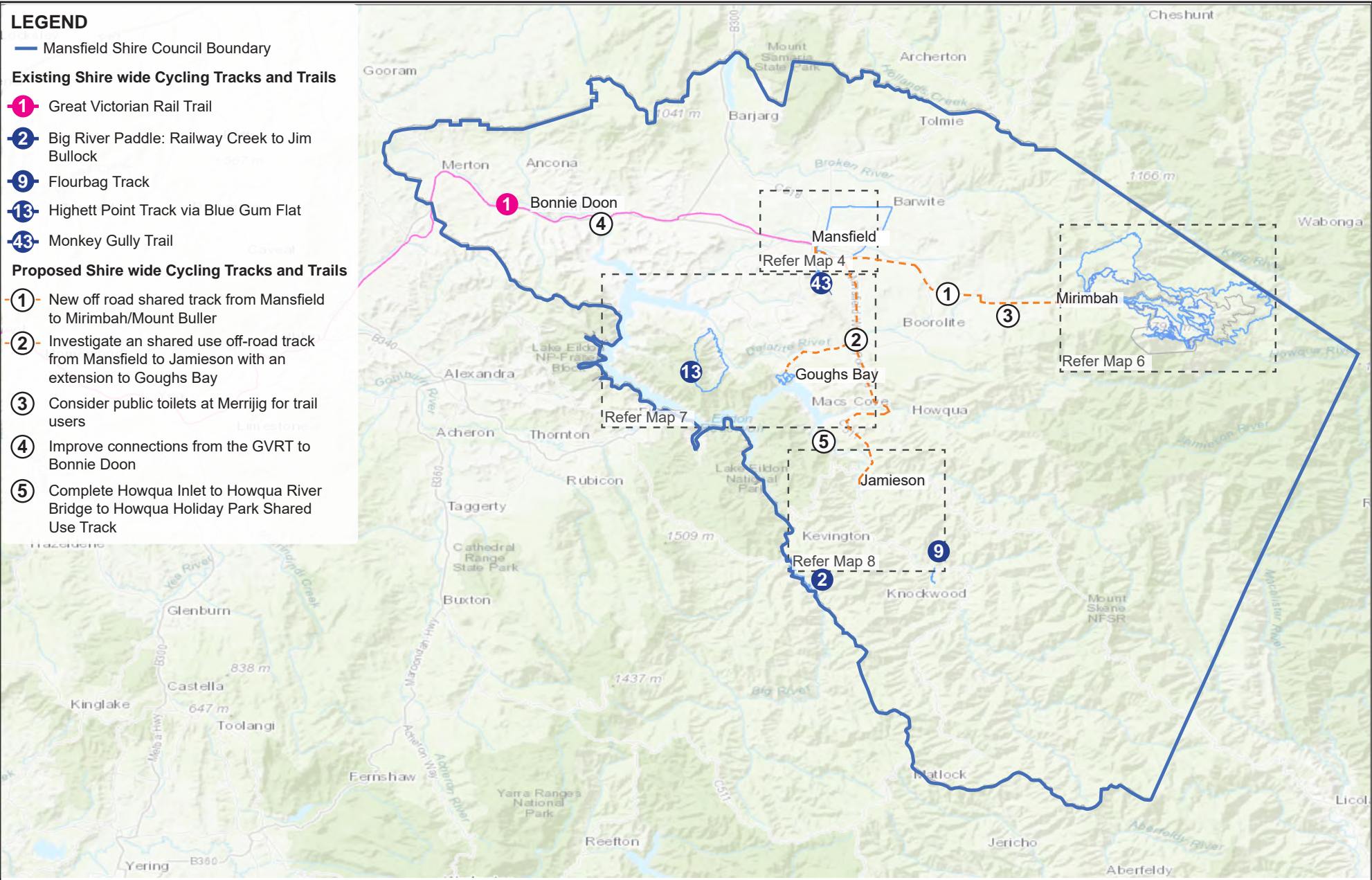
- An off road shared track from Mansfield to Mirimbah/Mount Buller
- An off road shared track from Mansfield to Jamieson with an extension to Goughs Bay
- Improve connections from the GVRT to Bonnie Doon township
- Completion of the Howqua Inlet to Howqua River Bridge to Howqua Holiday Park Shared Use Track

Heat Map - Cycling



LEGEND

- Mansfield Shire Council Boundary
- Existing Shire wide Cycling Tracks and Trails**
- ① Great Victorian Rail Trail
- ② Big River Paddle: Railway Creek to Jim Bullock
- ⑨ Flourbag Track
- ⑬ Highett Point Track via Blue Gum Flat
- ⑬ Monkey Gully Trail
- Proposed Shire wide Cycling Tracks and Trails**
- ① New off road shared track from Mansfield to Mirimbah/Mount Buller
- ② Investigate an shared use off-road track from Mansfield to Jamieson with an extension to Goughs Bay
- ③ Consider public toilets at Merrijig for trail users
- ④ Improve connections from the GVRT to Bonnie Doon
- ⑤ Complete Howqua Inlet to Howqua River Bridge to Howqua Holiday Park Shared Use Track



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PROJECT
Mansfield Shire Tracks and Trails Strategy

DRAWING TITLE
Tracks and Trails - Shire Wide Cycling

Drawn: AP
 Reviewed: NT

200m

Rev.	Date	Description

DRAFT

Drawing No.
MAP 3

Revision
-

Mansfield and Surrounds

The Mansfield township is relatively flat and includes a variety of tracks and trails including the GVRT which terminates in Mansfield. Short walks are available within the Mansfield Botanic Park, Mullum Wetlands and the Paps Walk which includes a summit climb, located to the west of the town. There are also a series of shared use paths that have been developed throughout the town and a series of proposed footpaths and shared use paths to be developed in line with the *Footpath and Shared Use Path Strategy*.

The Rifle Butts Reserve provides mountain biking opportunities and is accessible via the Monkey Gully Trail from the south. The Barwite Loop is a popular road cycling route.

Key tracks and trails within Mansfield and surrounding areas include:

- Great Victorian Rail Trail
- The Paps Walk
- Mansfield Botanic Park Walk
- Mansfield Mullum Wetlands Walk
- A series of shared use paths throughout the township
- Rifle Butts Reserve Mountain Bike Park
- The Barwite Loop (cycling)
- Monkey Gully Trail (walking and mountain biking)

Usage

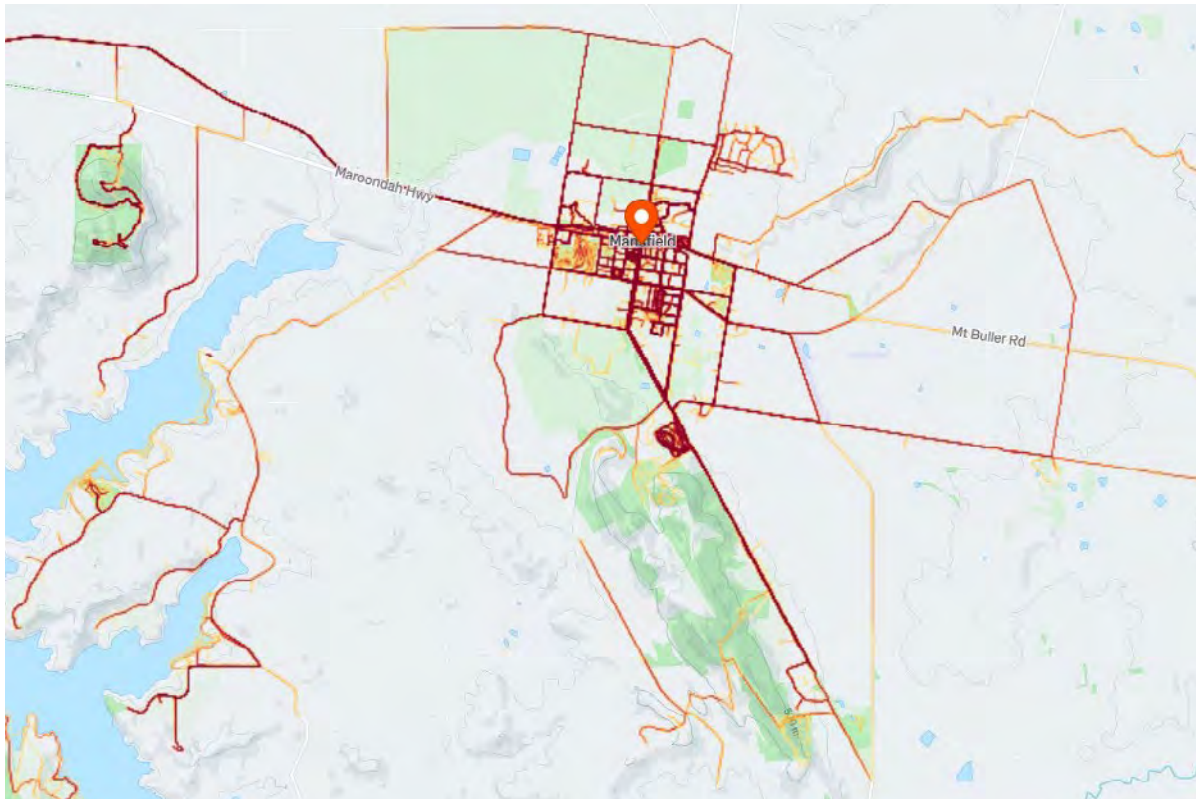
The more popular tracks and trails in Mansfield and the surrounding area include:

- Great Victorian Rail Trail
- Mansfield Botanic Park Walk
- Rifle Butts Reserve Mountain Bike Park

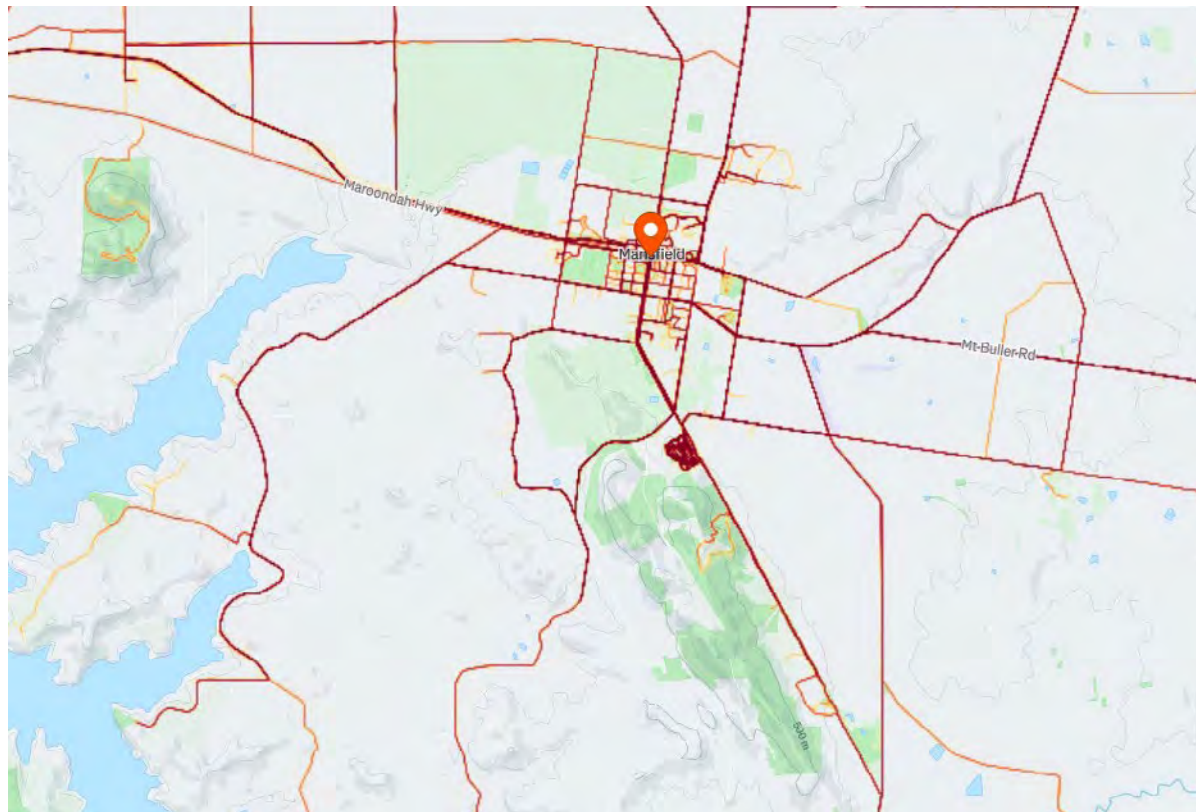
Key opportunities

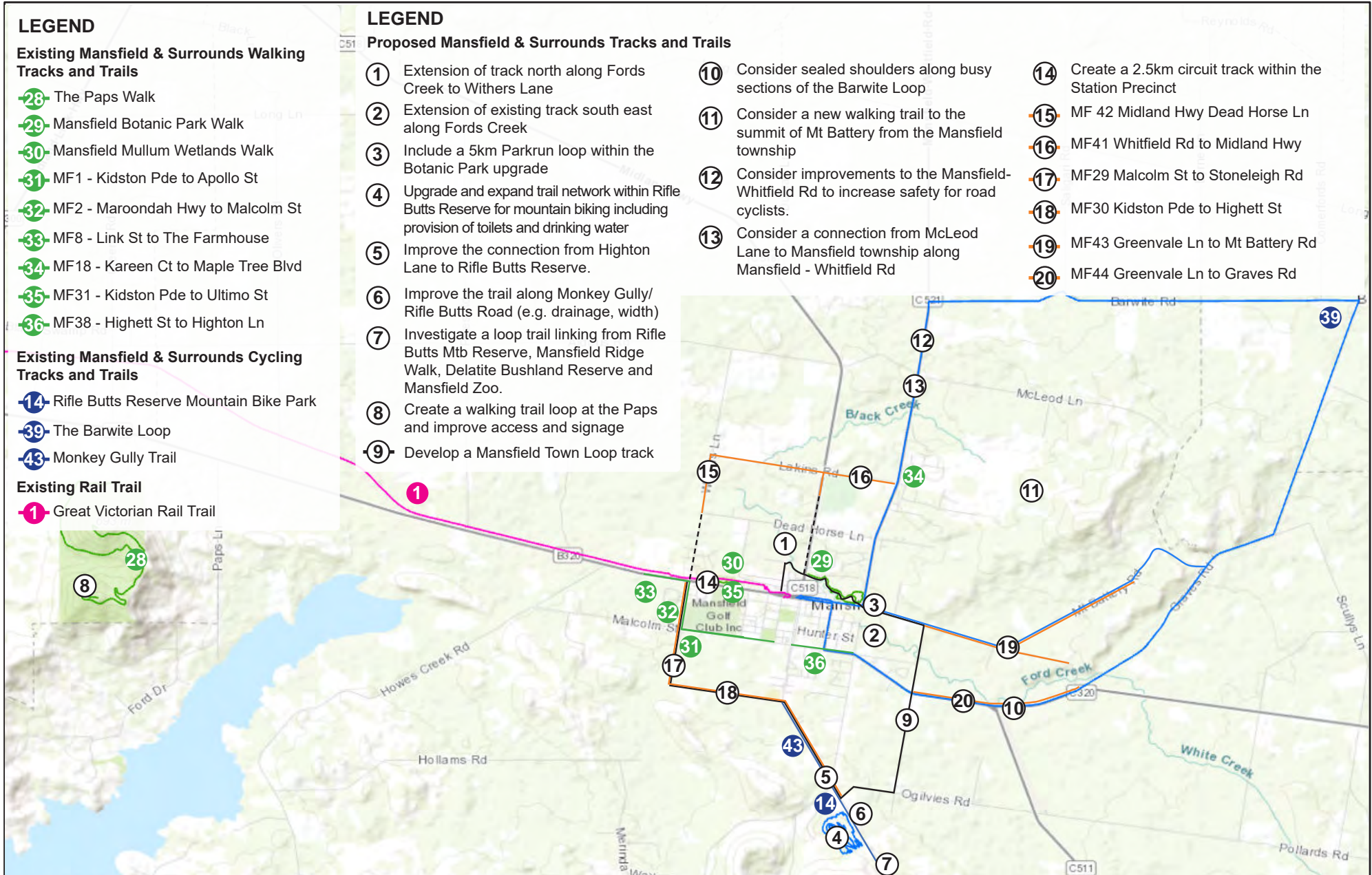
- Extension of track north and south east along Fords Creek
- Inclusion of a 5km Parkrun loop within the Botanic Park upgrade
- Upgrade and expansion of the trail network within Rifle Butts Reserve for mountain biking including provision of toilets and drinking water
- Improved access to Rifle Butts Reserve from the north and south
- Investigating a loop trail linking from Rifle Butts Mtb Reserve, Mansfield Ridge Walk, Delatite Bushland Reserve and Mansfield Zoo.
- Creating a walking trail loop at the Paps and improve access and signage
- Development of a Mansfield Town Loop track
- Consider sealed shoulders along busy sections of the Barwite Loop
- Consideration of a new walking trail to the summit of Mt Battery from the Mansfield township
- Consider improvements to the Mansfield-Whitfield Rd to increase safety for road cyclists.
- Consider a connection from McLeod Lane to Mansfield township along Mansfield - Whitfield Rd
- Create a 2.5km circuit track within the Station Precinct
- Various upgrades to the footpath and shared use path network in line with the *Footpath and Shared Use Path Strategy*.

Heat Map - Walking



Heat Map - Cycling





LEGEND

Existing Mansfield & Surrounds Walking Tracks and Trails

- ~~28~~ The Paps Walk
- ~~29~~ Mansfield Botanic Park Walk
- ~~30~~ Mansfield Mullum Wetlands Walk
- ~~31~~ MF1 - Kidston Pde to Apollo St
- ~~32~~ MF2 - Maroondah Hwy to Malcolm St
- ~~33~~ MF8 - Link St to The Farmhouse
- ~~34~~ MF18 - Karen Ct to Maple Tree Blvd
- ~~35~~ MF31 - Kidston Pde to Ultimo St
- ~~36~~ MF38 - Highett St to Highton Ln

Existing Mansfield & Surrounds Cycling Tracks and Trails

- ~~14~~ Rifle Butts Reserve Mountain Bike Park
- ~~39~~ The Barwite Loop
- ~~43~~ Monkey Gully Trail

Existing Rail Trail

- ~~1~~ Great Victorian Rail Trail

LEGEND

Proposed Mansfield & Surrounds Tracks and Trails

- 1 Extension of track north along Fords Creek to Withers Lane
- 2 Extension of existing track south east along Fords Creek
- 3 Include a 5km Parkrun loop within the Botanic Park upgrade
- 4 Upgrade and expand trail network within Rifle Butts Reserve for mountain biking including provision of toilets and drinking water
- 5 Improve the connection from Highton Lane to Rifle Butts Reserve.
- 6 Improve the trail along Monkey Gully/ Rifle Butts Road (e.g. drainage, width)
- 7 Investigate a loop trail linking from Rifle Butts Mtb Reserve, Mansfield Ridge Walk, Delatite Bushland Reserve and Mansfield Zoo.
- 8 Create a walking trail loop at the Paps and improve access and signage
- 9 Develop a Mansfield Town Loop track
- 10 Consider sealed shoulders along busy sections of the Barwite Loop
- 11 Consider a new walking trail to the summit of Mt Battery from the Mansfield township
- 12 Consider improvements to the Mansfield-Whitfield Rd to increase safety for road cyclists.
- 13 Consider a connection from McLeod Lane to Mansfield township along Mansfield - Whitfield Rd
- 14 Create a 2.5km circuit track within the Station Precinct
- 15 MF 42 Midland Hwy Dead Horse Ln
- 16 MF41 Whitfield Rd to Midland Hwy
- 17 MF29 Malcolm St to Stoneleigh Rd
- 18 MF30 Kidston Pde to Highett St
- 19 MF43 Greenvale Ln to Mt Battery Rd
- 20 MF44 Greenvale Ln to Graves Rd



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PROJECT
Mansfield Shire Tracks and Trails Strategy

DRAWING TITLE
Tracks and Trails - Mansfield & Surrounds

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Drawing No. **MAP 4** Revision **-**

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Mount Buller & Mt Stirling Walking & Horse Riding

Walking, hiking, trail running and horse riding are all popular activities with the Mt Buller and Mt Stirling Alpine Resorts.

Several of the more popular walks and horse-riding tracks and trails have been discussed above. A diversity of opportunities are provided for walkers, hikers and trail runners including summit walks, short walks through the Village and the commencement of longer day and overnight hikes.

Mt Stirling is known as a premier horse-riding destination by the horse community and is highly valued. Horse riding is accessible outside of the winter period. There are various tracks and trails for all abilities including day trips and overnight horse rides, including guided tours.

A number of the tracks and trails that have been designated as primary walking are in many cases also able to be used by horse riders. (refer image below).

Usage

The more popular walking and horse riding tracks and trails in the Mt Buller and Mt Stirling resorts include:

- Mount Buller Sculpture Park Walk
- Summit Nature Walk
- Delatite River Trail
- Craig's Hut Walk
- Various horse riding loops and trails throughout Mt Stirling.

Key Opportunities

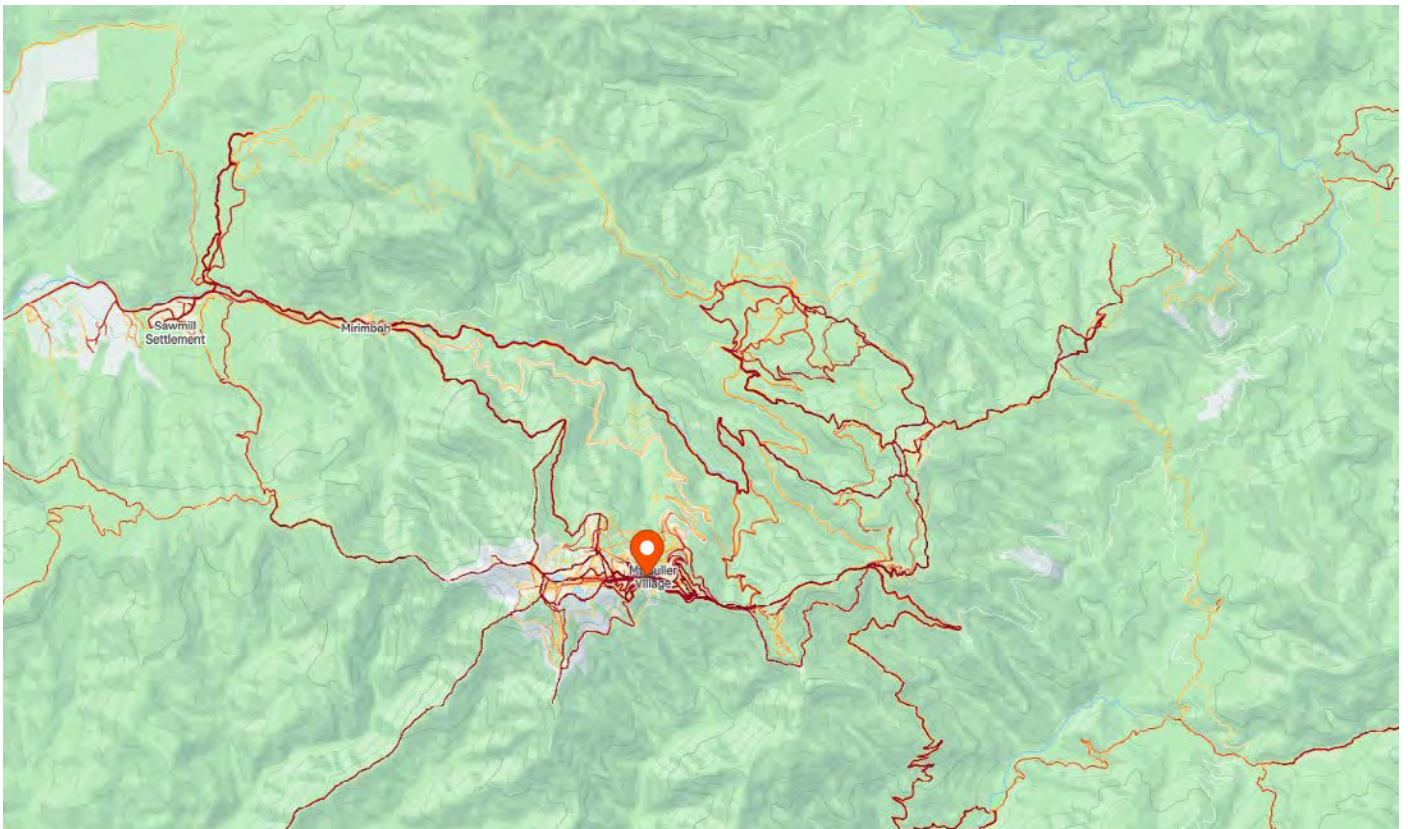
Key opportunities for the provision of walking and horse riding tracks and trails within the Mt Buller and Mt Stirling Alpine Resorts include:

- Investigate the proposed Mt Stirling Horse Trail (identified in the Hume Region Significant Tracks and Trails Strategy) which would provide improved and safer access to Mt Stirling Summit, Craigs Hut, King River and Razorback.

Image: Map of the horse riding trails in Mt Buller and Mt Stirling region



Heat Map - Walking



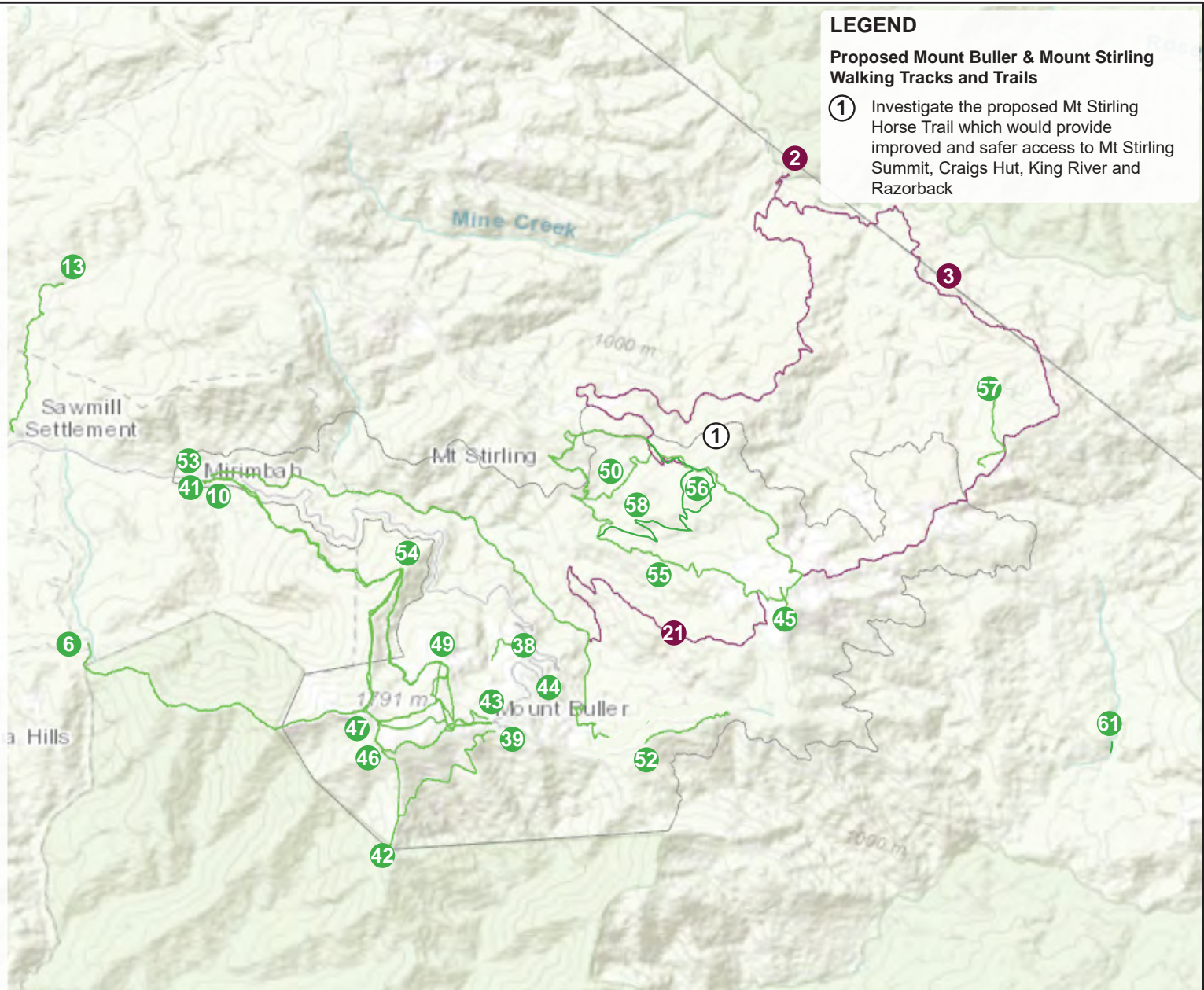
LEGEND

Existing Mount Buller & Mount Stirling Walking Tracks and Trails

- ~~6~~ Mount Stirling via West Ridge Track
- ~~10~~ Mount Buller via Klingsporn Bridle Track
- ~~13~~ Plain Creek Falls Walk
- ~~38~~ Blind Creek Falls Walk
- ~~39~~ Canyons Side Walk
- ~~41~~ Klingsporn Bridle Trail
- ~~42~~ Little Buller Walk Loop/Little Buller Walk
- ~~43~~ McLaughlins Shoulder Trail
- ~~44~~ Mount Buller Sculpture Park Walk
- ~~45~~ Stirling Summit True & Flase Walks
- ~~46~~ Summit Nature Walk
- ~~47~~ Summit Nature Walk South
- ~~49~~ Village to Klingsporn
- ~~50~~ Woolly Butt Loop
- ~~52~~ Woollybutt Trail
- ~~53~~ Delatite River Trail
- ~~54~~ Klingsporn to McLaughlins
- ~~55~~ Mount Stirling Summit Loop
- ~~56~~ Wombat Drop Interpretive Loop
- ~~57~~ Craig's Hut Walk
- ~~58~~ Stirling Summit Interpretive Loop
- ~~61~~ Bindaree Falls

Existing Mount Buller & Mount Stirling Horse Riding Tracks and Trails

- ~~21~~ Mount Stirling via Delatite River Trail
- ~~2~~ Pineapple Flat to Razorback Hut via Black Landing Road to Circuit Road
- ~~3~~ Razorback, Stirling, Clear Hills, McCormacks, BurntTop, Pineapple Flat



LEGEND

Proposed Mount Buller & Mount Stirling Walking Tracks and Trails

- ① Investigate the proposed Mt Stirling Horse Trail which would provide improved and safer access to Mt Stirling Summit, Craigs Hut, King River and Razorback

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DRAWING TITLE
Mount Buller & Mount Stirling Walking & Horse Riding



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Drawing No. **MAP 5** Revision **-**

Mount Buller & Mt Stirling Cycling

As mentioned above the majority of mountain biking within the Shire is conducted in the Alpine Resorts of Mt Buller and to a lesser extent Mt Stirling. Mountain biking occurs outside of the snow season and the area offers a variety of tracks and trails for different skill levels, from beginners to advanced riders including gravity/downhill and cross country trails.

The IMBA accredited 46km Australian Alpine Epic trail traverses Mt Buller, Mt Stirling and the Delatite River and offers a challenging 6+ hour ride for experienced and physically fit riders (refer image below).

Usage

The more popular cycling tracks and trails in the Mt Buller and Mt Stirling resorts include:

- Australian Alpine Epic Trail

- Abom Downhill
- Gang Gangs Trail
- Stonefly Trail
- Copperhead Trail
- Seven 7 Peaks Ride: Mount Buller

Key Opportunities

Key opportunities for the provision of cycling tracks and trails within the Mt Buller and Mt Stirling Alpine Resorts include:

- Resolve future alignment of the Epic Trail
- Support the development of the three ABOM to Plough Shed mountain bike trails
- Support the development of the Corn Hill to Delatite River Trail (mountain biking)
- Support the development of the Woollybutt Extension (mountain biking)
- Consider additional gravity mountain biking trails at Mt Buller

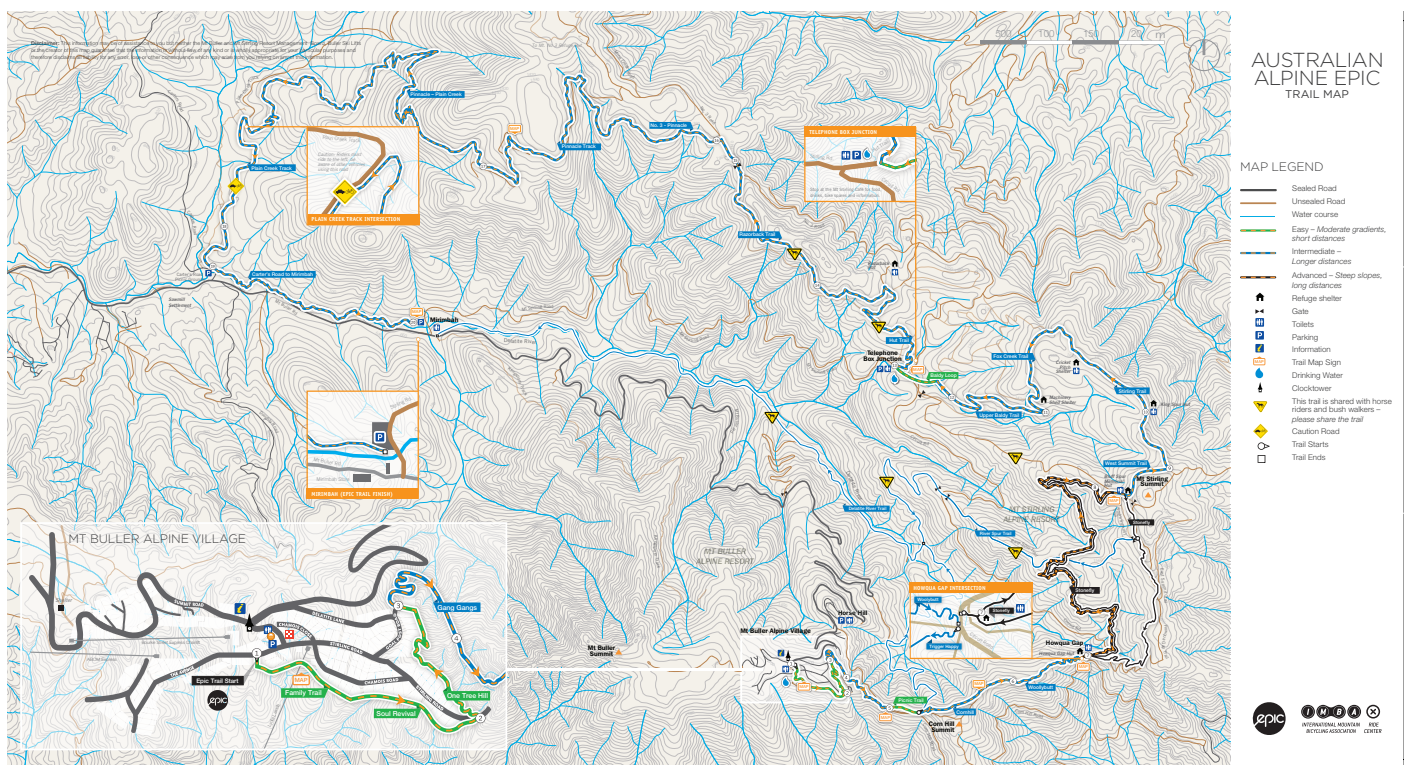
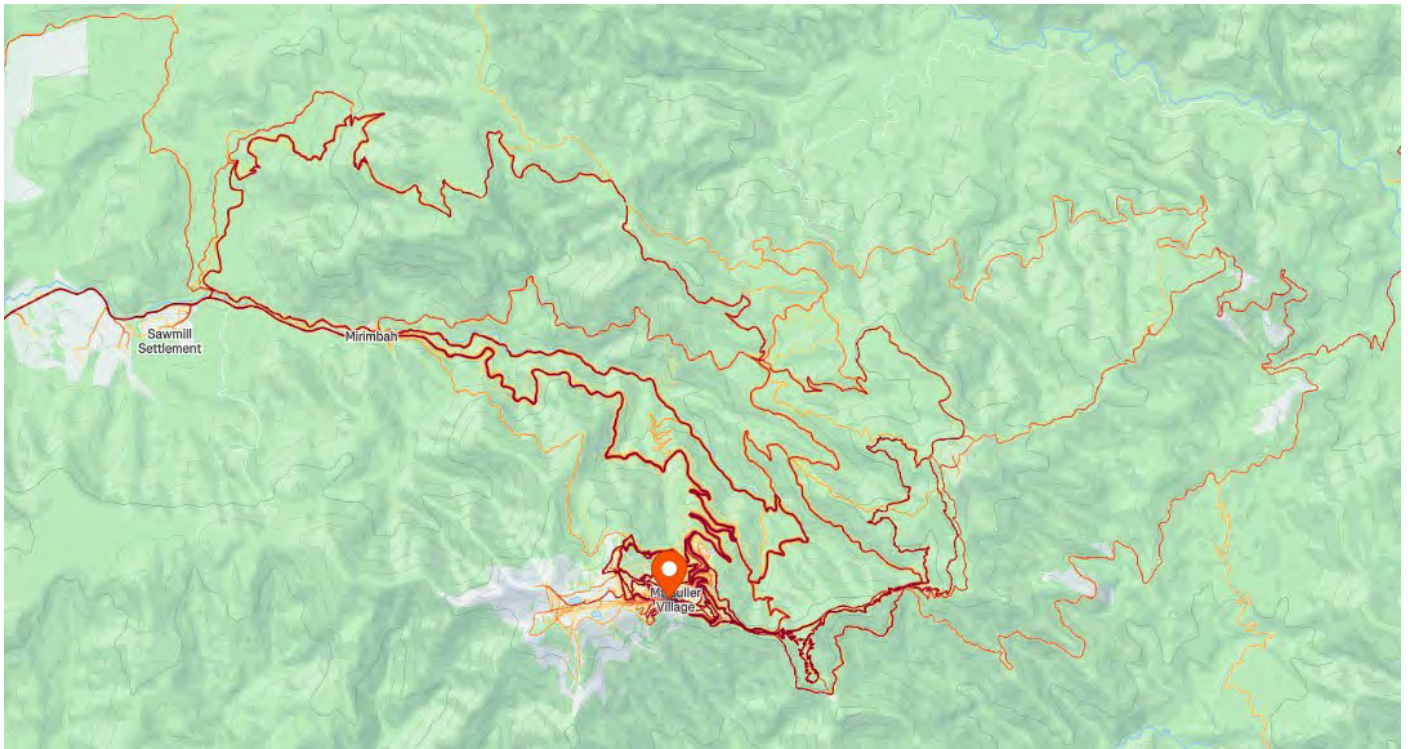
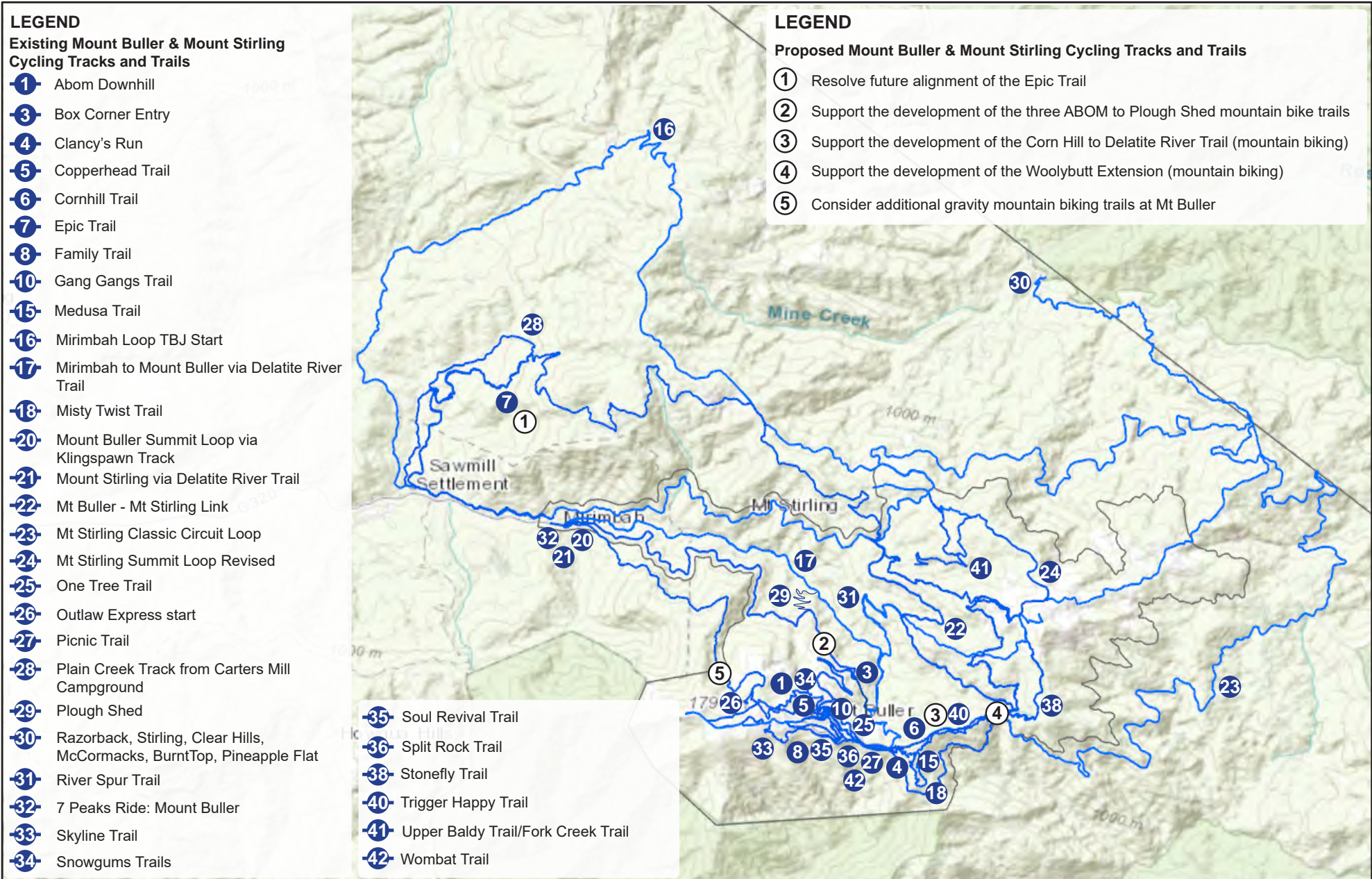


Image: Map of the Australian Alpine Epic Trail

Heat Map - Cycling





LEGEND

Existing Mount Buller & Mount Stirling Cycling Tracks and Trails

- 1 Abom Downhill
- 3 Box Corner Entry
- 4 Clancy's Run
- 5 Copperhead Trail
- 6 Cornhill Trail
- 7 Epic Trail
- 8 Family Trail
- 10 Gang Gangs Trail
- 15 Medusa Trail
- 16 Mirimbah Loop TBJ Start
- 17 Mirimbah to Mount Buller via Delatite River Trail
- 18 Misty Twist Trail
- 20 Mount Buller Summit Loop via Klingspawn Track
- 21 Mount Stirling via Delatite River Trail
- 22 Mt Buller - Mt Stirling Link
- 23 Mt Stirling Classic Circuit Loop
- 24 Mt Stirling Summit Loop Revised
- 25 One Tree Trail
- 26 Outlaw Express start
- 27 Picnic Trail
- 28 Plain Creek Track from Carters Mill Campground
- 29 Plough Shed
- 30 Razorback, Stirling, Clear Hills, McCormacks, BurntTop, Pineapple Flat
- 31 River Spur Trail
- 32 7 Peaks Ride: Mount Buller
- 33 Skyline Trail
- 34 Snowgums Trails
- 35 Soul Revival Trail
- 36 Split Rock Trail
- 38 Stonefly Trail
- 40 Trigger Happy Trail
- 41 Upper Baldy Trail/Fork Creek Trail
- 42 Wombat Trail

LEGEND

Proposed Mount Buller & Mount Stirling Cycling Tracks and Trails

- 1 Resolve future alignment of the Epic Trail
- 2 Support the development of the three ABOM to Plough Shed mountain bike trails
- 3 Support the development of the Corn Hill to Delatite River Trail (mountain biking)
- 4 Support the development of the Woolybutt Extension (mountain biking)
- 5 Consider additional gravity mountain biking trails at Mt Buller

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Mount Buller & Mount Stirling Cycling

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Drawing No. **MAP 6** Revision **-**

Goughs Bay and Surrounds

Goughs Bay and surrounding areas including Howes Creek have a number of tracks and trails including the Goughs Bay Foreshore Walk, Goughs Bay Explore, Goughs Bay Scenic Loop, Stillmans Track and a shared use path from the general store to Mountain Bay Drive.

Usage

The more popular tracks and trails in Goughs Bay and surrounding areas include:

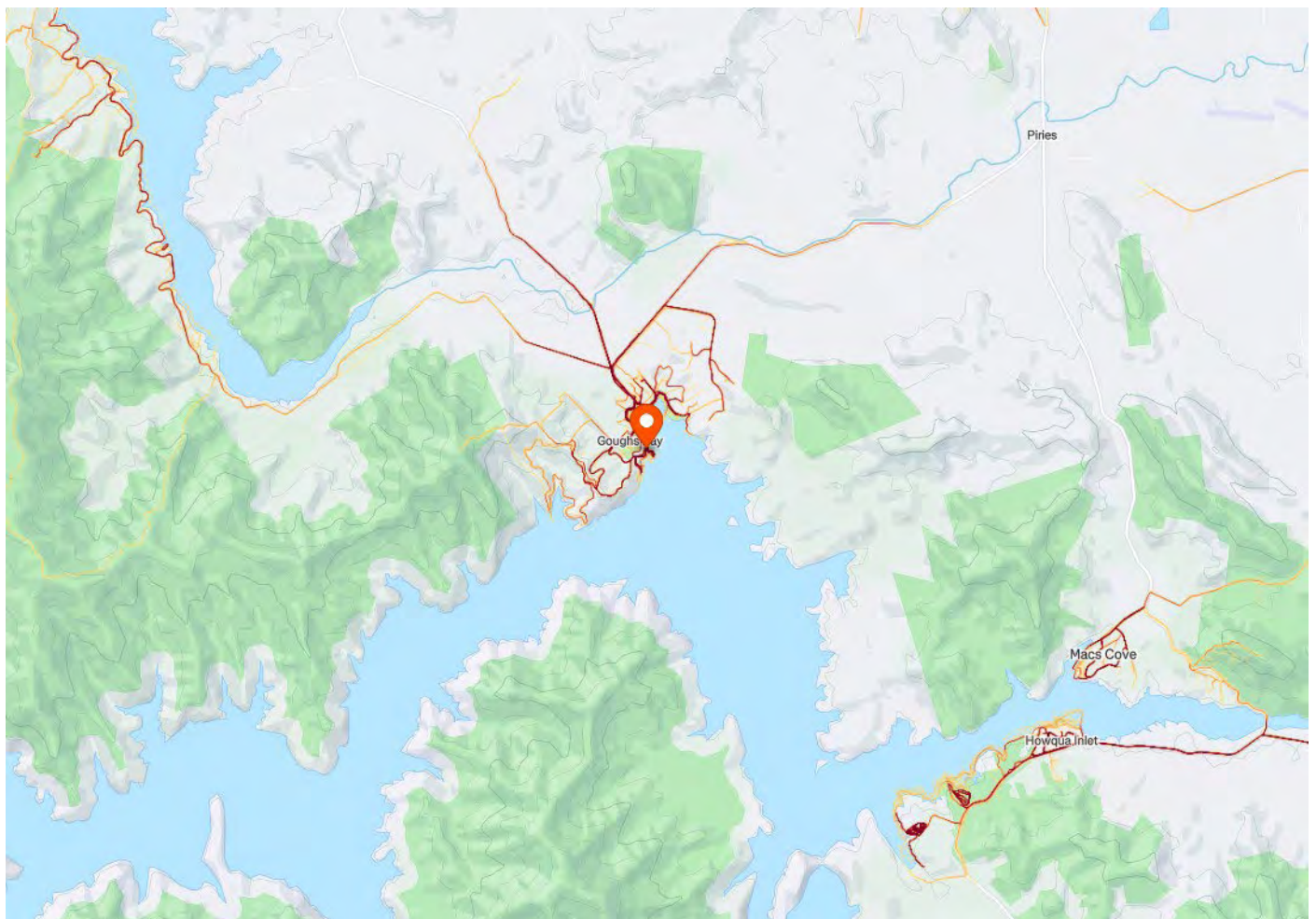
- Goughs Bay Foreshore Walk
- Goughs Bay Scenic Loop

Key Opportunities

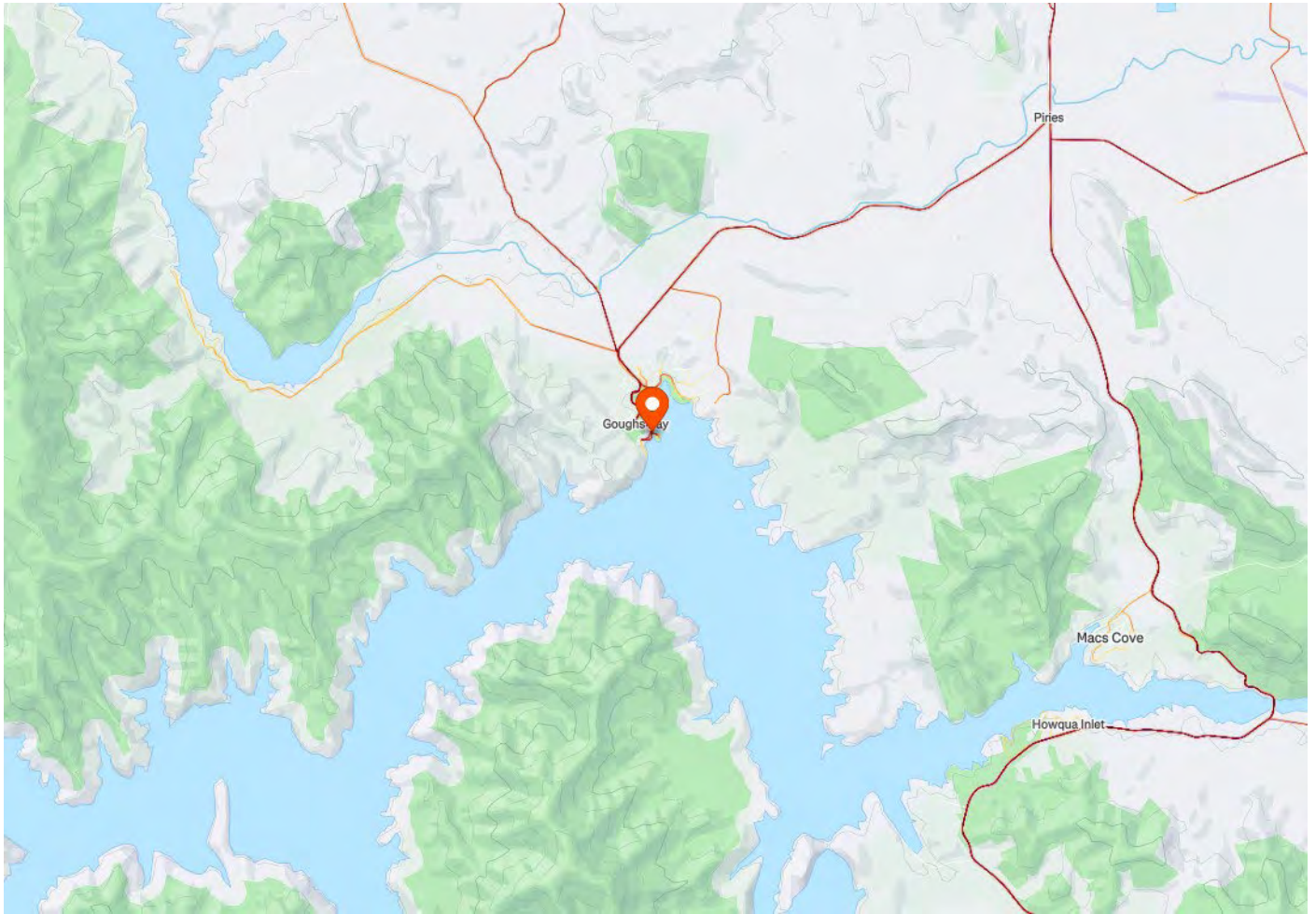
Key opportunities for the provision of tracks and trails within the Goughs Bay and surrounding areas include:

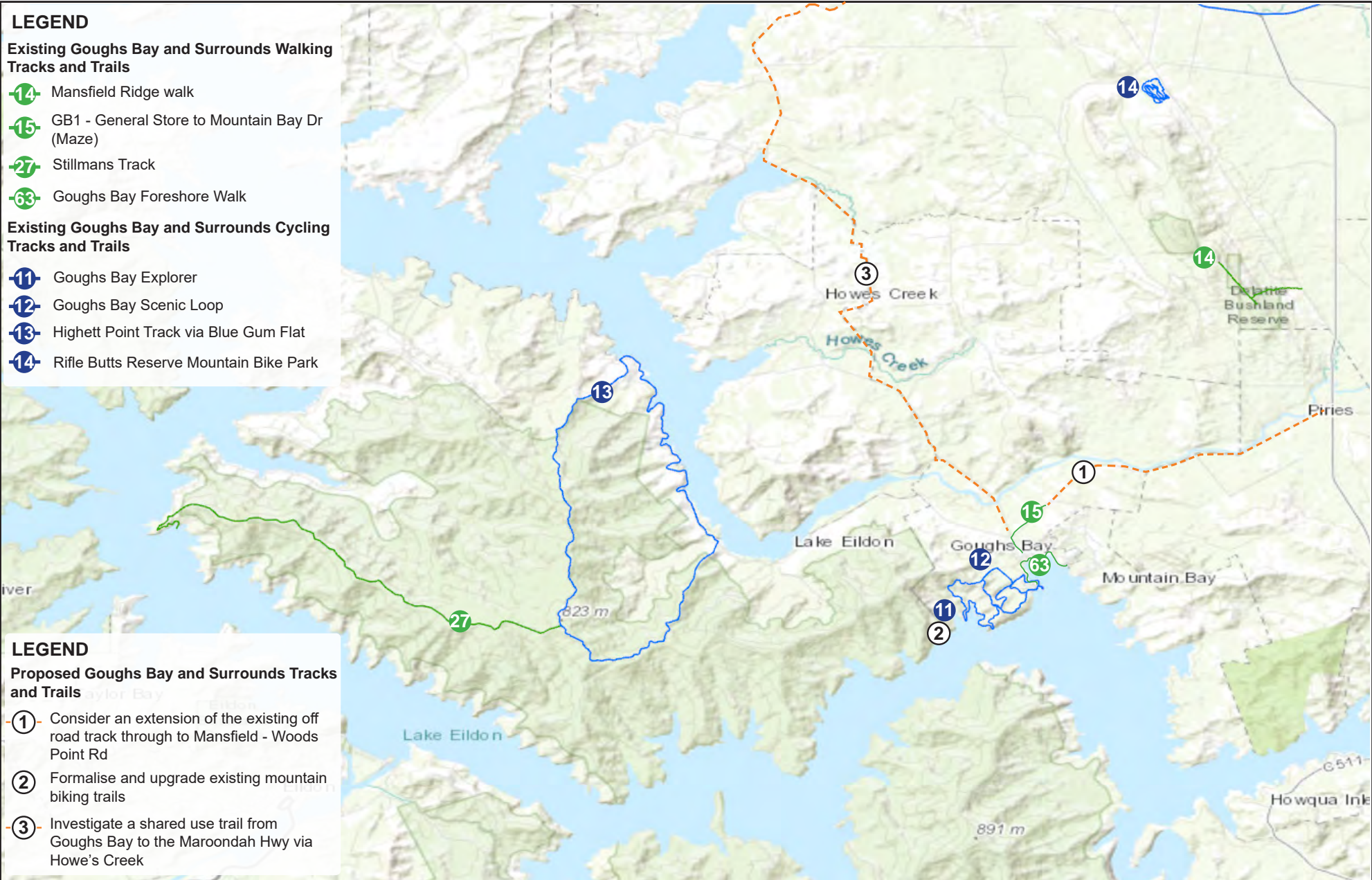
- Consider an extension of the existing shared use off-road track through to Mansfield – Woods Point Rd
- Formalise and upgrade existing mountain biking trails
- Investigate a shared use trail from Goughs Bay to the Maroondah Hwy via Howe's Creek

Heat Map - Walking



Heat Map - Cycling





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Tracks and Trails - Goughs Bay and Surrounds

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Drawing No. **MAP 7** Revision **-**

Jamieson and Surrounds

Jamieson and surrounding areas including Kevington, have a number of tracks and trails including the Jamieson Heritage, Paw Prints and Significant Trees Walks and the Island Loop. There are a series of longer distance tracks and trails nearby to Jamieson including the Sappers Track, the Masters Track, Mitchell's Track and Jameson Firebreak Loop and also nearby to Kevington including the Flourbag Track, Poletti to Mount Terrible Track and Star of the West Gold Mine. There is also a road cycling route known as the Big Paddle from Railway Creek to Jim Bullock located west of Kevington.

Usage

The more popular tracks and trails in Jamieson and surrounding areas include:

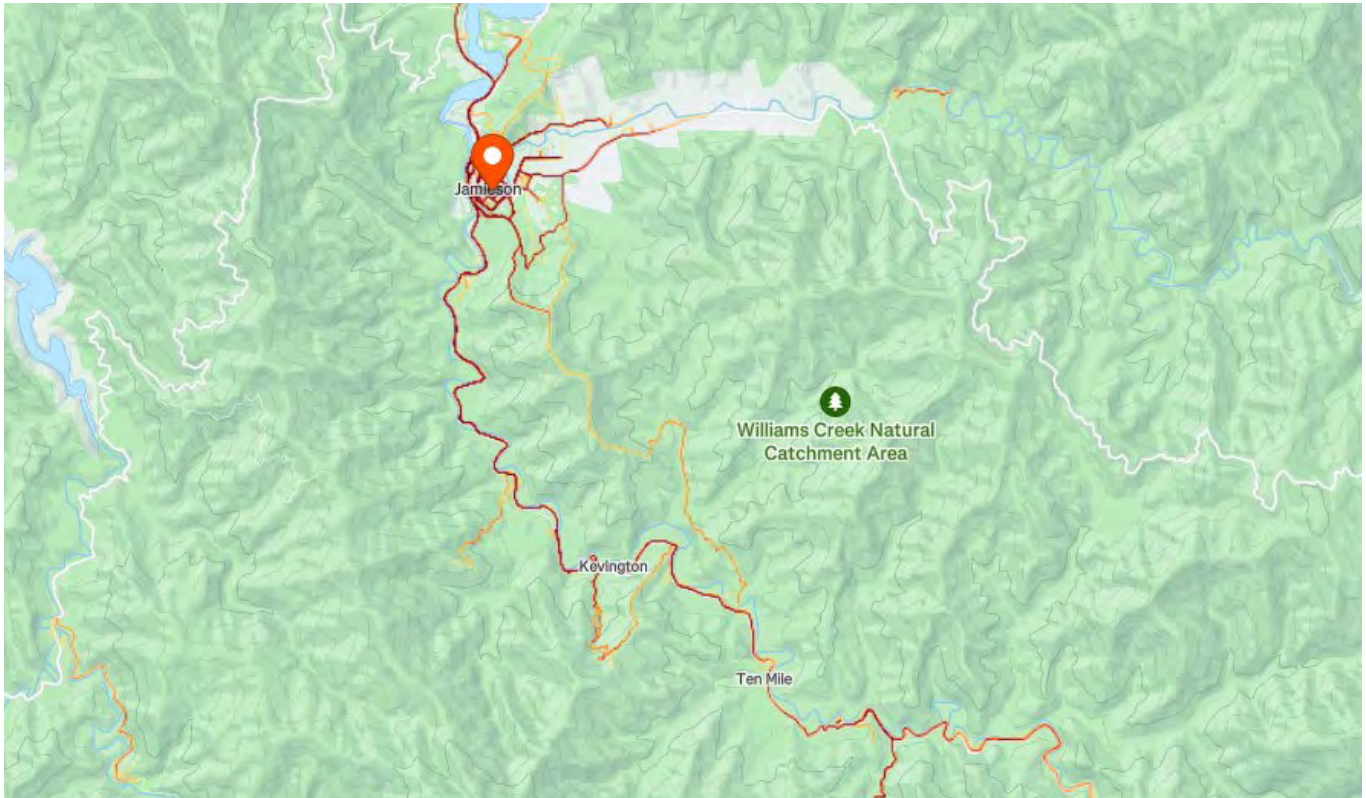
- Jamieson Heritage Walk
- Jamieson Paw Prints Walk
- Jamieson Significant Trees Walk
- Poletti Track to Mount Terrible Track

Key Opportunities

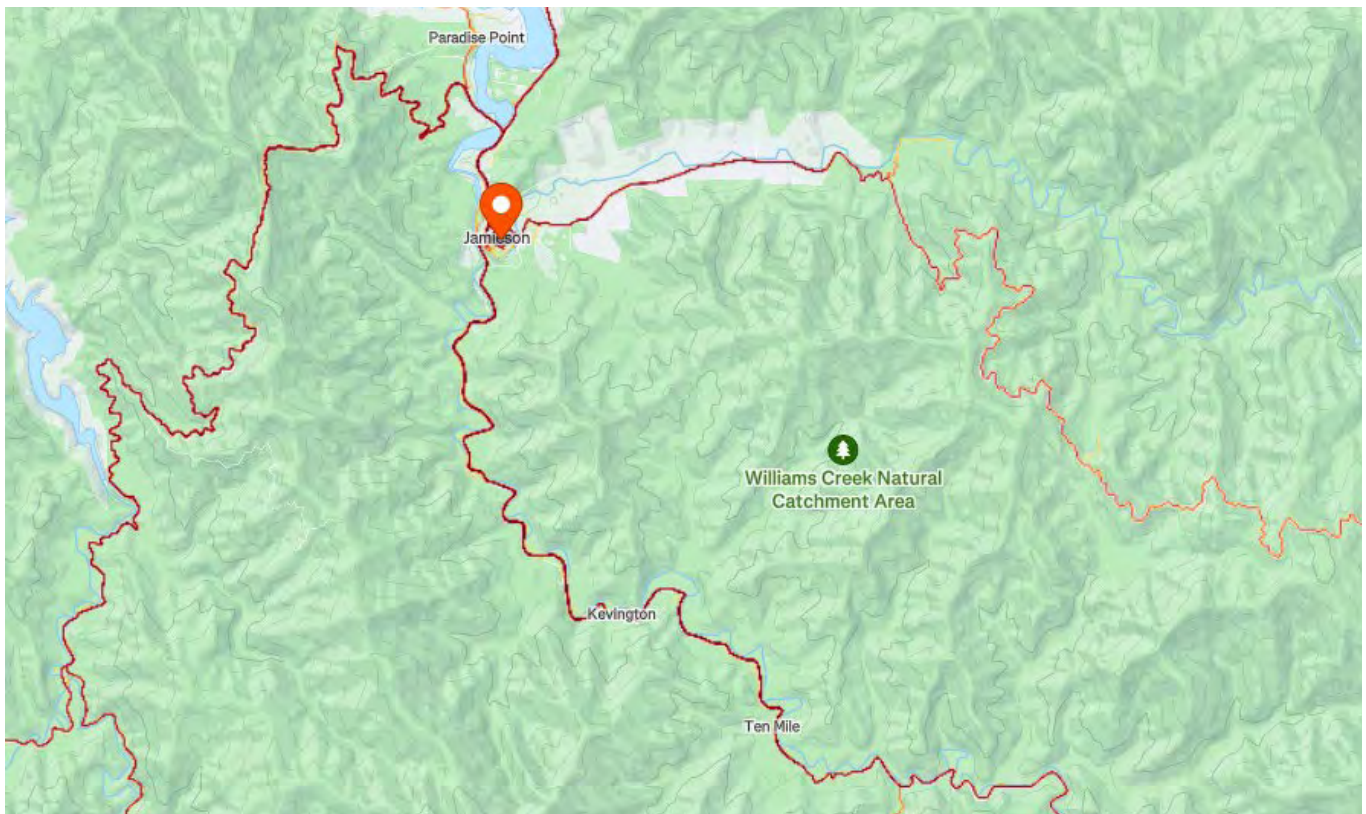
Key opportunities for the provision of tracks and trails within the Jamieson and surrounding areas include:

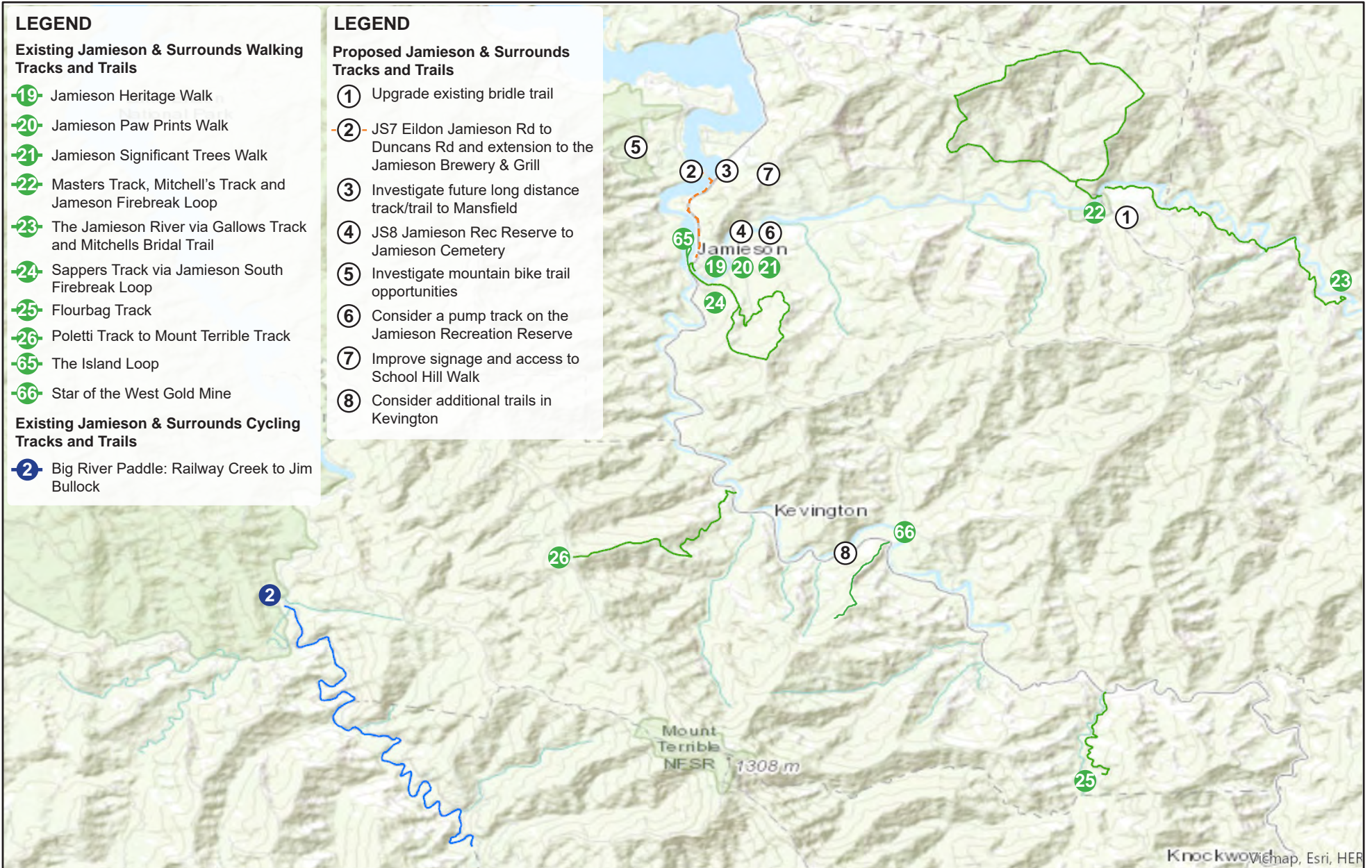
- Upgrade existing "Granny Flat" bridle trail
- Investigate mountain bike trail opportunities around Jamieson
- Create the Eildon Jamieson Rd to Duncans Rd and extension to the Jamieson Brewery & Grill shared use path
- Consider a pump track on the Jamieson Recreation Reserve
- Investigate a future long-distance track/trail to Mansfield
- Improve signage and access to the School Hill Walk
- Create the Jamieson Rec Reserve to Jamieson Cemetery shared use path
- Consider additional trails in Kevington

Heat Map - Walking



Heat Map - Cycling





LEGEND

Existing Jamieson & Surrounds Walking Tracks and Trails

- 19** Jamieson Heritage Walk
- 20** Jamieson Paw Prints Walk
- 21** Jamieson Significant Trees Walk
- 22** Masters Track, Mitchell's Track and Jameson Firebreak Loop
- 23** The Jamieson River via Gallows Track and Mitchells Bridal Trail
- 24** Sappers Track via Jamieson South Firebreak Loop
- 25** Flourbag Track
- 26** Poletti Track to Mount Terrible Track
- 65** The Island Loop
- 66** Star of the West Gold Mine

Existing Jamieson & Surrounds Cycling Tracks and Trails

- 2** Big River Paddle: Railway Creek to Jim Bullock

LEGEND

Proposed Jamieson & Surrounds Tracks and Trails

- 1** Upgrade existing bridle trail
- 2** JS7 Eildon Jamieson Rd to Duncans Rd and extension to the Jamieson Brewery & Grill
- 3** Investigate future long distance track/trail to Mansfield
- 4** JS8 Jamieson Rec Reserve to Jamieson Cemetery
- 5** Investigate mountain bike trail opportunities
- 6** Consider a pump track on the Jamieson Recreation Reserve
- 7** Improve signage and access to School Hill Walk
- 8** Consider additional trails in Kevington

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Mansfield Shire Tracks and Trails Strategy

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Tracks and Trails - Jamieson & Surrounds

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Drawing No. **MAP 8** Revision **-**

Knockwork, Esri, HER

Summary and Next Steps

A series of track and trail opportunities have been identified across the Shire, at both a Shire wide and township level. The cost and process to develop new tracks and trails can be significant, therefore it is important also to consider improvements to existing tracks and trails that have an established alignment.

In addition to the track and trail specific opportunities identified above on the mapping, a range of key issues and opportunities have been identified through the research and consultation processes. These are summarised on the following page.

The next key steps in developing the strategy include developing a Vision, strategic objectives and an implementation plan. An additional key component of the Strategy is an economic assessment of tracks and trails provision within the Shire, which will also be developed in the next stage.



Issues

The key issues which have been identified in the Shire include:



Finite resources and competing priorities



Inconsistent track and 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 track and trail users and the broader community



Increasing demand for tracks and trails



Increasing standards and expectations



Balancing conservation and recreation values



Impact of natural disasters on tracks and trails (e.g. bushfires, storms and flooding)



Strategic approach to track and trail provision and management



Opportunities

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



Enhance promotion of existing high quality tracks and trails



Improve connectivity particularly within smaller townships and communities



Manage risk while maintaining the opportunity for users to undertake challenging experiences in nature



Provide track and 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 track and trail network.



Work collaboratively with other track and trail landowners and managers (i.e. Parks Victoria).



Work in close consultation with the Taungurung Land and Waters Council to identify cultural, storytelling, sites of significance and songlines relating to local tracks and trails.

Appendices



Appendix A - Background Review

Appendix A - Background Review

Victoria's Trails Strategy 2014–24, Tourism Victoria, July 2014

The purpose of *Victoria's Trails Strategy 2014-2024* is to provide a whole-of government approach and clear vision regarding the planning, management and promotion of trails in Victoria.

Vision

The vision is for Victoria to be recognised as a leading trail-based destination that provides a diverse range of quality trail experiences for visitors, while strengthening the State's economy and improving the health, wellbeing and lifestyle of the community.

To achieve Victoria's vision, this Strategy presents a set of key initiatives to:

- improve the quality of trail experiences in Victoria
- increase awareness and visitation to Victorian trails
- support complementary tourism and retail businesses
- seek improved understanding of trail-user markets, their motivations and influences.

Strategic directions

This Strategy presents five key strategic directions relating to trail investment, development, awareness, experience and marketing:

- strategic direction one: provide a strategic framework for trail investment
- strategic direction two: support effective planning, development and maintenance of trails
- strategic direction three: provide high quality information on trails
- strategic direction four: create better trail experiences
- strategic direction five: market trails.

Building on regional strengths

Each of Victoria's regions has trail offerings they currently promote, to varying degrees, as tourism and recreational highlights.

With further development to improve the quality of the visitor experience, there will be increased opportunities for trail offerings to be recognised and promoted as destination product strengths.

Where relevant, trails and trail-based activities can also be incorporated into a regions' brand. A prime example is north-east Victoria, renowned for its cycling experiences, which has leveraged the Murray to Mountain Rail Trail and 'Bike Buller' brand activities to reinforce its brand strength in this area.

In some regions, trail-based walking and cycling activities are available, but are not amongst the tourism attractions promoted through marketing activity. In these regions there may be opportunities to link and integrate trail experiences with the region's (and Victoria's) overall product strengths, including food, wine, heritage, events and touring.

Trail categories

To stimulate visitor demand within different markets, coordination of investment, marketing and promotion of trails is required. Victoria needs a number of well-developed trails and tourism products that will be sufficiently competitive to attract the interest of international and domestic markets. The Victorian Government recognises there is a need for a mix of trails that are significant at international, domestic, intrastate and local community level.

Appendix A - Background Review

Table: Characteristics and attributes of trail categories

Characteristics	Attributes
International and national significant trails	
<ul style="list-style-type: none"> World-class trail experiences located within the natural and cultural landscapes of Victoria, with the highest standard of management and promotion. Support high yield trail-based tourism products including accommodation. Destinations in their own right, attracting international and interstate visitors. May include major trail hubs that attract high international and interstate use, high level competitions and events. 	<ul style="list-style-type: none"> Exemplars of the competitive strengths of Victoria and Australia as a trail destination. Uniquely representative of Victoria's natural and cultural landscape values. High priority government support at the State level for trail development and management and listed as a priority within State plans and strategies. Support viable high yield trail-based accommodation and associated products and services. Higher levels of interstate visitation than State significant trails (see description below) and significant international visitation, interest and appeal. Directly and indirectly provide economic benefits to the State.
State significant trails	
<ul style="list-style-type: none"> Significant trail experiences, representative of Victoria's varied landscapes, with a high standard of management and promotion. Support a range of trail-based products and a motivator for intrastate and interstate visitation. May attract some international visitors. May include some major trail hubs and may attract high level competitions and events. 	<ul style="list-style-type: none"> Representative of the region's and/or Victoria's natural and cultural landscapes. Government support at a regional level within regional plans and strategies. Support viable trail-based and associated regional tourism products, services and programs. Significant intrastate and interstate visitation, interest and appeal. Directly or indirectly provide economic benefits to a region and/or the State.
Regional and local significant trails	
<ul style="list-style-type: none"> Regional and local trails and facilities used regularly by regional and local residents for recreation, transport, health and wellbeing. May attract some regional and intrastate visitors primarily for independent trail-based recreation activities. May include some local trail hubs. 	<ul style="list-style-type: none"> Many are located within close proximity to residential areas and are often connected to community services and open space areas. Representative of the region's natural and cultural landscapes. Provide access to a diversity of trails of varying difficulty, length and type. Provide opportunities for different trail-user groups for active recreation, health and wellbeing. Be recognised by local residents as a popular trail and/ or trail network and frequented by people from the surrounding region.

Appendix A - Background Review

Victorian Cycling Strategy 2018-28, Victoria Department of Economic Development, Jobs, Transport and Resources

The Victorian Cycling Strategy 2018-28 vision is that:

We will increase the number, frequency and diversity of Victorians cycling for transport by:

- investing in a safer, lower-stress, better-connected network, prioritising strategic cycling corridors
- making cycling a more inclusive experience.

Better-connected network

People want a network of continuous, low-stress routes that connect directly and conveniently to other local and regional routes and which integrate smoothly with metropolitan and regional multimodal transport networks.

We will work with local councils to address gaps in strategic cycling corridors and continue to incorporate new cycling infrastructure in major transport projects.

More inclusive

Women, children and senior Victorians cycle far less than the typical cyclist, who is male and under 45. Making the network safer and lower-stress will increase the participation of underrepresented groups. We will also make cycling for transport a more inclusive experience by changing the way it is perceived — as something a diverse range of people do. We will help with education and support programs to increase the number and frequency of people in underrepresented groups cycling. This will result in more women, children and older people choosing to cycle instead of driving, reducing congestion on roads and crowding on public transport.

We will plan for emerging technologies that market cycling to more people, support recreational cycling and sport, tourism and community events and support cycling to school.

Regional Development

Victoria's Regional Statement sets out the government's commitments to rural and regional Victoria. Tourism presents exciting opportunities for regions to promote public transport as a way of visiting popular destinations for weekend getaways and family holidays, accessing rail trails and attending regional events.

The government will work with local councils on precinct planning to prioritise active transport by providing good pathways and signs to direct people to public transport and attractions. It will also examine ways to carry more bicycles on regional trains and will provide more bicycle cages and racks at regional stations and bus terminals.

Goals and Strategic Approaches

1.6 Work with local councils to address gaps in strategic cycling corridors

Local councils develop and manage their own municipal bicycle networks. These neighbourhood cycling connections provide safe access to local destinations and are essential links to strategic cycling corridors and the Principal Bicycle Network (PBN). While strategic cycling corridors provide the main routes, most cyclists make the beginning and end parts of their journey on a local connection. These local bicycle routes also provide for short trips and service locally significant places and destinations. Local councils and state government agencies also jointly plan and develop the PBN.

We will work with local councils to join up strategic cycling corridors on local streets, arterial roads, highways, rail corridors and green spaces. We will work closely with local councils to plan, identify and deliver

Appendix A - Background Review

improvements to strategic cycling corridors and to support the 20-minute neighbourhood concept, especially for cycling to schools, train stations and activity areas.

2.5 Support recreational cycling and sport, tourism and community events

Victoria offers tourists natural landscapes, numerous trails and a climate and terrain suited to a variety of cycling activities. To encourage cycling tourism, wayfinding information and secure places to store bicycles are essential.

We will continue to develop trails to improve the attractiveness of cycling tourism across Victoria, including rail trails. These usually follow disused rail corridors and provide a comfortable, enjoyable environment for people to cycle for leisure.

Better trails support cycle tourism

North-east Victoria is becoming one of the world's top destinations for trail cycle tourism.

Appendix A - Background Review

Victoria's High Country Destination Management Plan 2023-33, Tourism North East

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.

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.

Flagship Projects

1. 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.

3. Developing the Visitor Economy of the Victoria's Alpine Resorts

The Victorian Alpine Resorts are a significant economic contributor to Victoria. The sector supports over 10,000 jobs and generates over \$2.5 billion in total economic output per annum (as at 2021).

The Victorian Alpine Resorts attract visitors in the winter months for snow-based activity as well as mountain bikers and hikers in the green-season.

This project looks to harness and elevate the Victorian Alpine Resorts to reach their potential as year-round destinations, appealing to a broader visitor market, through the development of:

- Vibrant, accessible and diverse alpine villages
- Motivating green season products and experiences
- Infrastructure to enable sustainable growth
- Compelling, quality winter experiences for all visitors

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.

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Priorities	Detail	Description	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 Morse 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 Victoria 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

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Priorities	Detail	Description	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 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 Elliott 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 the 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

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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	Description	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 Mt 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 Bik 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 Bik means 'Connection to Country', a name chosen in collaboration with the Wurundjeri people of the Kulin Nation.	Funding	Murrindindi Shire Council
Water	Waterway Activation Strategy	Undertake a strategic plan for water activation in the High Country, with consideration of alpine lakes and streams.	Concept	Tourism North East
	Lake Hume Masterplan – Bellbridge, Tallangatta	Bellbridge Boathouse – Delivery of the Bellbridge Boathouse as a contemporary recreational and retail outlet that will support activation of Lake Hume.	Funding	Towong Shire Council
	Lake Eildon Master Plan Game Changing Projects	Skyline Road Sealing – 18 km across Mansfield and Murrindindi Shires between Eildon and Bonnie Doon.	Implementation	Murrindindi Shire Council + Mansfield Shire Council
	Lake Eildon Master Plan Game Changing Projects	Eildon to Alexandra Shared Trail – Extend from Eildon through Thornton and connect to Alexandra and the Great Victorian Rail Trail.	Funding	Murrindindi Shire Council
	Lake Eildon Master Plan Game Changing Projects	Eildon Reserves Redevelopment – Regional playground across two reserves in Eildon's town centre with splash park, flying fox and swing, accessibility upgrades to amenities, skate park, and pedestrian links between the two reserves.	Implementation	Murrindindi Shire Council

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Priorities	Detail	Description	Status	Lead Agency
Water	Lakeside Precinct	Boutique Distillery and Restaurant – 200 person capacity distillery and restaurant attracting the Lifestyle Leader market.	Funding	Mansfield Shire Council
	Lakeside Precinct	Lakeside Precinct – Development of a waterside precinct including a jetty, pontoon, and trailhead for the Falls to Hotham Crossing.	Implementation	Falls Creek Resort / ARV
Adventure	Mt Stirling Horse Riding Adventures	Build on the growing popularity of horse riding in the High Country by extending the 60 km Mt Stirling horse trail network to include an iconic 15 km trail from Mt Stirling to Craigs Hut as featured in The Man from Snowy River.	Concept	Mt Buller Resort / ARV + Mansfield Shire Council
	Mount Elliott Adventure Park	Deliver improvements to Mount Elliott to position the destination as an adventure park.	Scoping	Towong Shire Council
	Mystic Mountain Enhancements	Deliver improvements to Mystic Mountain which will support hang gliding and paragliding.	Funding	Alpine Shire Council
	Climb High Country Masterplan	Analyse climbing precincts in the High Country and identify opportunities to grow and develop the sector. Focus should include consideration of Cathedral Ranges, Mt Buller, Mt Buffalo and Mt Mittamatite.	Concept	Tourism North East
	Mt Buller Mega Ziplines	Develop Australia's longest zipline as a feature that attracts visitors all year round to help build summer visitation and mitigate climate change impacts on natural snowfall. This would be complemented by an iconic treetop tour of elevated platforms, suspension bridges and mini ziplines.	Implementation	Mt Buller Resort / ARV
	Mt Buller Alpine Coaster	Implement the second alpine coaster in Australia (after Thredbo) providing a thrilling 1.6 km ride that attracts visitors all year round to help build summer visitation and mitigate climate change impacts on natural snowfall.	Funding	Mt Buller Resort / ARV
Industry & Product Development	Great Lake Tourism Route	Develop a Great Lake Touring Route around Lake Eildon.	Concept	Tourism North East in collaboration with Mansfield + Murrindindi Shire Councils
	Cultural Experience Development	Work with First Peoples to develop nature-based cultural experiences that tell the stories of First Peoples and their culture.	Concept	First Peoples' individuals and groups in collaboration with Tourism North East
	Product Development	Develop and deliver regular product development opportunities, targeting industry operators in the walk, water and adventure space, offering product development and investment pathway support when possible and appropriate.	Funding	Tourism North East
Marketing	Market Research	Investment in commissioned research into key drivers of walk, water and adventure-based tourism.	Funding	Tourism North East
	Victoria's High Country Brand	Maintain the Great Outdoors (including walk, water and adventure) as a pillar in all High Country brand activations and activities.	Funding	Tourism North East
	Walking Master Plan	Undertake a Masterplan for walk infrastructure in the region, identifying iconic short, day and multi-day walks in the High Country.	Concept	Tourism North East

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Hume Region Significant Tracks and Trails Strategy 2014-2023, Hume Region Local Government Network

#	Track / Trail Name	New or existing track / trail	Support by key stakeholders	Appealing to track / trail users	Strengthens tourism potential of a region and creates opportunities for economic development	Protects and enhances the natural environment and / or cultural heritage of a region	Supported through planning	Designed according to industry standards and current best practice methods	Connected to communities, transport and other tracks / trails
11	Mount Stirling Horse Trail	New	✓✓	✓✓✓	✓✓	✓✓		✓	✓

Existing tracks and trails in the Hume region that are considered to be regionally significant include:

- Great Victorian Rail Trail (Tallarook, Yea, Bonnie Doon, Mansfield)
- Mt Buller-Mt Stirling Mountain Bike Trails

The EPIC mountain bike experience offered by Mt Buller-Mt Stirling Alpine Resorts is the only recognised EPIC mountain bike facility in Australia, which essentially means that it too is considered to be of an international standard and therefore very appealing to both the domestic mountain bike market and the international mountain bike market.

The Bicentennial Trail commences in Healesville and finishes in Cooktown, Queensland. With a total length of 5,330km, it is recognised as the longest connected horse riding trail in the world.

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Mansfield Shire Council Community Vision 2040

In the year 2040, Mansfield Shire will be:

Health and wellbeing

People of Mansfield Shire:

- Are physically and mentally healthy.
- Are happy and comfortable.
- Are safe and secure.
- Are connected to each other.

Environment and place

Mansfield Shire's environment:

- Is rich in flora and fauna.
- Has a unique character connected to its roots.
- Has open spaces for all of community.
- Has clean air, water and land.

Infrastructure and services

Mansfield Shire's infrastructure and services:

- Are robust and responsive to need.
- Are sustainable and environmentally friendly.
- Are equitable and accessible for all.
- Are holistic and humancentred.

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Mansfield Shire Council Plan 2021-2025

Health and Wellbeing

Council recognises that the health and wellbeing of individuals, families and the community is a key factor to achieving its aspirations for the Mansfield Shire.

Council's role, along with its many partners, is to protect, improve and promote the health and wellbeing of the community.

Increase healthy eating and active living

- 17% of adults in Mansfield are obese and 1% are sedentary. We know we can reduce this through healthier eating and increasing physical activity.

Theme 1: Connected and Healthy Community

Residents and visitors experience enjoyment of life, security and safety in a stunning rural location.

Strategic Objective 1: The health and wellbeing of families and communities is maximised

- Strategy 1.1 Embed health and wellbeing enablers and protections to reduce risks to our communities
- Strategy 1.2 Connect, develop and support children and young people

Initiatives

- Encourage community members to be healthy, safe and active
- Maintain and improve playgrounds and recreation spaces

Strategic Objective 2: Activities that promote connection and fitness of our people and visitors

- Strategy 2.1 Support our arts community and facilitate the delivery of festivals and events
- Strategy 2.3 Enhance the social and economic value of tourism to Mansfield

Initiatives

- Enhance sporting and recreational facilities
- Advance regional and destination tourism in cooperation with our local tourism partners
- Strengthen and diversify the visitor economy and experience

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Mansfield Open Space Strategy 2023+

The aim of the Open Space Strategy is to establish a strategic vision and policy directions to guide the future planning, provision and management of open space across the township over the next 20 years (2021-2040).

2.3 Key Issues Arising

Some of the key issues arising as a result of the site assessments, consultation outcomes, research, distribution analysis and consideration of forecast change include:

- Gaps in the provision of open space, meaning there are parts of the Township where people cannot easily and safely walk to open space.
- The lack of connectivity between established urban areas and the existing linear paths and open space corridors along the waterways.

3.0 Guiding Principles

Improving the Quality of Open Space

3.1.3 Partner with management committees of Rifle Butts Reserve, Mansfield Tennis Centre, Mansfield Showgrounds, Mansfield Secondary College, Department of Energy, Environment and Climate Action (DEECA) and Mansfield Racecourse to explore opportunities for improved access and use of open space by the broader community.

Improving the Active Recreation of Open Space – Path Network

3.3.8 Establish two shared use paths as extensions to the Great Victorian Rail Trail that traverse the township from the Station Precinct to Rifle Butts Reserve and Mansfield-Woods Point Road respectively.

3.3.9 Utilize all opportunities to link open space with shared use paths via drainage lines.

3.3.10 Prioritize quality walking and cycling routes along Active Streets including Highett Street, Malcolm Street, Minerva Street, Stoneleigh Road, Kidston Parade, Chenery Street, Early Street, Kitchen Street, Dead Horse Lane and the Midland Highway to the Mansfield Racecourse.

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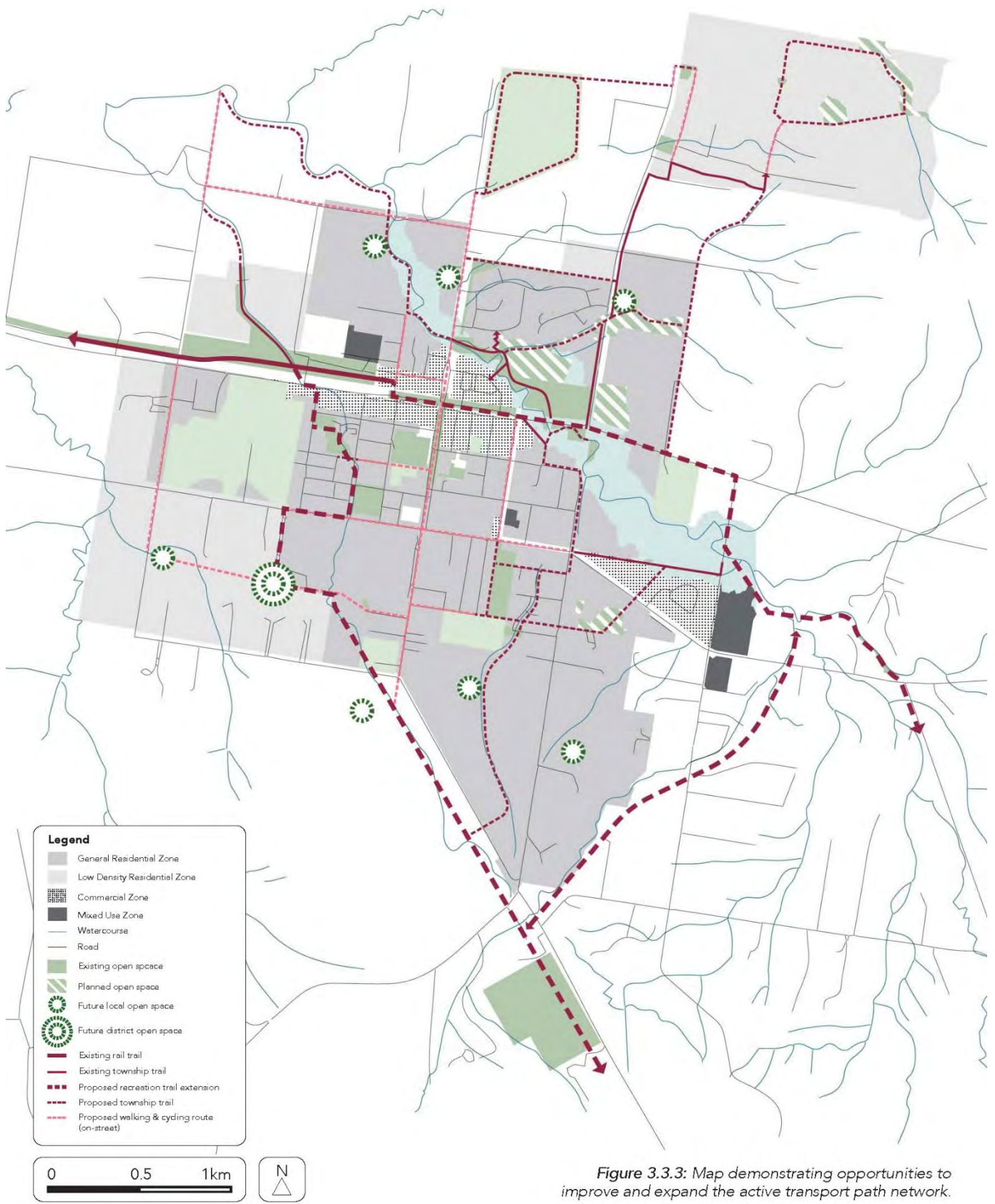


Figure 3.3.3: Map demonstrating opportunities to improve and expand the active transport path network.



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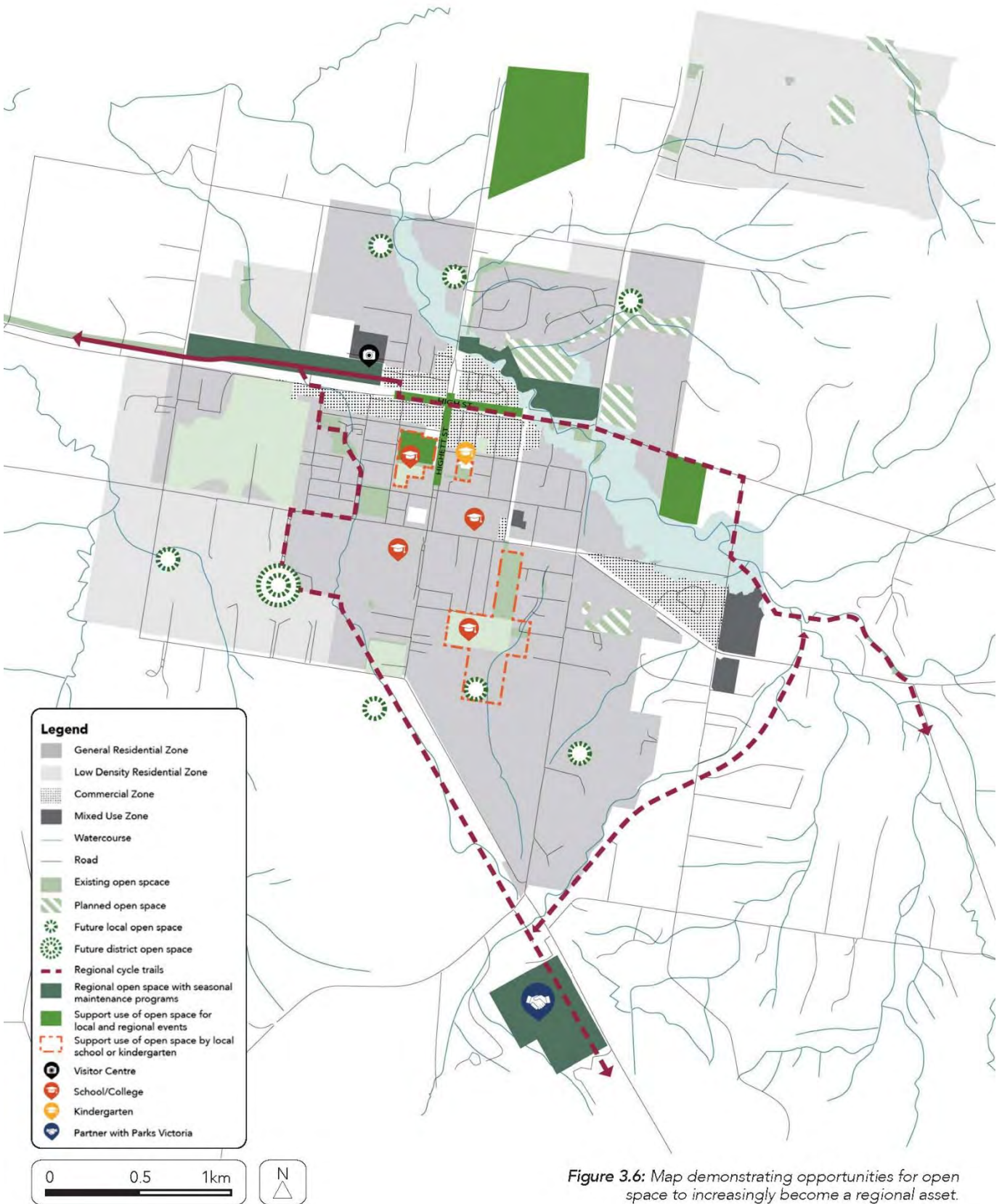


Figure 3.6: Map demonstrating opportunities for open space to increasingly become a regional asset.

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Mansfield Shire Economic Development Strategy 2020-2025

Strategic Considerations

Increased transport connectivity to support access to work and education

Tourism Context

Tourism is a key driver for the Mansfield Shire economy and is largely influenced by the nature-based product of the Shire, High Country landscapes and a wide range of other nature-based activities. Key natural assets include Mount Buller/Mount Stirling, Lake Eildon, Alpine National Park and rivers (including Delatite River, Howqua River, Big River, Jamieson River and Goulburn River).

Mansfield Shire forms part of the High Country tourism region, along with the local government areas of Alpine, Wangaratta, Indigo, Benalla and Towong. The High Country is a popular nature-based, food and wine and cycling destination. Mansfield Shire is also a popular cycling destination, with the Great Victorian Rail Trail ending in the Shire (Australia's second longest rail trail), as well as mountain biking at Mount Buller and many popular road cycling loops.

Key Tourism Figures and Trends

Mount Buller is the largest, most accessible Alpine Resort in Victoria, less than 3 hours' drive from Melbourne.

Lake Eildon is the largest inland lake in Victoria and has areas of high amenity and scenery that make it attractive to visitors. The Lake and its tributaries, including the Delatite River and Howqua River, are popular camping and fishing locations.

Alpine National park is the State's largest national park that protects Victoria's highest mountains and varied alpine environments and is a popular location for outdoor activities including fishing, hunting, hiking and camping.

Mt Buller/Mt Stirling is a key driver of visitation to the region. Mansfield township leverages significant benefit from visitors passing through to Mt Buller and acts a service centre for the mountain.

STRATEGY 9: Support and attract investment in new and existing tourism products and experiences.

ACTION 9.5 Explore opportunities to enhance the Delatite Valley as a key visitor destination and gateway to Mount Buller including agritourism opportunities, improved trail linkages between Mansfield and Mt Buller and enhancement of Merrijig as a tourism village.

STRATEGY 10 Provide support to the tourism industry through leadership and improved strategic partnerships.

ACTION 10.2 Continue to improve collaboration with key partners (including Murrindindi Shire, GMW and Mount Buller) to support key tourism assets of Lake Eildon, Mount Buller and Great Victorian Rail Trail.

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Mansfield Shire Council Footpath and Shared Path Strategy, Mansfield Shire, August 2022

The Mansfield Shire Footpath & Shared Path Strategy clearly documents Council and community aspirations for paths within the shire. The strategy includes path connectivity improvements within the town of Mansfield and in outlying townships, improvements to existing paths and proposed expansions and new connections.

Walking is even more critical for senior Victorians to live healthy, independent lives. For those aged 75 and over, walking makes up 77% of their total physical activity. And as seniors get older, their walking is more about everyday needs, with walking for shopping or personal business increasing from 53% of trips for 60-69 year olds to 81% of trips for those aged over 80.

Issues Identified in Existing Network

The existing network has limitations and deficiencies which result in lower utilisation from vulnerable users. The following is a list of issues identified within the existing network:

Discontinuities:

- Missing pathway segments which limit, discourage or reduce the utilisation of the network
- Lacking footpaths on both sides of the road (where required by IDM Table 2)
- Pedestrians are forced to walk on roads, which creates safety issues.

Pathway Hierarchy Definitions and Functional Standards:

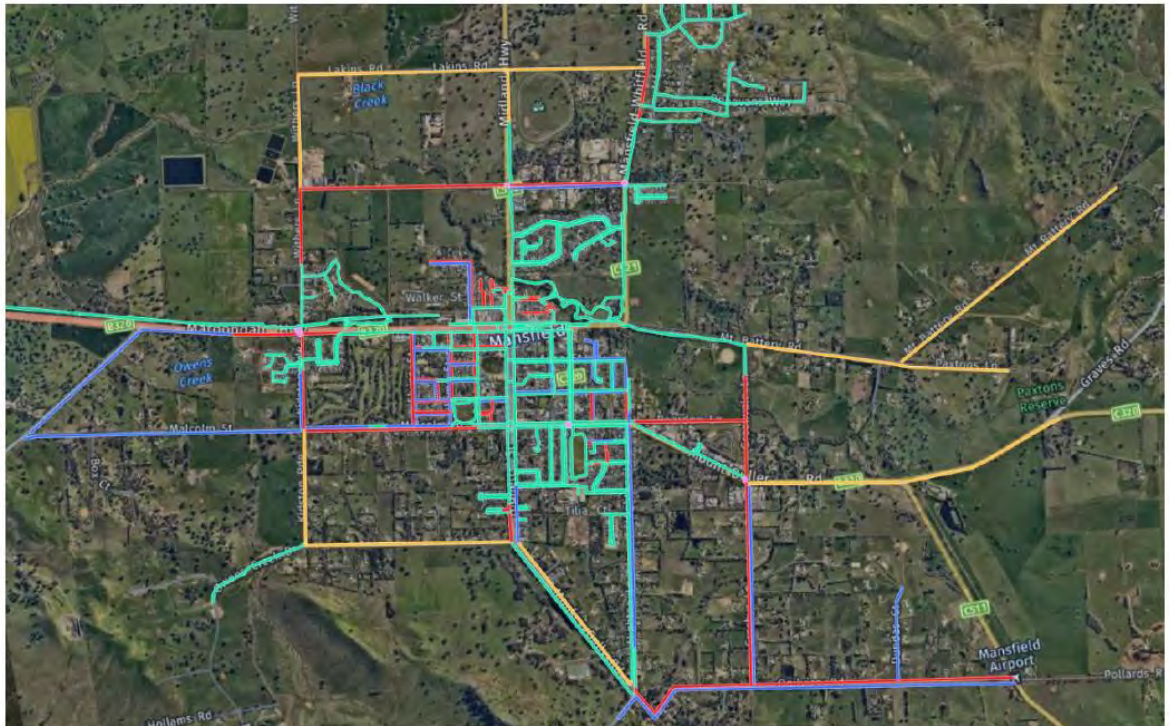
- Recreation
 - Facilitate recreation activities and typically can accommodate both pedestrians, cyclists and horse riders
- Shared Path between Kareen Hills Estate & Botanic Park
 - Sufficient width for cycles, pedestrians, scooters to pass (2.5m)
 - Suitable for use by horse riders
 - Connection to other parts of recreation network by cycle-friendly and horse friendly routes (i.e. not Primary or Secondary paths and Roads)

Future Mansfield pathways

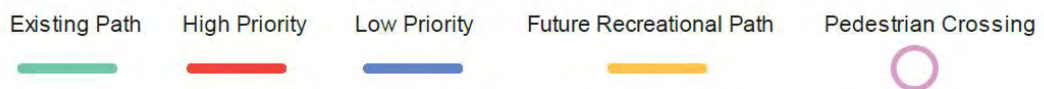
Hierarchy	ID	Street Name	Start	End	Length(m)	Width (m)	Type	Rationale for Priority Rating
Rec	MF29	Kidston Pde (Eastern Side)	Malcolm St	Stoneleigh Rd	800	2.5	Gravel 100 mm	Residential area. Missing Link
Rec	MF30	Stoneleigh Rd (Northern Side)	Kidston Pde	Highett St	1450	2.5	Gravel 100 mm	Residential area. Missing Link
Rec	MF41	Lakins Rd/Midland Hwy	Whitfield Rd	Midland Hwy	1350	2.5	Gravel 100 mm	Commercial area.
Rec	MF42	Lakins Rd/Withers Ln	Midland Hwy	Dead Horse Ln	2250	2.5	Gravel 100 mm	Commercial area.
Rec	MF43	Mt Battery Rd (Southern Side)	Greenvale Ln	Mt Battery Rd	3800	2.5	Gravel 100 mm	Residential area.
Rec	MF44	Mt Buller Rd (Southern Side)	Greenvale Ln	Graves Rd	2240	2.5	Gravel 100 mm	Residential area.

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4.1 Current and Future Network – Mansfield

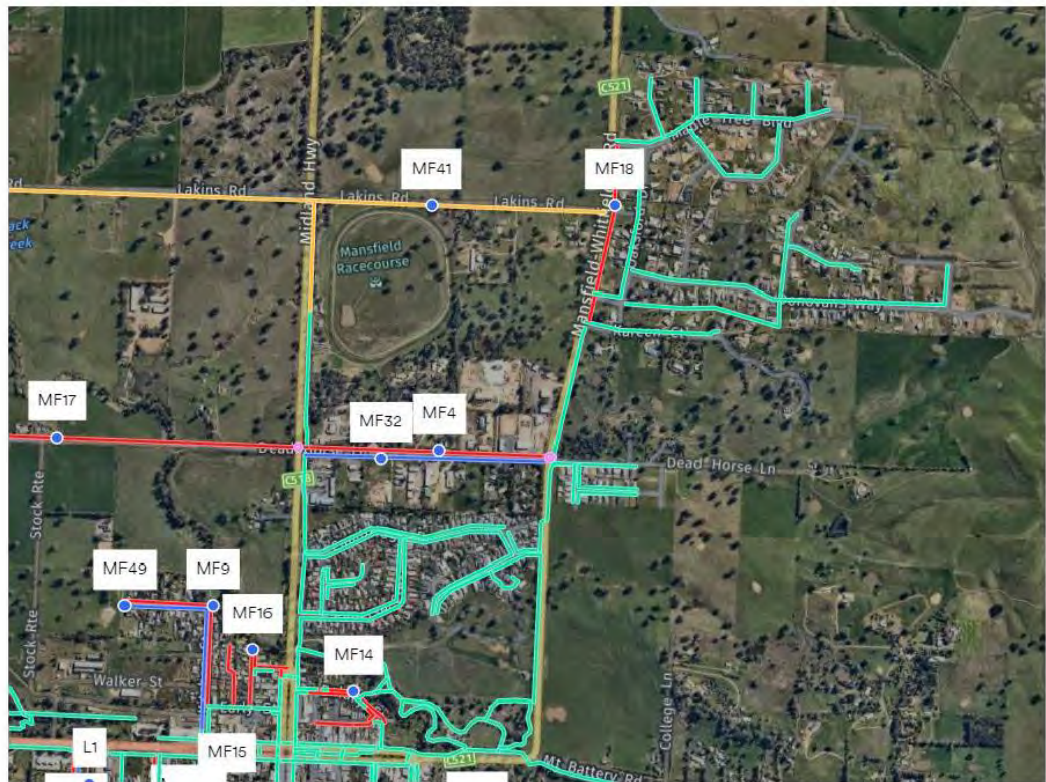


4.2 Current and Future Network Mansfield North West Corner

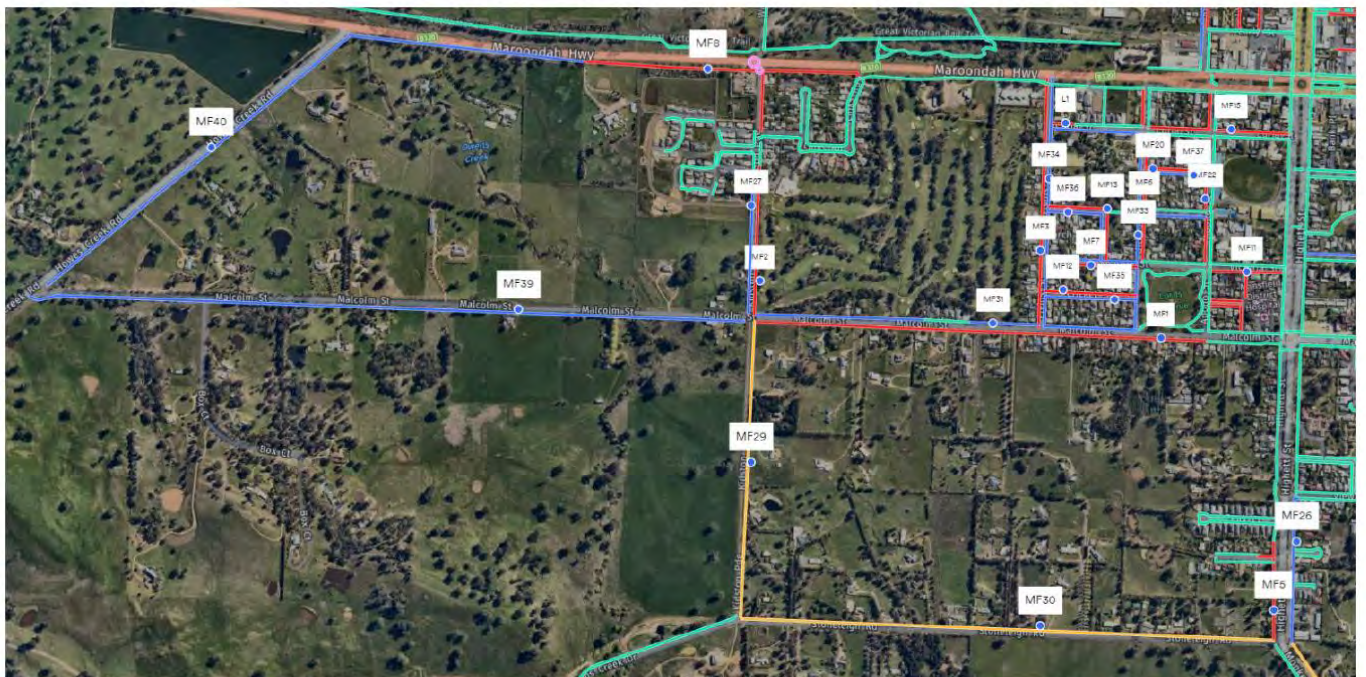


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4.3 Current and Future Network Mansfield North East Corner

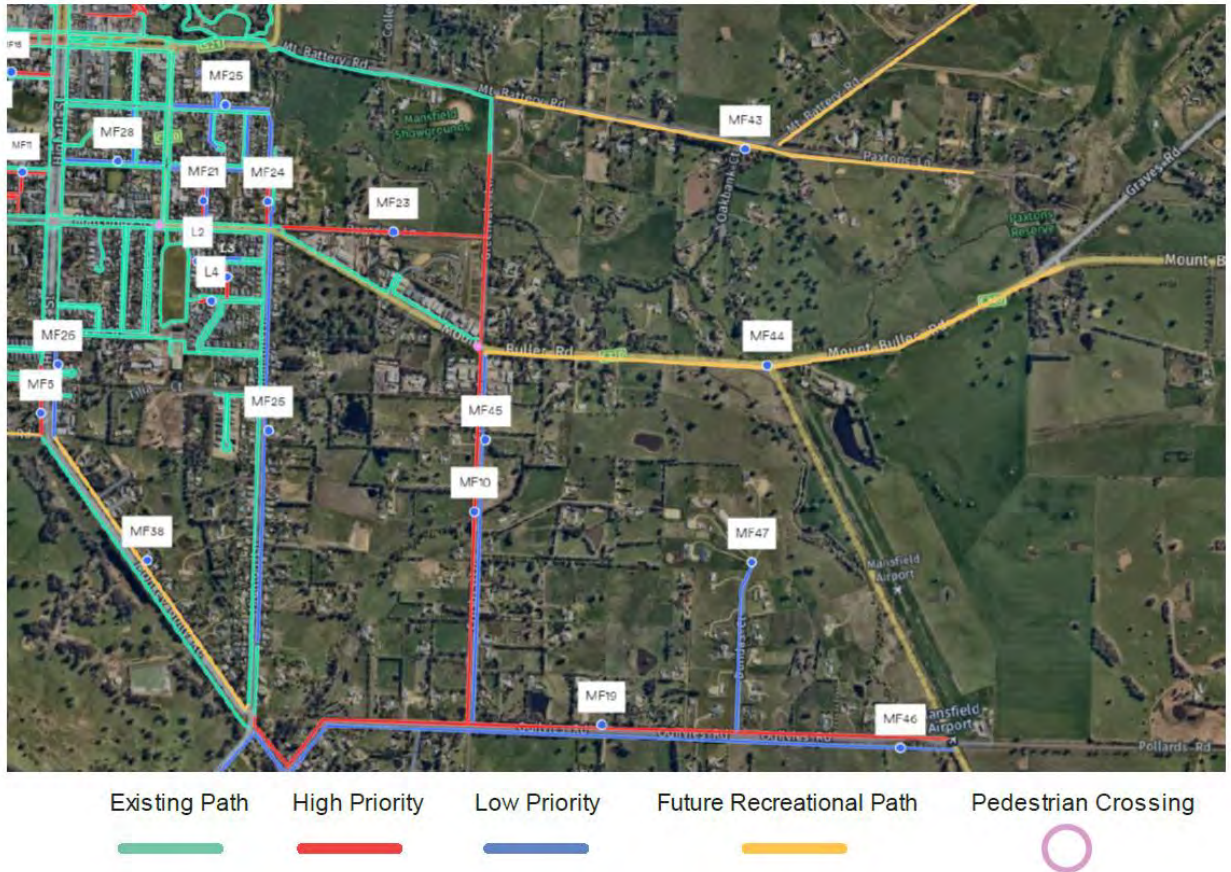


4.4 Current and Future Network Mansfield South West Corner



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4.5 Current and Future Network Mansfield South East Corner



Future Bonnie Doon pathways

Hierarchy	ID	Street Name	Start	End	Length(m)	Width (m)	Type	Rationale for Priority Rating
Rec	BD5	Maintongoon Rd	Maroondah Hwy	Peppin Point	8000	2.5	Gravel 100mm	Residential area. Recreational Pathway. High Volume Tourist Route.

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4.6 Current and Future Network - Bonnie Doon

4.6.1 Current and Future Network – Bonnie Doon Township 1



4.6.2 Current and Future Network – Bonnie Doon Township 2



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Future Merton pathways

Hierarchy	ID	Street Name	Start	End	Length(m)	Width (m)	Type	Rationale for Priority Rating
Rec	MT3	Merton Euroa Rd	Maroondah Hwy	Merton Racecourse	600	2.5	Gravel 100mm	Link to the Recreational Reserve. Promote recreational activities.

4.7 Current and Future Network – Merton



Future Goughs Bay pathways

Hierarchy	ID	Street Name	Start	End	Length(m)	Width (m)	Type	Rationale for Priority Rating
Rec	GB5	Frys Bay Rd	Frys Bay Rd	Frys Bay Rd	4000	2.5	Gravel 100mm	Mountain Bike trail

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4.8 Current and Future Network - Goughs Bay



Future Jamieson pathways

Hierarchy	ID	Street Name	Start	End	Length(m)	Width (m)	Type	Rationale for Priority Rating
Rec	JS7	Mansfield-Woods Point Rd (Western Side)	Eldon Jamieson Rd	Duncans Road	900	2.5	Gravel 100mm	Encourage recreational activities. Residential Area. Increases connectivity. High use path area.
Rec	JS8	Jamieson-Licola Rd	Jamieson Recreation Reserve	Jamieson Cemetery	800	2.5	Gravel 100mm	Residential Area. Cemetery

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4.9.1 Current and Future Network - Jamieson 1



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4.9.2 Current and Future Network - Jamieson 2



Pathways for Further Investigation

Hierarchy Level	Street Name	Start	End	Length (m)
Rec	Fords Creek (Northern Side)	Greenvale Ln	Botanic Park	1,850
Rec	Fords Creek (Northern Side)	Midland Hwy	Dead Horse Ln	1,000
Rec	Closed Recreation Loop at the Station Precinct	Station Precinct	Station Precinct	1,000
Rec	Mansfield Woods Point Rd	Duncans Rd	Howqua Valley Caravan Park	12,300
Rec	Mansfield Woods Point Rd	Cobham St	Kevington Hotel	10,000
Rec	Mt Buller Rd	Mansfield	Mirimbah	30,000
Rec	Pedestrian bridge and pathway linking "The Island" to Bank St.	Jamieson The Island	Bank St	100
Rec	Pathway around Changue Rd reserve.	Changue Rd reserve	Changue Rd reserve	300
Rec	Pathway along parts of Delatite River	TBD	TBD	TBD

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7. Improvements to the Cycle and Shared Pathway Network

7.1 Cycling Loop around Mansfield

As part of the proposed improvements from section 7 in Mansfield, a loop around the outskirts of the township has been identified as part of the projects listed in Table 3. The loop can be an alternative cycling/exercise trail to the Great Victorian Rail Trail and will promote recreation activities.

Construction of the following loop pathways is required:

- Dead Horse Lane (ID:4 & ID:17)
- Withers Lane (ID:17)
- Kidston Parade (ID:2)
- Stoneleigh Road (ID:29)
- Monkey Gully Road (ID:38)
- Highton Lane (ID:25)
- Reardon Lane (ID:23)
- Greenvale Lane (ID: 10)

The proposed loop is approximately 13km and will be built from a combination of concrete, asphalt and gravel paths. The proposed loop is shown in Figure 3 and will consist of 8 individual projects.

It will be designed to the applicable cycling/shared path standards, incorporating features such as signage, wayfinding and line marking, ensuring safety at intersection points and adequate widths.

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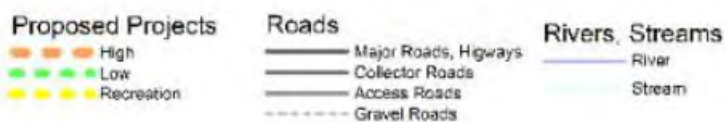


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7.2 Closed Recreational Loop at the Station Precinct

A recreational loop has been identified in the Great Victoria Rail Trail and Station Precinct area. Adding 1km of recreational pathway will create a 2.5km closed loop allowing recreational activities to be held without the risk of pedestrians having to cross roads or driveways. The proposed loop can be found in Table 10 as a further investigation pathway and mapped in Appendix A.

Consultation will be held with Taungurung Land & Waters Council to determine the viability and path alignment with reference to the Station Precinct Masterplan.



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7.3 Other Recreational Pathways

Bonnie Doon, Goughs Bay and Jamieson all have major high priority recreational style pathways that lie outside of the main residential area. However, they are heavily used by locals and visitors as they connect to smaller residential developments or commercial businesses. These pathways have been highly ranked in response to community feedback and safety considerations in sections where pedestrians are forced to walk on the road.

- Bonnie Doon – Maintongoon Rd to Peppin Point Caravan Park.
- Goughs Bay – Goughs Bay Loop along Howes Creek Rd/Piries-Goughs Bay Rd/Mountain Bay Drive.
- Jamieson – Extension of Matthews Reserve Pathway to the Jamieson Brewery.

7.4 Great Victorian Rail Trail Improvements

The Great Victoria Rail Trail is a historically significant asset to Mansfield. It is the second longest rail trail in Australia and stretches for 134 km. Track counters have shown steady and continuous usage of the trail.

Due to COVID-19 there was a significant increase in users. This suggests the importance of recreational activities to residents and the need to maintain such a high volume recreation trail.

Figures are shown in the table below:

Table: Track Counters for various locations and user volume

	Total Rail Trail User Counts for the first six months of each year						
	2015	2016	2017	2018	2019	2020	2021
Mansfield	19,355	18,219	21,902	20,244	19,664	24,591	35,528
Bonnie Doon	8,535	8,957	7,740	7,663	7,422	6,115	12,121
Merton	2,146	2,382	1,637	1,725	1,741	583	4,826
Total	30,036	29,558	31,279	29,632	28,827	31,289	52,475
% Change	-	-2%	6%	-6%	-3%	8%	40%

Identified Improvements to the Rail Trail are as followed:

- Improved visibility between Station Precinct and Withers Lane
- Maintenance of trail from Station Precinct to Withers Lane
- Widening of existing trail between Station Precinct to Withers Lane
- Additional locations for drinking fountains
- Appropriate signage where needed
- Vegetation and overgrowth control
- Greater consistency in cross over terminals

Fords Creek Recreation Walk

The proposed walk along Fords Creek links Greenvale Lane and Dead Horse Ln.

The project would be contingent upon:

- Consultation with Goulbourn Broken Catchment Management Authority (GBCMA);
- Cultural Heritage Management Plan;
- Planning Permit for Native Vegetation Removal;
- Permission/agreement/support of Landowners, as significant project length is on private land;

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Crossing points over Fords Creek should be suitable for pedestrians, cyclists and horse riders.



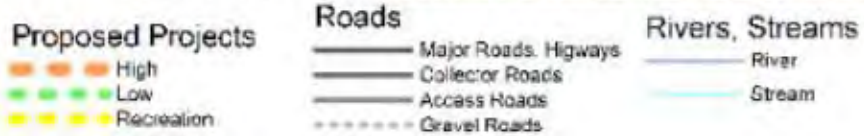
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Redgum Walk



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Mansfield Woods Point Rd (Duncans Rd to Howqua Caravan Park)



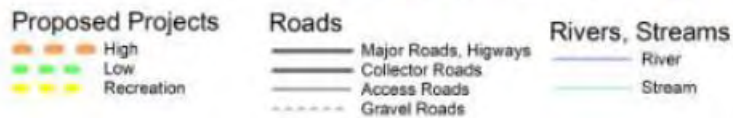
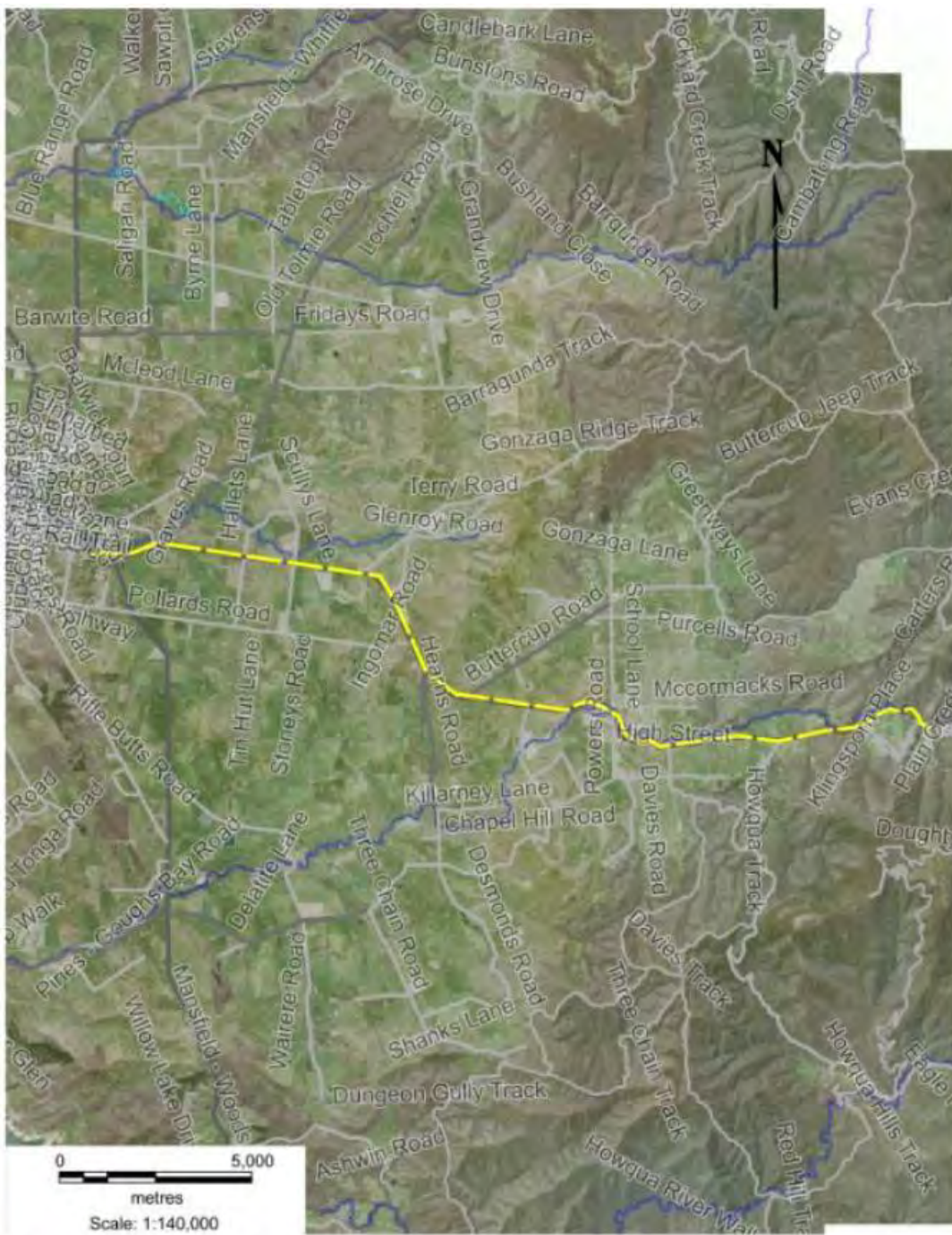
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Mansfield Woods Point Rd (Jamieson to Kevington Hotel)



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Mansfield Woods Point Rd (Mansfield to Mirimbah)



Strategy Summary & Conclusions

In addition to the new pathway hierarchy listed for each township there have been several new sections added to the strategy. A further investigation section where several large-scale recreational style pathways is included, identification of pedestrian refuge islands to be built as the footpath network expands, cycling loop around Mansfield, improvements to the Great Victorian Rail Trail and justification of recreational pathways in outlying towns.

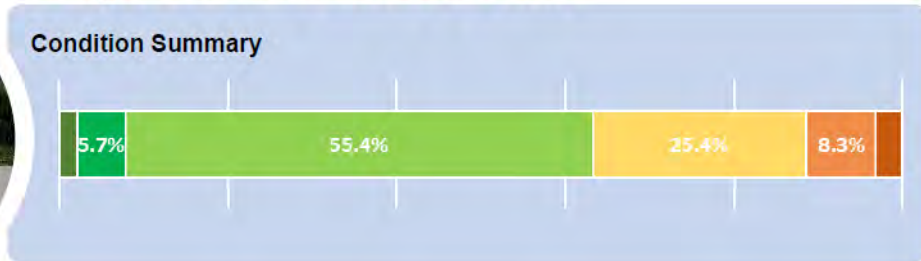
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Mansfield Shire Council Asset Management Strategy, February 2022

2.2 State of Our Assets

Our community determine the demand and value of the services our assets provide. The performance of our infrastructure is measured on agreed service levels through ongoing condition assessments of our infrastructure.

Footpaths and Shared Paths



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Mansfield Shire Council Sustainable Tourism Plan Summary 2024-28

OUR APPROACH

Our approach to sustainable tourism in our Shire is guided by the following principles.

1. We value our natural environment and recognise this is one of our major assets.
2. We honour the rich culture and history of Mansfield Shire, respecting the traditional owners and acknowledging their ongoing contribution to the community
3. We support industry growth by collaborating with stakeholders to create quality tourism experiences and promote sustainable tourism practices.
4. We recognise that inclusion and accessibility is essential to delivering positive, safe communities and visitor experiences.

Mansfield's visitor economy

Top activities for our visitors include eat out/ dine at restaurants and/or cafes, sightseeing, bushwalking, National Parks/State Forests, fishing, water activities/sports, other outdoor activities.

Tourism pillars

Explore our lakes, mountains and rivers

- Cycling
- Winter sports
- Adventure and nature-based activities (fishing, watersports, hiking and bushwalking, 4wd, hunting)
- Camping

Discover the Equine activities and events our region is famous for:

- Trail rides through country

Opportunity

- Accessibility & Connectivity: Tracks and trails master plan, increasing intraconnectivity noting that the Shire is popular for all forms of bike riding, hiking/walking and horse-riding

Destination Management:

- Coordinated signage strategy including signage in its broadest context including roadside signs, information kiosks, information centres and online information sources

VISION

Mansfield Shire is a must-visit destination, renowned for its stunning natural environment, authentic rural experiences and diverse range of year-round attractions. We are an inviting and welcoming community that celebrates and actively preserves its cultural and natural heritage.

KEY FOCUS AREAS

1. Lead and support significant activation projects, individual town plans and opportunities to grow the visitor economy in our region, capitalising on our strengths and competitive advantages as identified in our tourism pillars

Related Projects and Strategies (Opportunities):

- Improving river access, facilities and visitor experiences at Mirimbah, Merrijig and Carters Rd
- Improving connectivity through tracks and trails to and within the region; implement a wayfinding and signage strategy

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Mansfield Shire Council Bonnie Doon Plan, March 2023

The main alignment relates to the Lake Eildon Masterplan, but the Great Victorian Rail Trail also presents significant opportunities.

The key directions of the plan includes:

- Improve the pedestrian and bicycle network in Bonnie Doon to create safe crossings across the Maroondah Highway, connect settlement areas and enhance the town's connection to Lake Eildon.

Opportunities

- Link community spaces
- Improved integration with the Great Victorian Rail Trail
- Connect the separate residential areas
- Pathways to Lake Eildon water edge
- Encourage an enhanced link between Bonnie Doon and the Strathbogies

Access and Movement:

Within the Mansfield Planning Strategy, 2021, a map of walkability to the commercial core was created. The ability to access commercial areas without needing to walk a distance greater than 400 metres is preferred, but less realistic in a regional environment compared to an urban setting. Bonnie Doon requires most of its residents to walk 1200 metres to reach its commercial centre.

Open Space:

- Residents and visitors to Bonnie Doon primarily make use of Lake Eildon and the Great Victorian Rail Trail as areas for recreational activity.
- Recreation Reserve has additional capacity to be improved with better facilities and integration with the rest of the township through the Rail Trail.

Vision for Our Community:

The centre of our small town is a pedestrian-friendly space, with easy access to reserves, historical buildings and social spaces where we can meet and play.

Objectives

- To maintain the serenity of Bonnie Doon.
- To promote Bonnie Doon within its wider regional Hume tourism context.
- To maintain Bonnie Doon's connection to Lake Eildon and strengthen its integration with the Great Victorian Rail Trail.
- To enhance the pedestrian and cycling network bisecting the township to improve access to local services and facilities including open spaces and community hubs and maintain natural biodiversity by enhancing this route as a wildlife corridor.

Key Directions

1. Improve the pedestrian and bicycle network in Bonnie Doon to create safe crossings across the Maroondah Highway, connect settlement areas and enhance the town's connection to Lake Eildon.

Access, movement and open space

It has been identified that there is disconnect between the three distinctive residential locations of Bonnie Doon. The primary obstructions, other than distance, are Lake Eildon, The Maroondah Highway and the Bonnie Doon Bridge. It is considered that access, movement and public open spaces present a synergistic

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opportunity to maintain natural biodiversity by protecting and enhancing wildlife corridors which may be implemented along the Great Victorian Rail Trail and future recreational paths.

While the Maroondah Highway is service infrastructure providing access to the High Country, the other two elements which separate the settlement areas are unique, distinctive features which contribute to the beauty and identity of the area. Aligning future pedestrian and recreation trails to integrate with these areas presents an opportunity to improve the lived experience for those utilising the paths and encourage others to do so.

The proposed movement network seeks to connect the separated residential areas and create safe crossings for pedestrians along the Maroondah Highway, but with a view to not obstruct existing traffic flow given that the Maroondah Highway forms part of Victoria's principal freight network. The creation of more accessible pathways helps achieve sustainable development goal (SDG) 3 which aims to Ensure Healthy Lives and Promote Well-Being for all at all ages.

Although pathways are not proposed to be constructed within Bonnie Doon proper, the creation of these is necessary and is encouraged into the future with future infill development allowing for contributions from developers to upgrade the existing path network.

Recreation Reserve and Open Space

With the importance of this open space in mind, it is recommended that as development continues within Bonnie Doon, future pathways be implemented to improve the connectivity of the reserve to the town's centre, the Great Victorian Rail Trail and residential areas. This objective is consistent with SDG 11, which aims to Make cities and human settlements inclusive, safe, resilient and sustainable.

Implementation – Funding

Identified Projects:

- Request reduction of speed limit in town to 60kph
- Improvements to landscaping at both ends of the bridge on the Rail Trail
- Toilet facilities along the rail trail
- Create a parking/picnic/rest area at the western end of the Rail Trail Bridge
- Improvements to the footpath and shared path network
- Install pedestrian safety measures for access for connecting the separate areas of Bonnie Doon (including from the Hotel site to the rail trail)
- Create a pedestrian path under the Maroondah Highway Bridge to connect Maintongoon Road with the Rail Trail.

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Mansfield Shire Council Delatite Valley Plan, July 2025 (Draft)

The community suggested the following potential projects and strategies for the Delatite Valley:

- Improved access to the Delatite River including walking paths
- Safer Cycling connections between Mansfield and Mirimbah

PART B: RECOMMENDATIONS AND IMPLEMENTATION

Theme 3: Access & Infrastructure

To enhance the visitor experience and improve quality of life for residents, a range of infrastructure upgrades are proposed for the Delatite Valley. A key priority is the establishment of a safe pedestrian and bike path linking Mansfield, Merrijig and Sawmill Settlement, promoting active transport and recreation.

- A pedestrian bridge crossing the Delatite River via Omega Street, improving connectivity between key parts of Merrijig.

Theme 4: River & Trails

The Delatite River is one of the Valley's most treasured natural assets and the goal is to protect and enhance its beauty while providing opportunities for recreation. A key priority is the creation of new public open space at Merrijig, featuring a formalised river interface to allow locals and visitors to better appreciate the river's natural charm.

The framework plans prioritise enhanced river access, new trails and eco-friendly recreation, ensuring that the Delatite River remains a vibrant and well-preserved asset for both the community and visitors.

The framework plans outline specific strategies to achieve this vision:

- The Merrijig Township Framework Plan introduces a new public open space along the Delatite River, stretching approximately 1 km, with a riverside trail for walking and cycling.
- The Sawmill Settlement Framework Plan proposes a new trail along the Delatite River, integrating with existing nature-based tourism assets to enhance recreational opportunities.
- A strategic cycling corridor is proposed between Mansfield and Mirimbah, passing through Merrijig and Sawmill Settlement, improving connectivity, promoting ecotourism and supporting active transport.
- The long-term vision includes advocating for a Delatite River Trail, a continuous scenic trail along the river. The first stage is recommended to commence at Merrijig, where community access to the river is most needed, laying the foundation for a recreational facility that showcases the region's natural beauty while promoting environmental sustainability.

Theme 7: Tourism

Key projects under this concept could include:

- Delatite River Trail
- Walking and mountain biking trails

The framework plans for the Delatite Valley outline several key projects aimed at enhancing the region's tourism infrastructure:

- A strategic cycling corridor between Mansfield and Mirimbah, passing through Merrijig and Sawmill Settlement, will improve connectivity and encourage ecotourism.

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The Delatite Valley

The plan also identifies key recreational areas, including campgrounds such as Buttercup Campground, Carters Mill and the Howqua Hills Historical Area, located just south of the study area boundary. The Howqua Track, which leads to the Howqua Hills Historical Area, is heritage-listed, further emphasising the importance of preserving both cultural and natural heritage within the region. These campgrounds and heritage sites not only serve as recreational hubs but also as focal points for sustainable tourism, drawing visitors to the region while ensuring that development around these areas respects their historical and environmental significance.

Projects identified in the framework, each designed to enhance the region's tourism appeal and infrastructure.

- a strategic cycling corridor is proposed to link Mansfield and Mirimbah through key locations in the Delatite Valley, including Merrijig and Sawmill Settlement. This cycling corridor will provide both recreational and tourism opportunities, promoting sustainable transport options while also encouraging visitors to explore the natural beauty of the valley.

Merrijig

The first open space extends approximately 1 kilometre along the Delatite River within the Merrijig township boundary, with the intention of creating a scenic river trail alongside this new public space. This river trail will enhance the town's recreational infrastructure, offering both residents and tourists an opportunity to enjoy the natural beauty of the river and surrounding landscapes.

Sawmill Settlement

In addition to these key investigation areas, the framework includes a new trail development along the Delatite River. This trail will be designed to connect various key points of interest within the settlement, promoting outdoor activities and helping to enhance the local tourism offering. The trail will be developed with a focus on environmental sustainability, ensuring that it does not disturb the natural environment or increase bushfire risk. It will also serve as a recreational resource for both residents and visitors, providing access to the scenic beauty of the Delatite River and surrounding landscape while promoting healthy outdoor lifestyles.

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Mansfield Shire Council Goughs Bay Plan, June 2025

The region around Goughs Bay is rich in natural attractions. Aside from Lake Eildon, Goughs Bay is close to the Alpine National Park, a vast and diverse natural area offering a range of activities such as hiking, camping and snow sports at nearby Mount Buller. The region's landscape is characterised by rolling hills, dense bush and an abundance of wildlife, making it a favourite destination for nature lovers and adventure seekers.

Community Feedback

The following key point was identified as important to maintain and topic of concern by the community:

- Access to Nature and the walking trails on the Delatite Arm Reserve are highly valued and additional trails/trail improvements would be well used by the community.

Land Use

The following observations are made regarding existing land use and structure characteristics within the study area:

- The **Goughs Bay Foreshore** is a principal activity area within the township. A gravel footpath extends across the whole foreshore area which is frequently used by pedestrians and cyclists alike. Below this path, residents and visitors are frequently seen sitting by the bay, mooring boats, or setting up gazebos to relax and enjoy the surrounding area. There are eight public boat ramps accessible from the Goughs Bay foreshore.

Opportunities for improvement

- Enhancing links to the foreshore and surrounding activity areas

Potential Development Identified from Previous Plans and Strategies

- Cycling track

Access and Movement

The emphasis here is less on traditional walkability and more on accessibility to natural and recreational resources.

Open Space

While there may be limited scope for creating new open spaces, existing areas like lakefronts and trails offer ample opportunities for enhancement and better integration with the town's overall recreational infrastructure.

In addition to the open space along the foreshore, there are also a number of existing walking tracks to the west of Goughs Bay in the State Park. These paths are well used and generally formalised.

The Goughs Bay gravel cycling hub, based at Picnic Point and established by Ride High Country, is a key feature of the community's recreational infrastructure. This hub supports local and visiting cyclists with bike racks, a detailed route map showcasing the area's cycling trails and a fully equipped bicycle tools service station for on-the-spot maintenance.

Key Directions

Following consultation with members of the local community, the following key directions are proposed. These are important initiatives to achieve the community vision and objectives of the plan:

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2. Provide a second access for both pedestrians and vehicles from Mountain Bay to Goughs Bay to improve the safety and accessibility of the area.

Access, movement and open space

The Lake Eildon Foreshore has been identified as the principal activity area of Goughs Bay. The variety of recreational uses occurring in this location including walking, cycling, picnicking, boating, swimming and fishing. It has been noted that at times boating speed limit rules are not adhered to leading to potentially dangerous incidents along the foreshore.

Residents within Goughs Bay have applied for funding to create a pedestrian path which links Goughs Bay to Mountain Bay. This project has been proposed due to concerns over children crossing roads and interfacing with vehicle traffic and is supported by Council. The resulting footpath would create a pedestrian loop and connect both communities.

A mountain bike track on the southern end of Goughs Bay has also been suggested, alongside existing informal footpaths within the State Park area. This project is viable but will likely only be implemented with the support of a government grant due to its associated costs and with permission from the Crown land owner/manager.

Implementation and Resourcing

- Construct a mountain bike track in the State Forest to the south-west of Goughs Bay. Council to support the implementation of this project through advocacy.

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Mansfield Shire Council Merton Plan, May 2023

Opportunities in Merton include linking community spaces with residents, improved integration with the Great Victorian Rail Trail and connecting separated residential areas.

Community and Stakeholder Engagement

- The need for safe pedestrian and cyclist crossings along the Maroondah Highway to the rail trail

Land Use

The following observations are made regarding existing land use and structure characteristics within the study area:

- The Great Victorian Rail Trail runs along the South of Maroondah Highway which separates it from Merton township. The rail trail is generally obscured by native vegetation and limited signs demarking its location exists. Although residents and tourists alike utilise the rail trail, its integration with the Merton township is limited and made problematic by potentially hazardous crossings required to access Merton

Future Potential Developments Identified from Previous Plans and Strategies

- Crossing to rail trail at Merton-Strathbogie road

Housing

Access and Movement:

- The Mansfield Planning Strategy 2021 encourages walkability to the commercial core within townships. The ability to access commercial areas without needing to walk a distance greater than 400 metres is preferred, but less realistic in a regional environment compared to an urban setting. The distances within the Township Zone are walkable. In the rest of the township and surrounds cycling or driving to the centre of Merton is more feasible. However, with Merton having limiting services car transportation or use of the VLine Bus service is needed to access services in the rest of Mansfield Shire or in nearby Shire of Murrindindi.

Open Space

- The primary open space within Merton Township is the Merton recreation reserve. Residents and visitors to Merton make use of the Great Victorian Rail Trail as areas for recreational activity.

The town is valuable for the Great Victorian Rail Trail. This is due to the trail going through Merton on the south side of the Maroondah Highway. Allowing for safe and clear crossing along the Great Victorian Rail Trail to the centre of Merton will encourage greater connections for people along the trail.

Objectives

- To strengthen Merton's integration with the Great Victorian Rail Trail.

Key Directions

1. Identify and improve key infrastructure services including the pedestrian and bicycle network in Merton to create safe crossings across the Maroondah Highway, connect settlement areas and enhance the town's connection with the Great Victorian Rail trail

Urban Design Framework

Access, movement and open space:

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Merton has a rich connection to its history, open spaces and the natural surroundings. The way these features are interacted with by the Merton community allows for active transport to be undertaken for journeys within Merton township and the surrounds. However, to access services outside of Merton such as education, health and most commercial need require personal vehicle or VLine bus service to access. To encourage active transport safe crossings for pedestrians along the Maroondah Highway is needed. With a Maroondah Highway separating the majority of the township from the Great Victorian Rail Trail. The pedestrian crossing should not obstruct existing traffic flow given that the Maroondah Highway forms part of Victoria's Principal Freight Network. The creation of more accessible pathways helps achieve the Sustainable Development Goal (SDG) 3 which aims to Ensure Healthy Lives and Promote Well-Being for all at all ages. The creation of these is necessary and is encouraged into the future with future infill development allowing for contributions from developers to upgrade the existing path network.

Recreation Reserve and Open Space:

With the importance of this open space in mind, it is recommended that as development continues within Merton, future pathways be implemented to improve the connectivity of the reserve to the town's centre, the Great Victorian Rail Trail and residential areas. This objective is consistent with SDG 11, which aims to Make cities and human settlements inclusive, safe, resilient and sustainable.

Statutory Implementation

Merton Strategies:

- Improve the connection between Merton Township and the Great Victorian Rail Trail

Implementation – Funding:

- Improve the connection between Merton Township and The Merton Recreation Reserve
- Create a bike crossing over Merton Creek
- Create a bike/pedestrian crossing at Strathbogie Road
- Create safe crossing from Merton Township to the Great Victorian Rail Trail

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Mansfield Shire Council Mansfield Station Precinct Masterplan, October 2023

Key User Groups

Walkers

- Local community member and visitors alike make use of the Station Precinct for passive recreation through walking dogs, general exercise and bird watching. The precinct also acts as a link between residents within Stockman's Rise and the centre of town.

Cyclists

- Cyclists primarily use the station precinct because it is located at the end of the Great Victorian Rail Trail. There are existing facilities on site for general bike repair, parking and public toilets.

Horse Riders

- Horse riders mainly utilise the Station Precinct yards for the beginning of trail rides to park horse floats and use the existing stock yards on site. The Great Victorian Rail Trail is an asset for horse riders that and the precinct as a starting location should be maintained for this user group.

Masterplan Implementation

Shared Footpath

- A new shared footpath along the Maroondah Highway will improve safety by offering more space for cyclists where the existing path is too narrow. It will also create a running loop around the entire park, promoting fitness and active living.

Bicycle Pump Track

- This exciting new feature will link directly to the Great Victorian Rail Trail, offering a thrilling ride for cyclists of all ages. The surrounding landscaping will highlight indigenous flora and create an inviting gateway to Mansfield, drawing more visitors to the park.

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Mansfield Shire Council Botanic Park Masterplan, October 2023

Enhancement Projects Within Existing Park Area:

S. Central Footpath Sealing and Expansion:

Seal and extend the central footpath, providing a comfortable and accessible route for visitors to traverse, encouraging exploration and connection within the park and allow for ease of maintenance access for Council vehicles .

Expansion Area Enhancement Projects:

C. Mountain Bike Circuit Creation:

Develop a purpose-built mountain bike circuit, catering to cycling enthusiasts and providing a dedicated trail for short recreational rides within the park's scenic landscape to cater for a younger age group within the park. This track will be planted with temperate rainforest botanics and is intended to be a low impact area for cyclists to learn how to ride.

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Great Victorian Rail Trail Strategic Development Plan, Tourism North East

OVERVIEW

The Great Victorian Rail Trail (GVRT) is a 134km recreational trail that follows the old railway through Mansfield, Murrindindi and Mitchell Shires. While the trail currently attracts 74k visitors per annum, the Council Partners associated with the trail are looking to activate it and support it in realising its true tourism potential. To this effect, the Great Victorian Rail Trail Strategic Development Plan has been created to guide the trail in transitioning from an asset into a signature tourism experience.

INDUSTRY BENCHMARKING

Industry benchmarking indicates that market leading rail trails share a number of commonalities: these trails connect thriving tourism towns; offer picturesque and varied landscapes; offer a strong range of accommodation and food/beverage options; are supported by a variety of tour and transport options; celebrate the rich history and heritage of the destination in which they are located; and are connected by cohesive branding and positioning. These critical success factors provide context for the development of the GVRT.

TRAIL EXPERIENCE

A trail audit undertaken from a visitor perspective identified a number of key trail issues. While the trail travels through rolling countryside, there are limited points of interest, poor connectivity with key townships and a lack of business activation along the trail in terms of supporting services. These issues are exacerbated by the fact that current wayfinding and interpretive signage is inadequate, failing to celebrate existing trail features or direct users to commercially leverageable opportunities.

TRAIL GOVERNANCE

While a comprehensive governance framework was established to initially launch the trail, this has slowly diminished overtime. As a result, the GVRT currently lacks the strategic vision and senior LGA support required for tourism growth. Furthermore, business and community members originally formally included in the governance structure are now failing to be adequately engaged, leading to frustration and apathy.

MARKETING ASSESSMENT

The primary marketing issue associated with the GVRT is lack of awareness, meaning that it is failing to act as a tourism driver. However, historic budget allocated to marketing has been limited (primarily used to fund visitor services in association with the trail), target markets have lacked focus and marketing efforts have largely engaged people once in-region, rather than driving demand associated with the trail.

BUSINESS ENGAGEMENT

Businesses associated with the GVRT are primarily focused in the major townships of Yea, Tallarook, Alexandra and Mansfield, with little available between these destinations. While these businesses recognise that the trail is an asset, it is not seen as a key tourism driver for their operations. Among these business, there is a lack of awareness of business opportunities along the trail, poor understanding of who manages the GVRT and a lack of effective collaboration. In terms of the trail experience, industry acknowledges the need for more trail services, greater focal points and better connections between the trail heads and key townships.

STRATEGIC TRAIL DEVELOPMENT While recognising that there are some current challenges with the trail, Council Partners are committed to working together to establish the GVRT as a thriving tourism experience that delivers positive visitor economy outcomes for the destinations, businesses and communities associated with it. This goal will be realised through delivering a range of strategic initiatives in accordance with four key themes:

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1. Improve and innovate the trail experience to provide a premium visitor offering:

- Capture and tell the story of existing sites along the trail.
- Create new points of interest along the trail through high-impact artistic installations.
- Improve signage on and around the GVRT.
- Develop new digital functionality to assist with user wayfinding and engagement.
- Extend the GVRT between Tallarook and Seymour to offer a better trail head experience in Mitchell Shire.
- Develop the Mansfield Station Precinct to offer an improved trailhead experience in Mansfield Shire.

2. Activate the trail with a new range of marketing leading products:

- Encourage the development of new tourism products through an EOI and seed funding program.
- Work with businesses to adapt existing products to meet the needs of trail users.
- Assist businesses in packaging existing products for seamless user experiences.
- Audit the offering of major townships through a visitor lens to determine gaps that need to be addressed.

3. Foster engagement and collaboration to optimise positive trail outcomes:

- Establish an effective governance framework with CEO, economic development and operational membership from each Council Partner.
- Form GVRT Industry Groups to inform, educate and collaborate with business and community members.
- Communicate with the Industry Groups to reinforce engagement and collaboration.
- Dissolve the current visitor servicing agreement and replace it with a well-educated and collaborative Visitor Information Centre network.

4. Support demand driving activities that stimulate awareness and conversion:

- Develop GVRT toolkits to assist industry to market the trail.
- Improve marketing efforts through focusing on cyclists and increasing budget for reach through regional and GVRT-specific activities.
- Develop a cooperative marketing program for industry to enhance impact.
- Secure a GVRT based event that drives visitation and exposure.
- Form partnerships with the broader cycle industry to leverage their networks.

These initiatives will cost approximately \$1.7million to implement in their entirety, but will deliver a collective uplift in visitor spend worth \$8.6million and a total economic output of \$15million.

FUNDING AND ADVOCACY

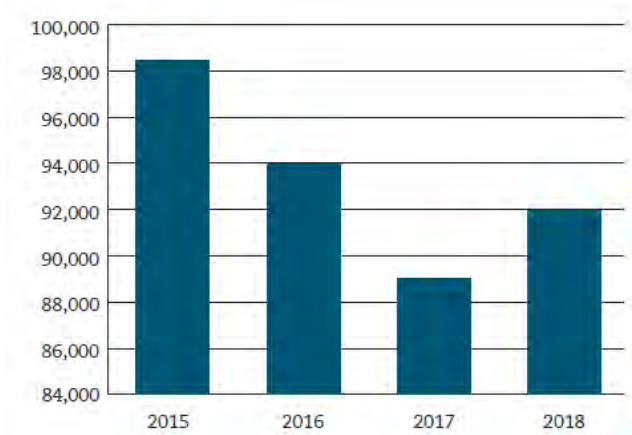
The recommendations noted in this strategy point to the need for significant investment from the Council Partners. Outcomes will be optimised by considering where local efforts can be supplemented by State and Federal funding to accelerate implementation. As such, Council Partners must work together to identify appropriate cooperative funding opportunities and develop a coordinated advocacy effort around common trail priorities.

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HISTORIC USAGE TRENDS

Trail counters have been available on the trail since 2015, which allows for analysis of year-on-year usage. As depicted in the below graph, usage of the trail has largely declined as a result of lack of trail activation and coordinated marketing effort. Some growth has been experienced in 2018, which is likely from the trail being profiled in a \$1.2 million regional cycle tourism campaign – the only new factor introduced in association with the trail during this period.

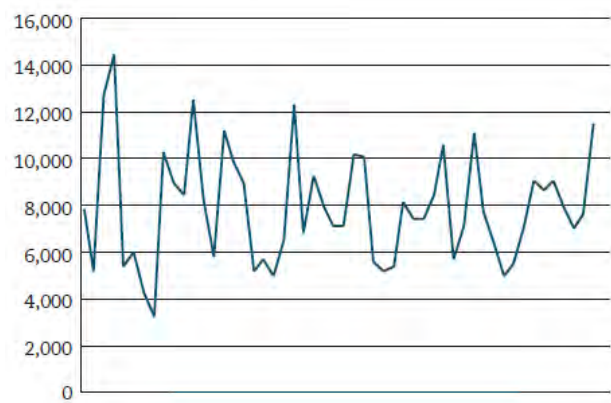
Figure 3: GVRT YOY Total Trail Usage



Source: Trail counts provided by Mitchell, Murrindindi and Mansfield Shires, analysis by Tourism North East 2019.

Trail counters also demonstrate the usage is highly seasonal with peak visitation occurring in autumn, particularly in association with the Easter break and summer around the Christmas/New Year holiday period. Usage then tends to decline in February, which is reflective of broader regional tourism trends and then again over winter when the weather may not be as conducive to outdoor activity.

Figure 4: GVRT Trail Usage: Jan 2015 – April 2019



Source: Trail counts provided by Mitchell, Murrindindi and Mansfield Shires, analysis by Urban Enterprise, 2019.

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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.

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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.



Appendix A - Background Review

Cycling Infrastructure Standards

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

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

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

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

Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles

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

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

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



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

Cycleway Design Toolbox - Designing for cycling and micromobility

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

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

1. Safe

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

2. Connected

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

3. Direct

Provide people cycling with the most direct route

4. Attractive

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

5. Comfortable

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

Appendix A - Background Review

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

Appendix A - Background Review

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

Appendix A - Background Review

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
- ③ Title
- ④ Written interpretive information
- ⑤ Interpretation and photography
- ⑥ images Land manager identification and branding 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 & restrictions
- ⑥ Emergency contact information

Appendix A - Background Review

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



Appendix A - Background Review

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/>



Appendix A - Background Review

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>



Appendix A - Background Review

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>



Appendix B - Consultation Findings

Tracks and trails community survey

SURVEY RESPONSE REPORT

12 June 2020 - 16 July 2025

PROJECT NAME:

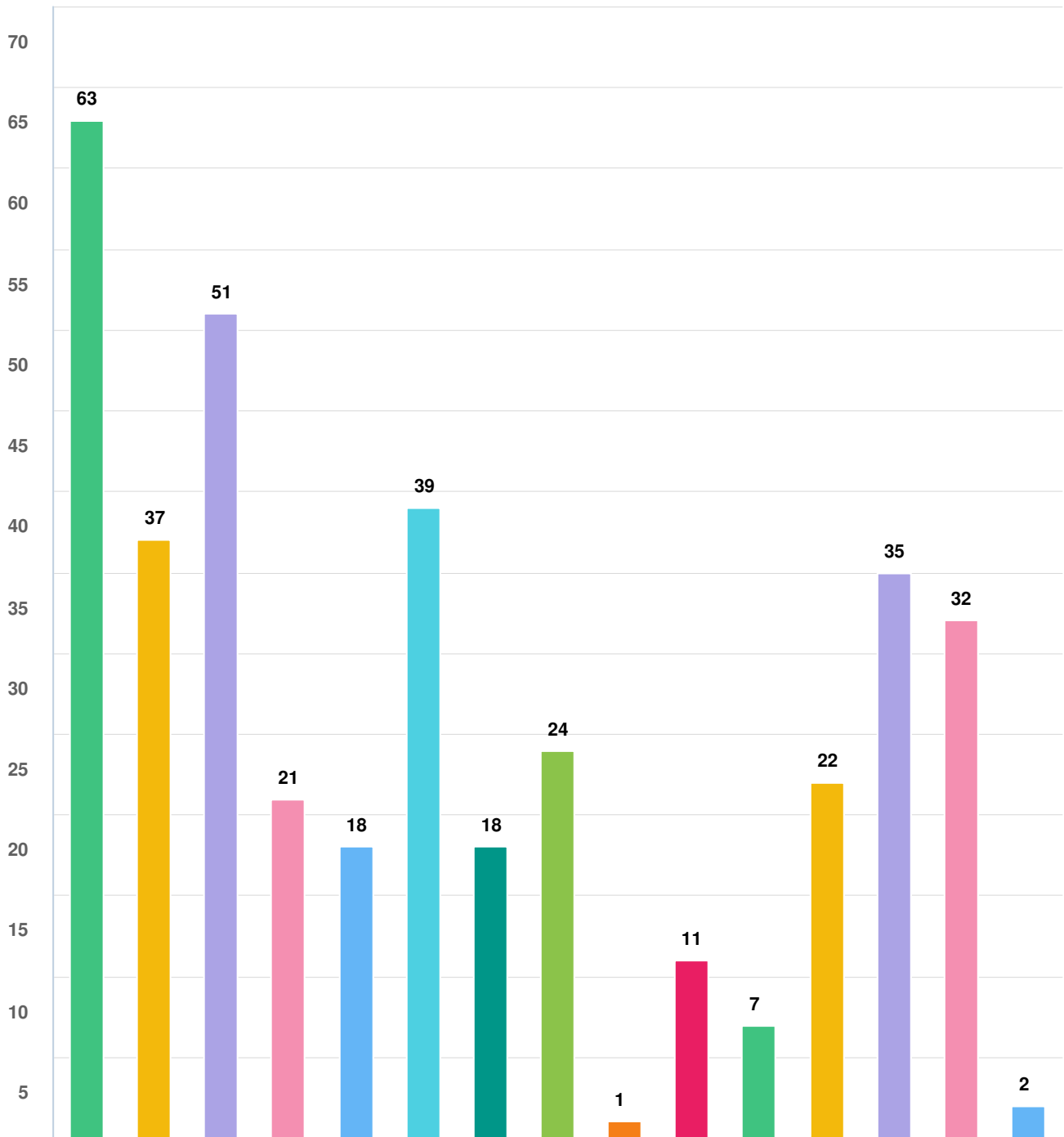
Tracks and Trails Strategy

Note: Portions of this document have been removed to protect personal or sensitive information. These redactions do not affect the report's outcomes or conclusions.



SURVEY QUESTIONS

Q1 | What activities do you use tracks or trails for within the Mansfield Shire and/or Alpine Resorts? (Select all that apply)



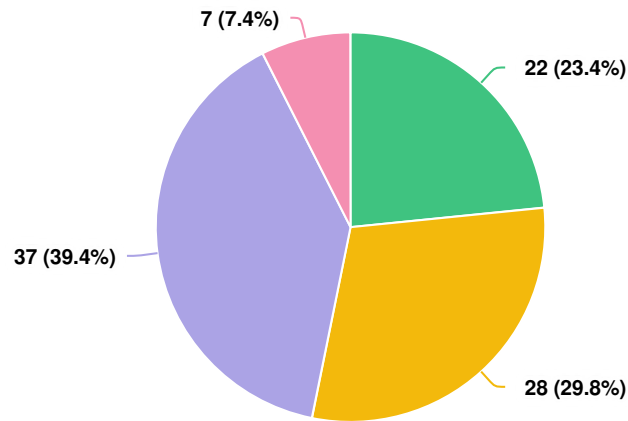
Question options

- Walking
- Dog walking
- Hiking
- Jogging
- Trail running
- Mountain biking
- Road cycling
- Recreational cycling
- Use of wheelchair/mobility device
- E-biking
- Commuter cycling
- Gravel riding
- Horse riding
- Nature appreciation
- Other (please specify)

Optional question (94 response(s), 1 skipped)

Question type: Checkbox Question

Q2 | How often do you use tracks or trails within the Mansfield Shire and/or Alpine Resorts?

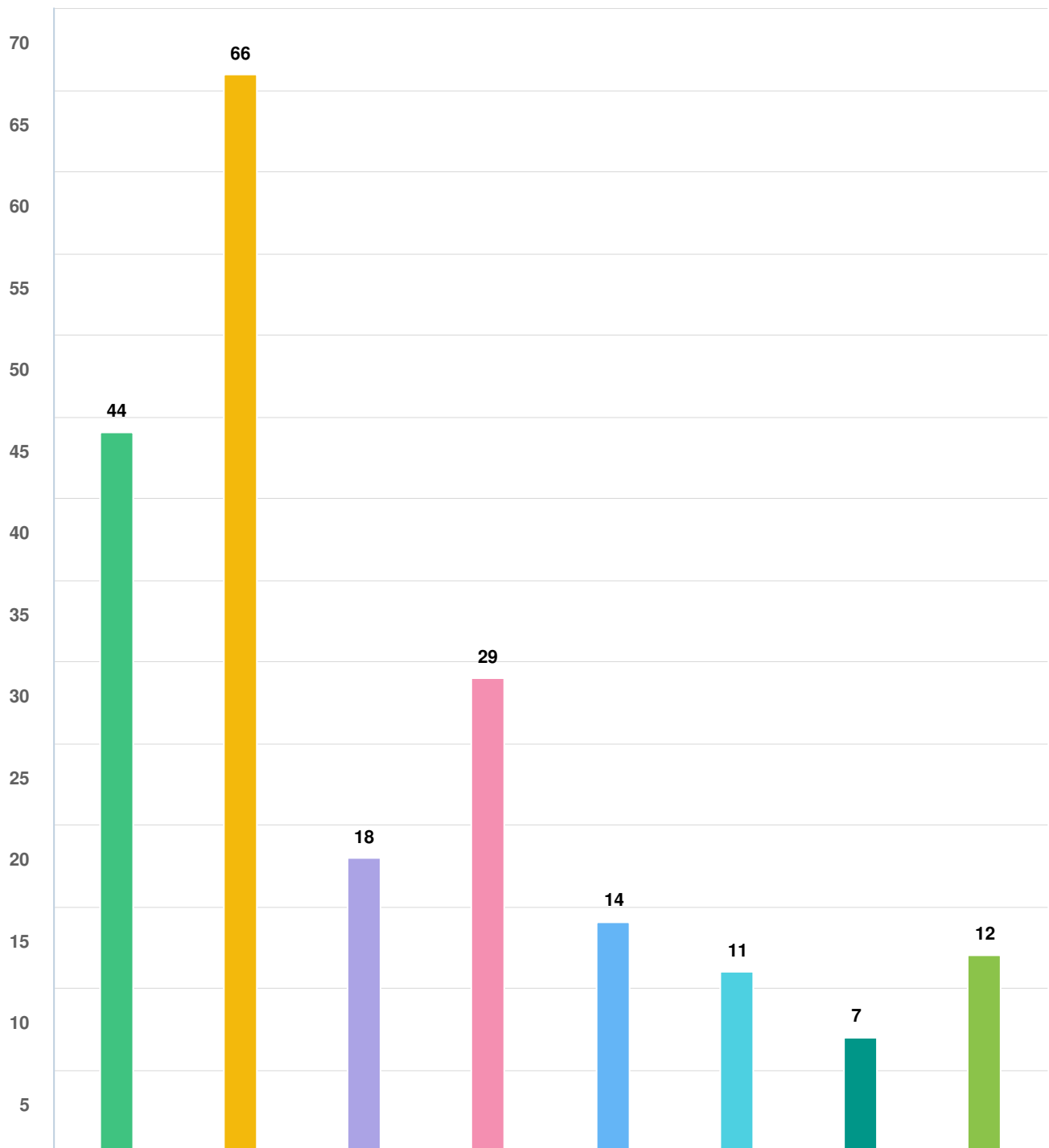


Question options

- Daily
- At least weekly
- At least monthly
- At least yearly

Optional question (94 response(s), 1 skipped)
Question type: Radio Button Question

Q3 Do you use any of the following apps or wearable technology when using tracks or trails? (Select all that apply)



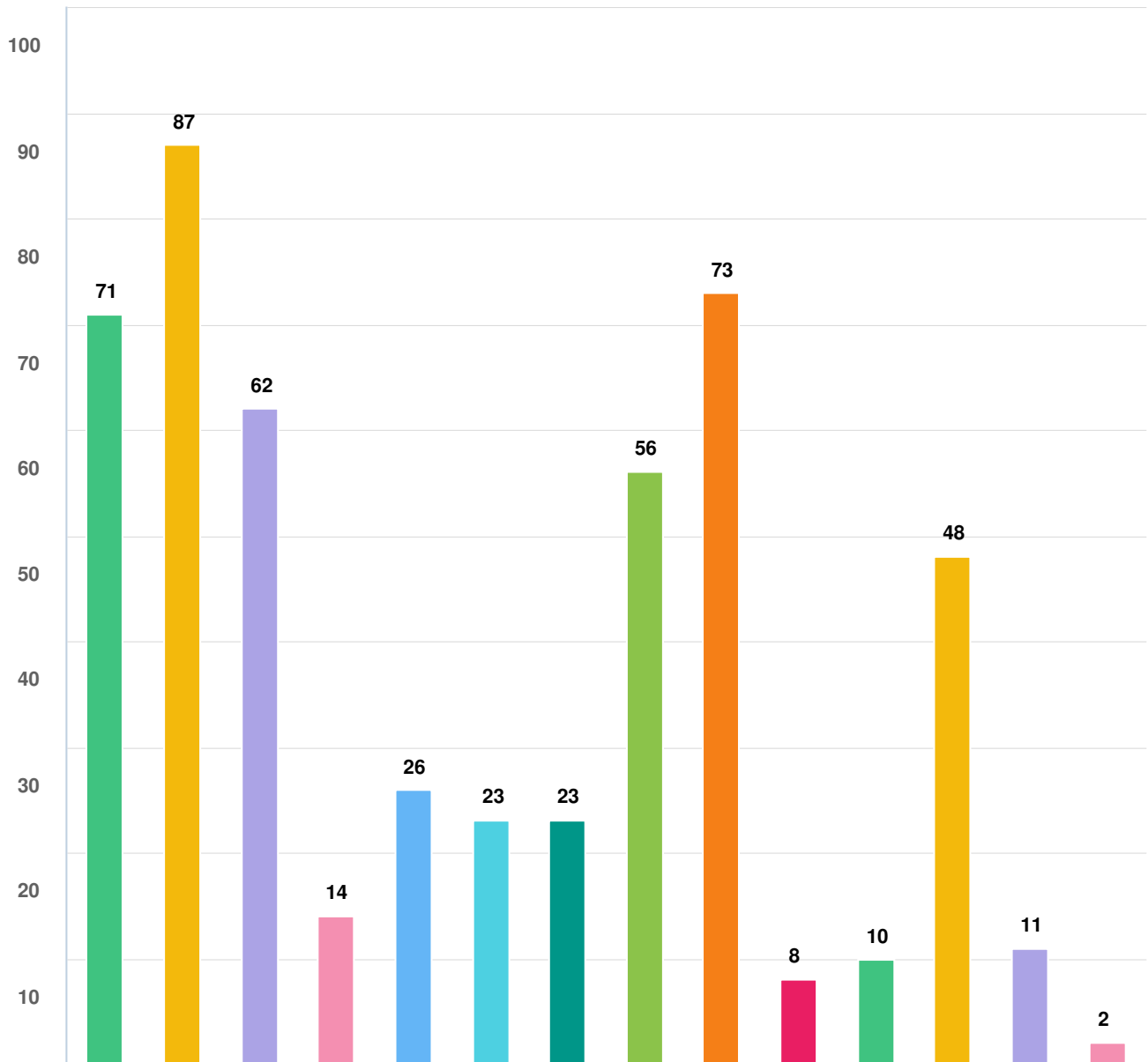
Question options

- Smart watch/device (e.g., Apple, Samsung, Garmin, Fitbit)
- Mobile phone
- GPS device
- Strava
- All Trails
- Trail Forks
- Avenza
- Other (please specify)

Optional question (86 response(s), 9 skipped)

Question type: Checkbox Question

Q4 | What motivates or encourages you to participate in outdoor recreation activities within the Mansfield Shire or Alpine Resorts.(Select all that apply)



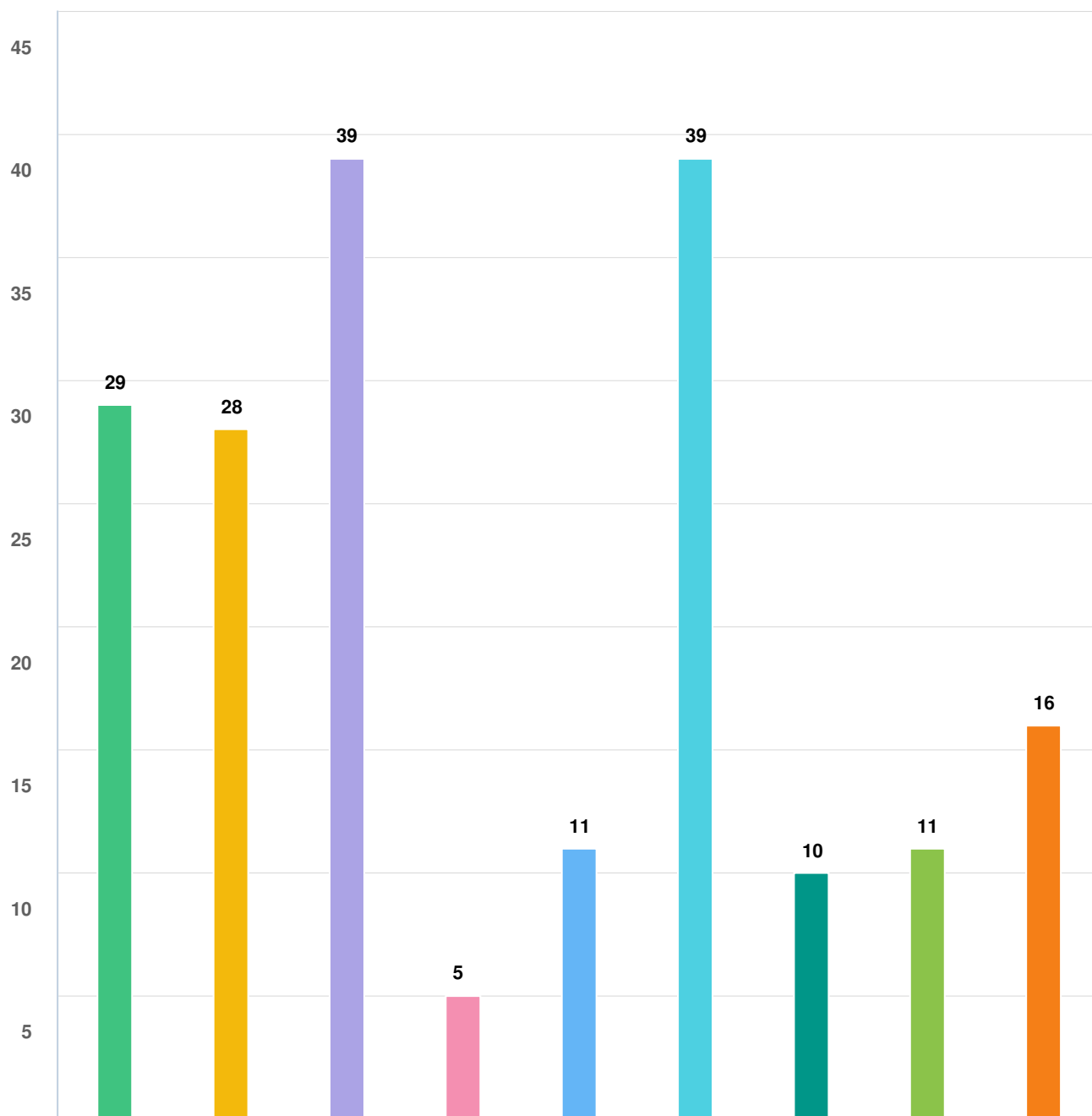
Question options

- To improve my fitness levels ● To improve my mental health and wellbeing
- Opportunities to participate and socialise with friends and family
- Availability of quality facilities (e.g., parking, toilets, shade, seating) ● Well-maintained and safe environments
- Close proximity to home or public transport access ● To participate in events, competitions, and/or community programs
- Variety of terrain and challenges available ● Connection to nature and outdoor settings
- Storytelling, education, and interpretation elements (e.g., signs, history, cultural significance)
- Sustainable and active travel/commuting ● Access to natural attractions (e.g. waterfalls, lookouts, lakes)
- Access to food and beverage offerings (e.g. cafes, restaurants, pubs/breweries, wineries) ● Other (please specify)

Optional question (95 response(s), 0 skipped)

Question type: Checkbox Question

Q5 | What prevents you from using tracks or trails in the Mansfield Shire and/or Alpine Resorts? (Select all that apply)

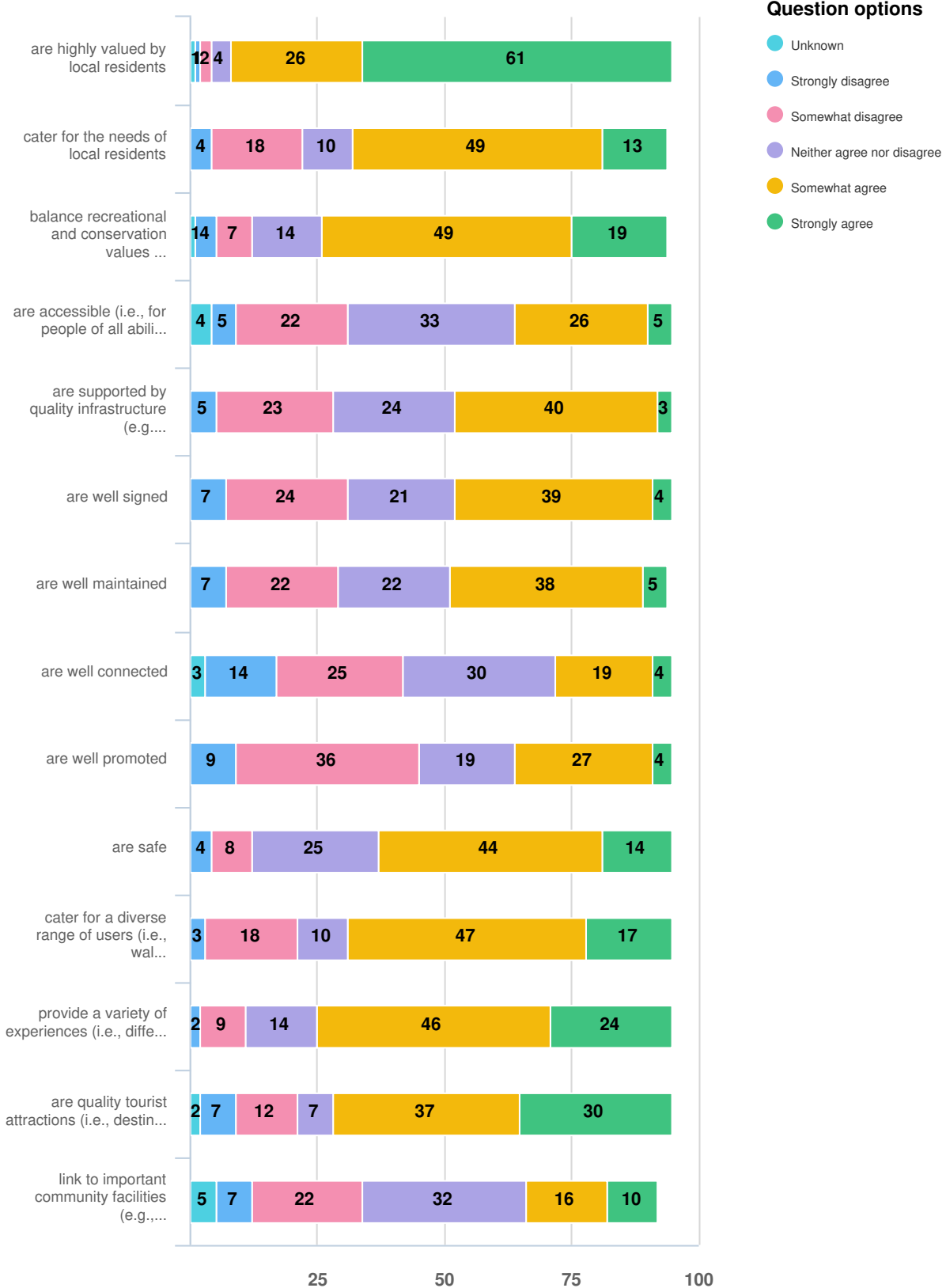


Question options

- Inconvenient location or distance from home
- Tracks and trails are not suitable for intended use
- Tracks and trails are not maintained adequately
- Poor accessibility including for people in wheelchairs and mobility devices
- Safety and risk concerns (e.g., lighting, supervision, anti-social behaviour)
- Lack of information available for existing tracks and trails
- Poor public transport accessibility
- Overcrowding or conflict with other users
- Other (please specify)

*Optional question (81 response(s), 14 skipped)
Question type: Checkbox Question*

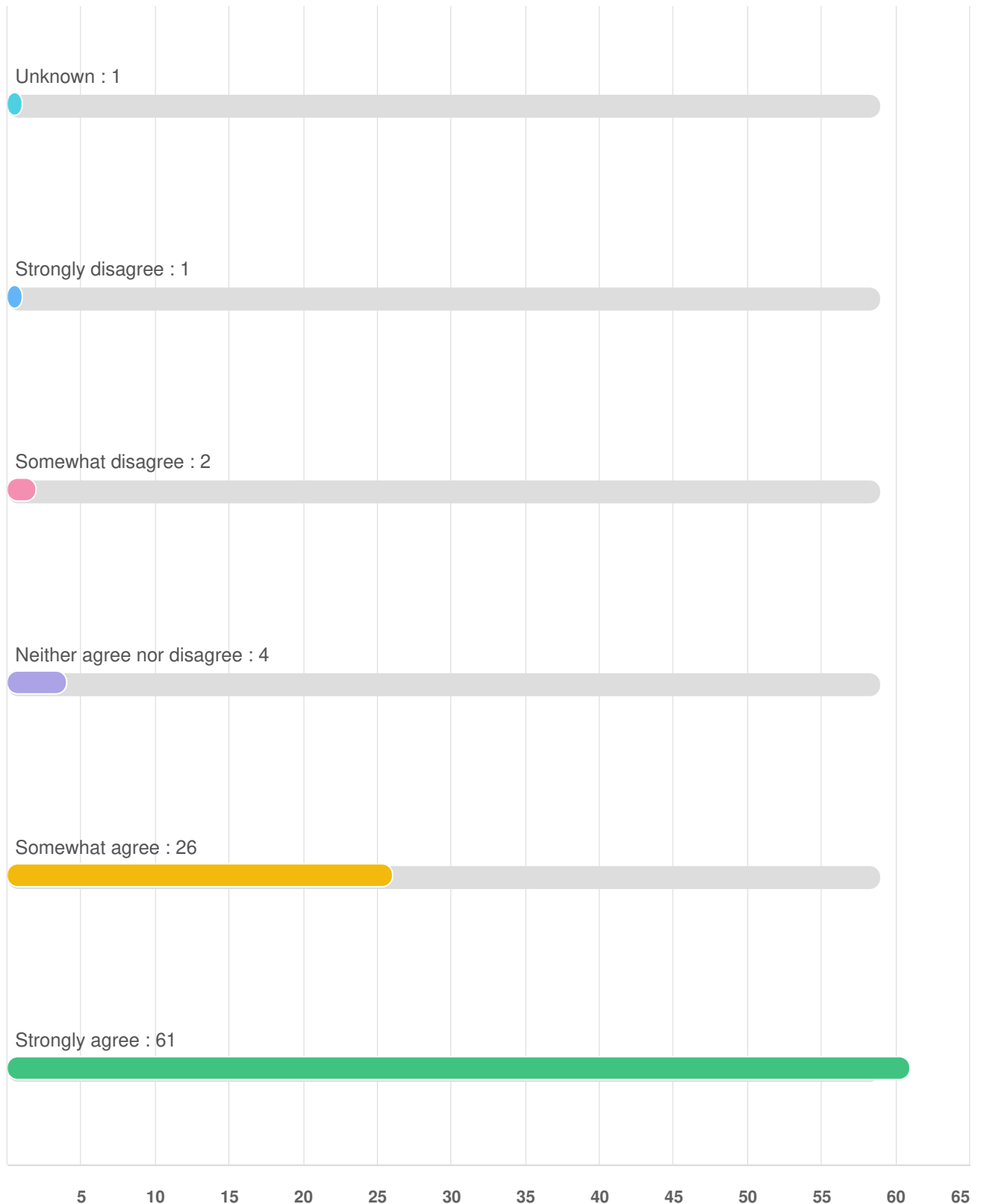
Q6 Please indicate your level of agreement with the following statements: Tracks and trails within the Mansfield Shire and/or Alpine Resorts...

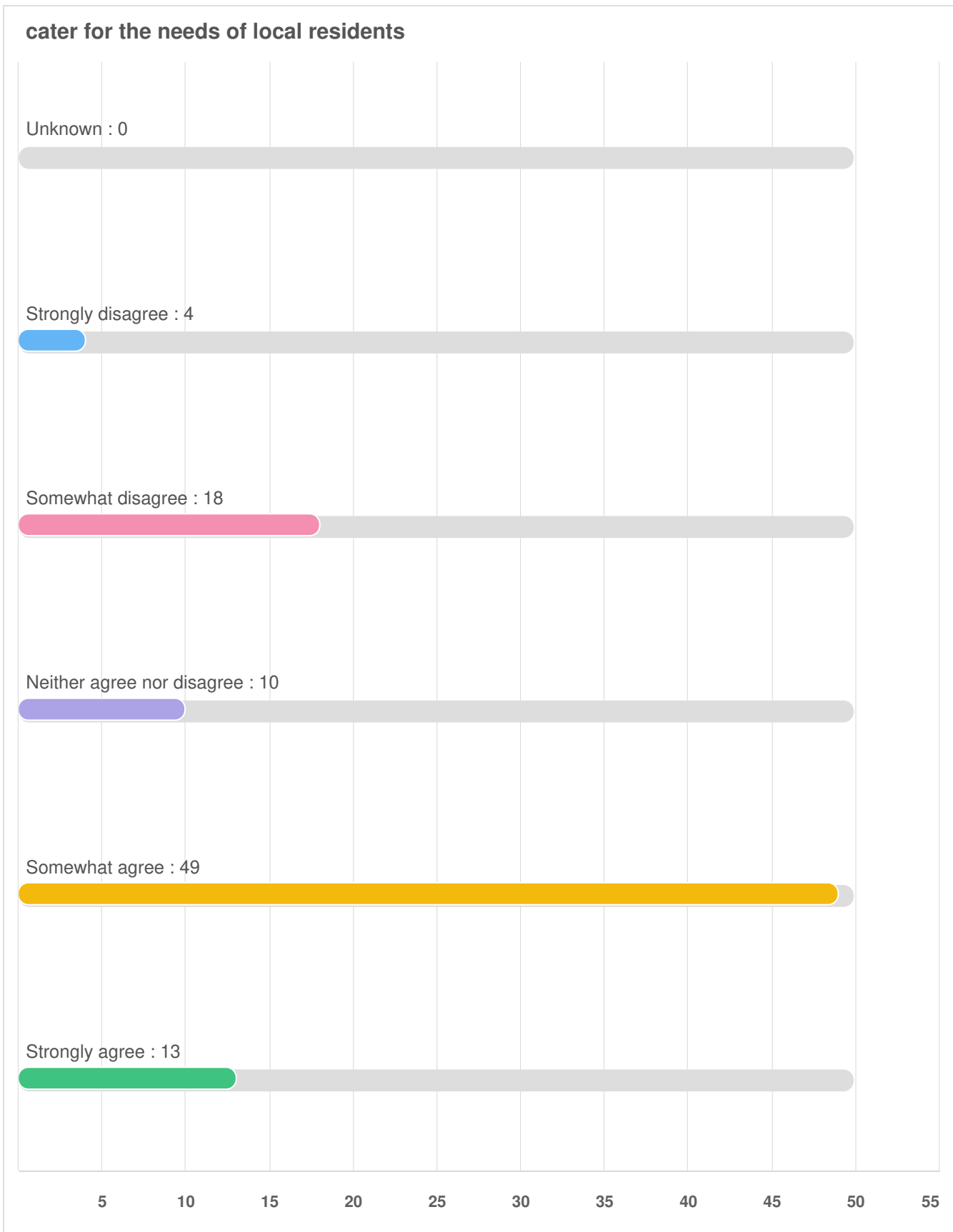


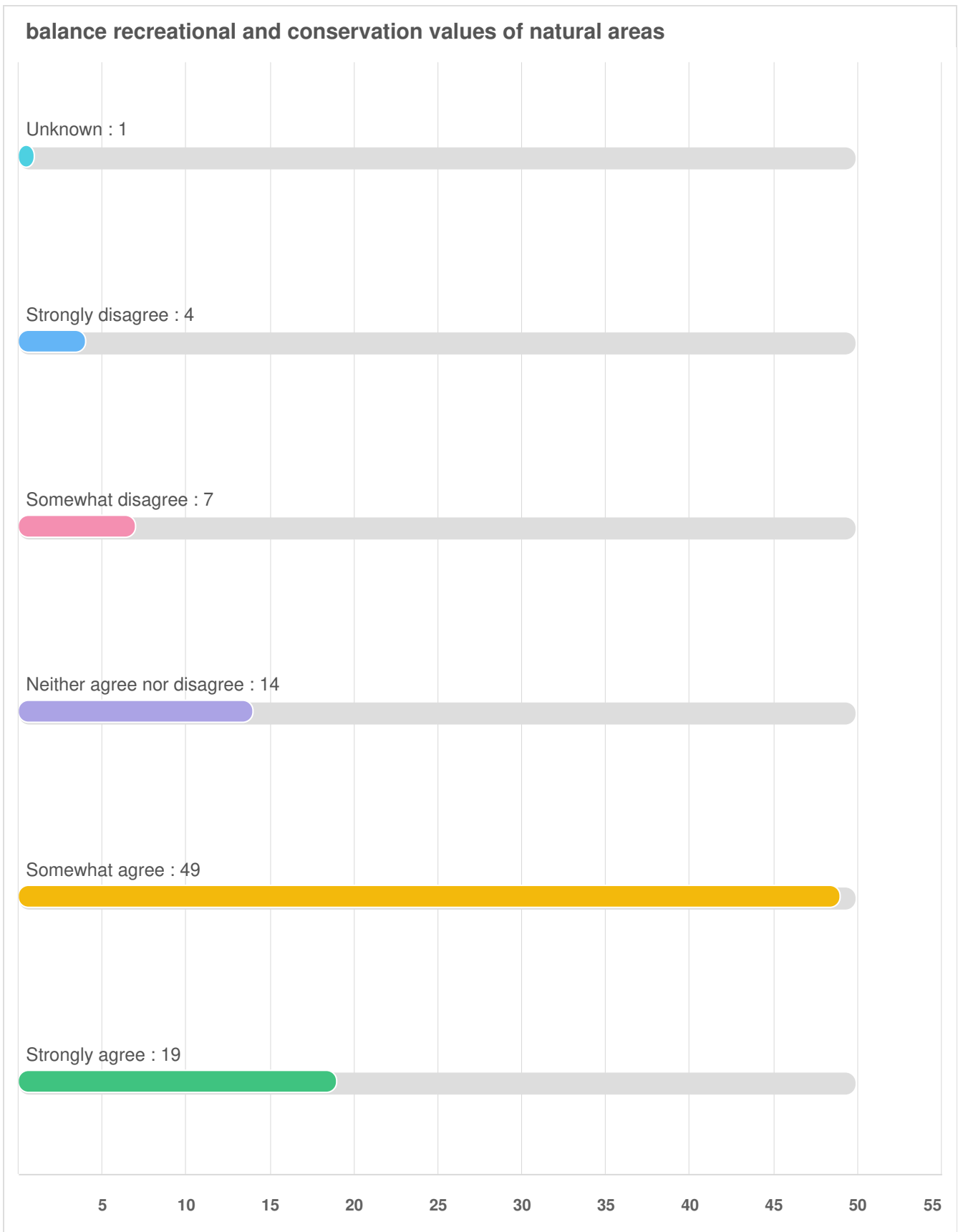
Optional question (95 response(s), 0 skipped)
 Question type: Likert Question

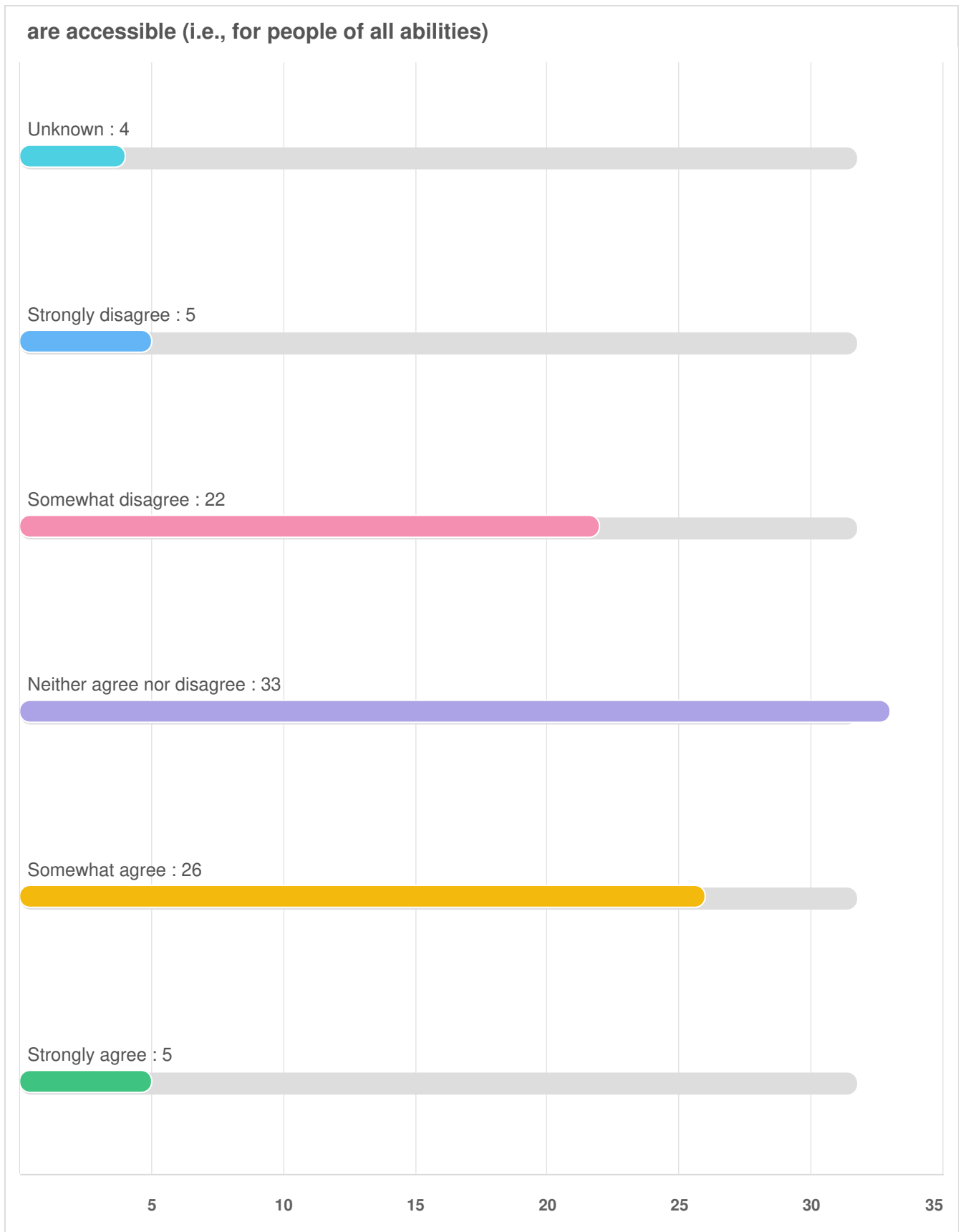
Q6 | Please indicate your level of agreement with the following statements: Tracks and trails within the Mansfield Shire and/or Alpine Resorts...

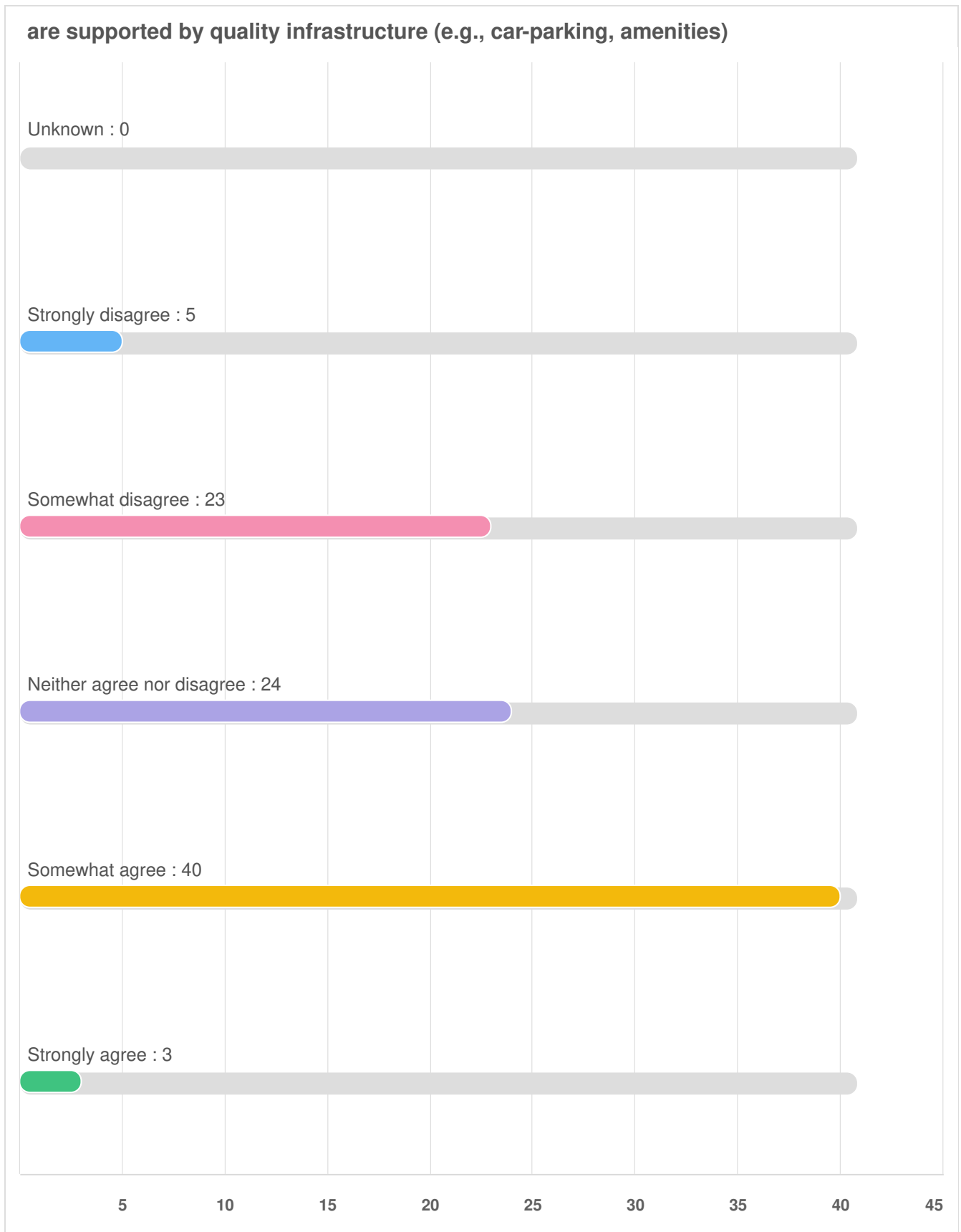
are highly valued by local residents

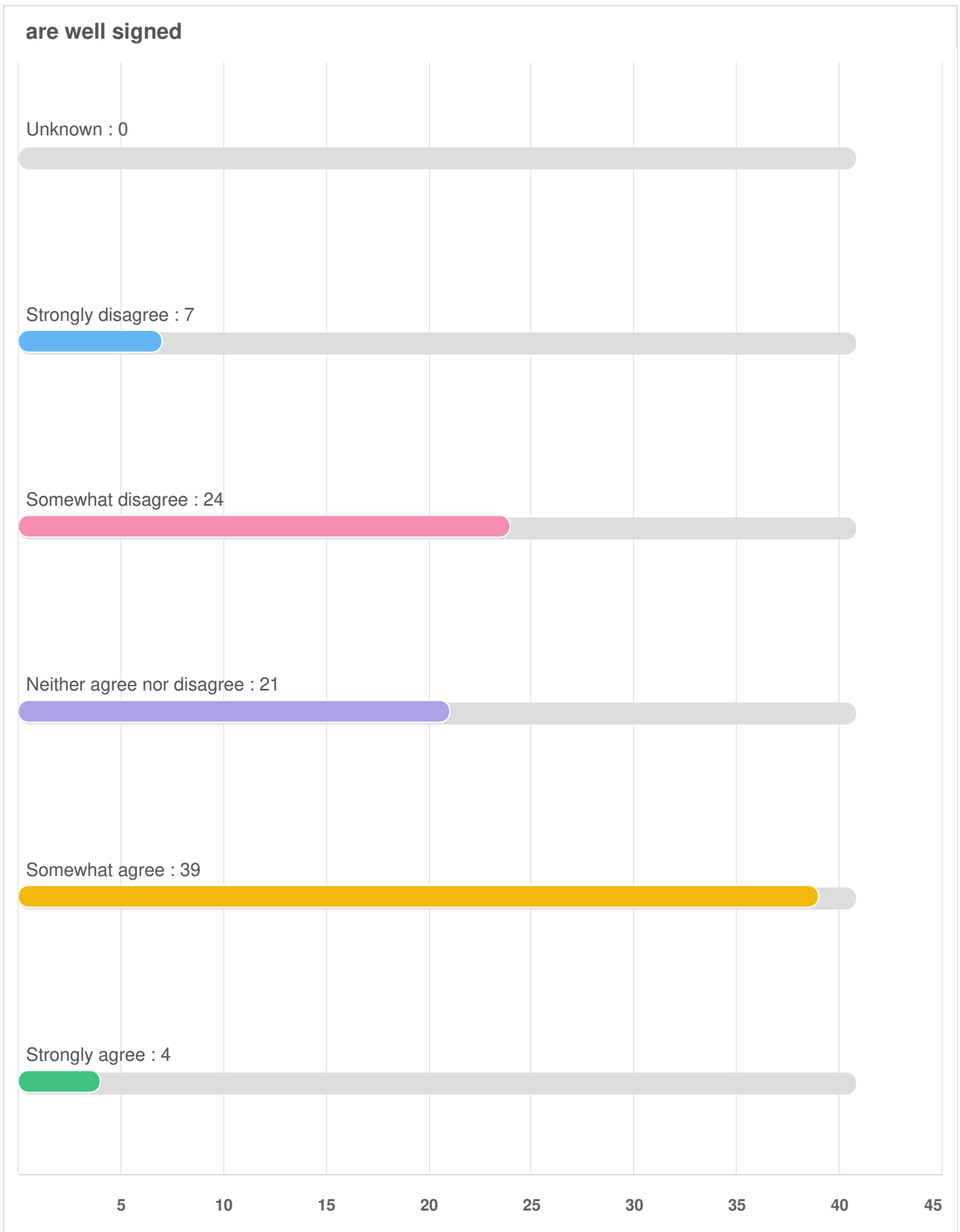


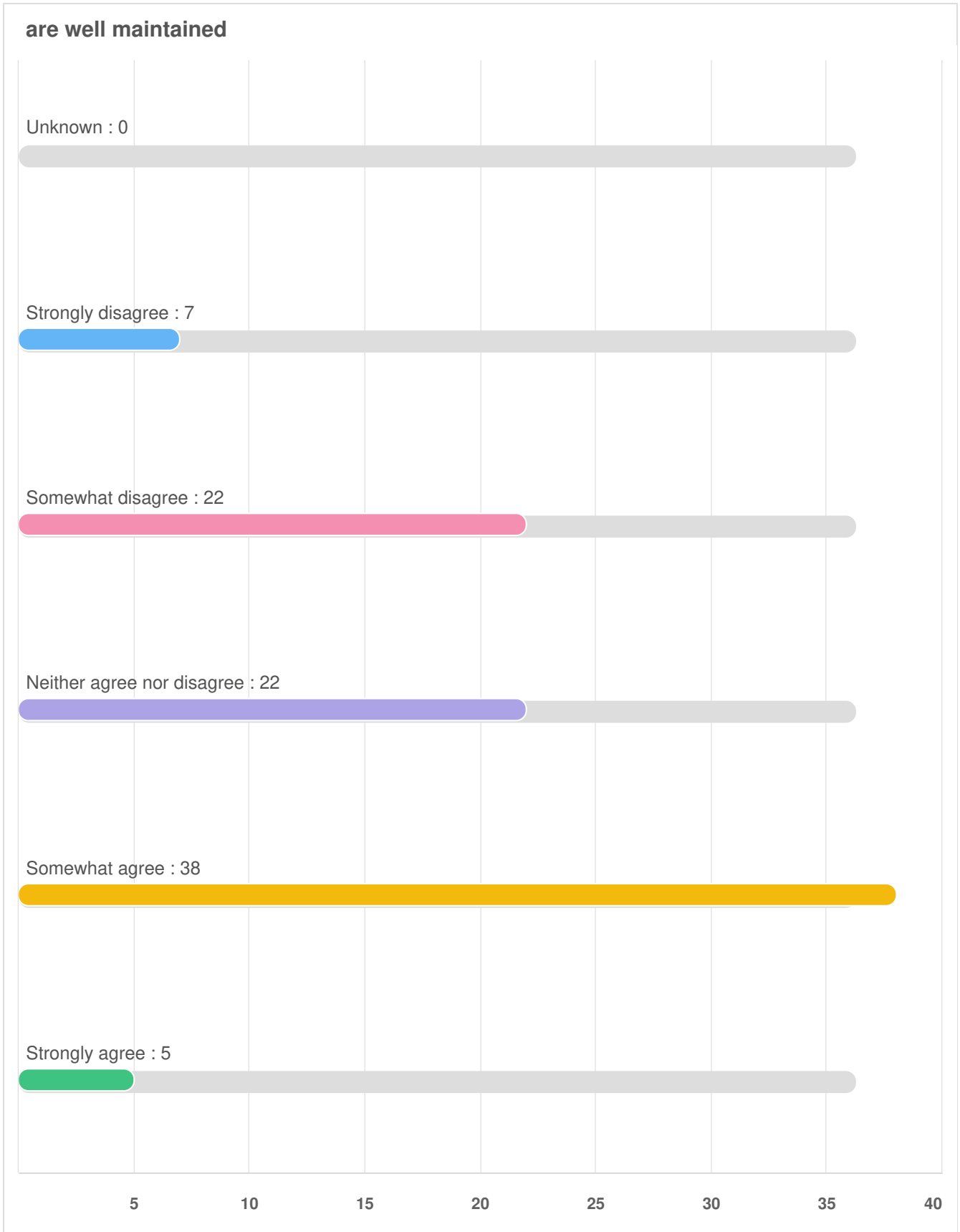


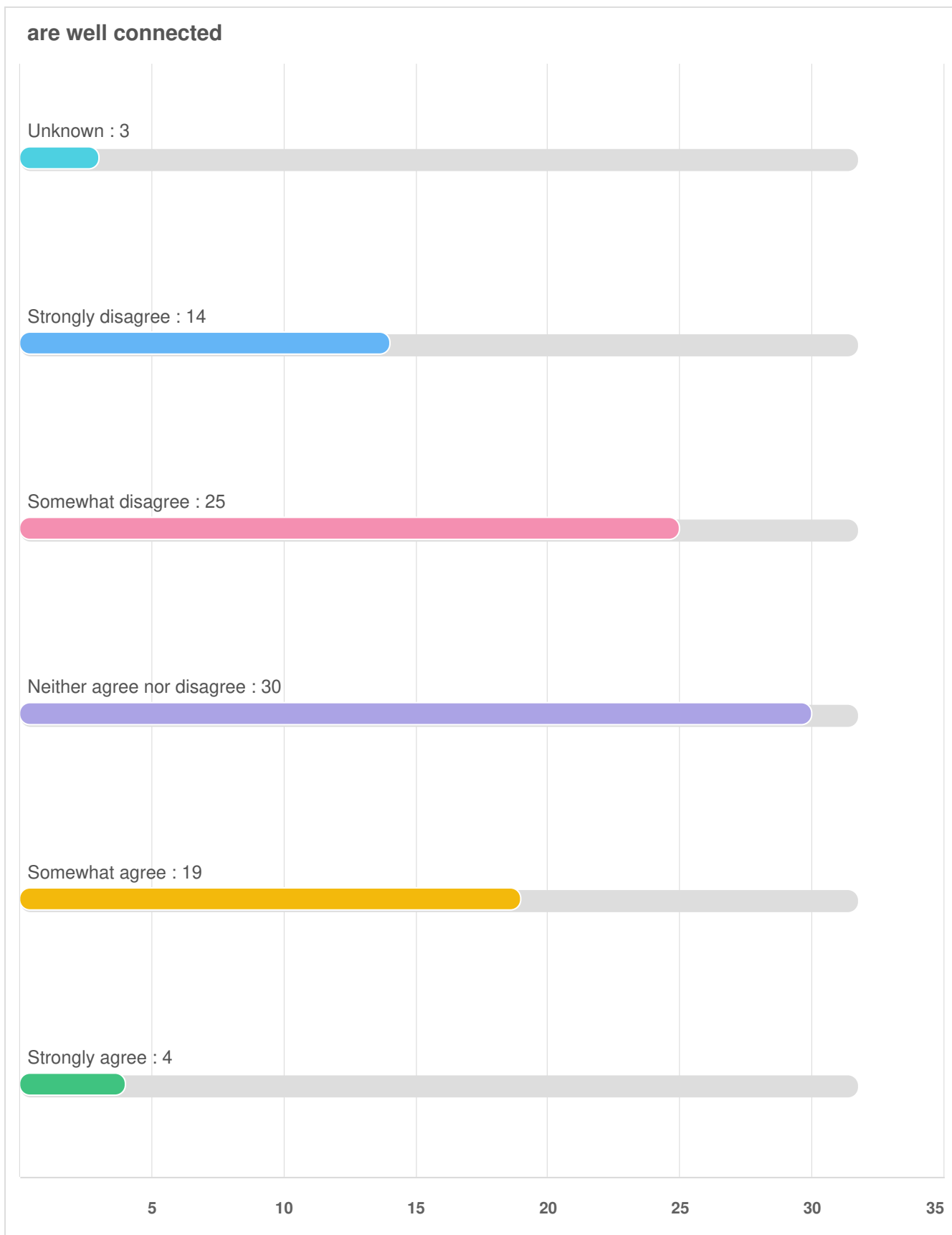


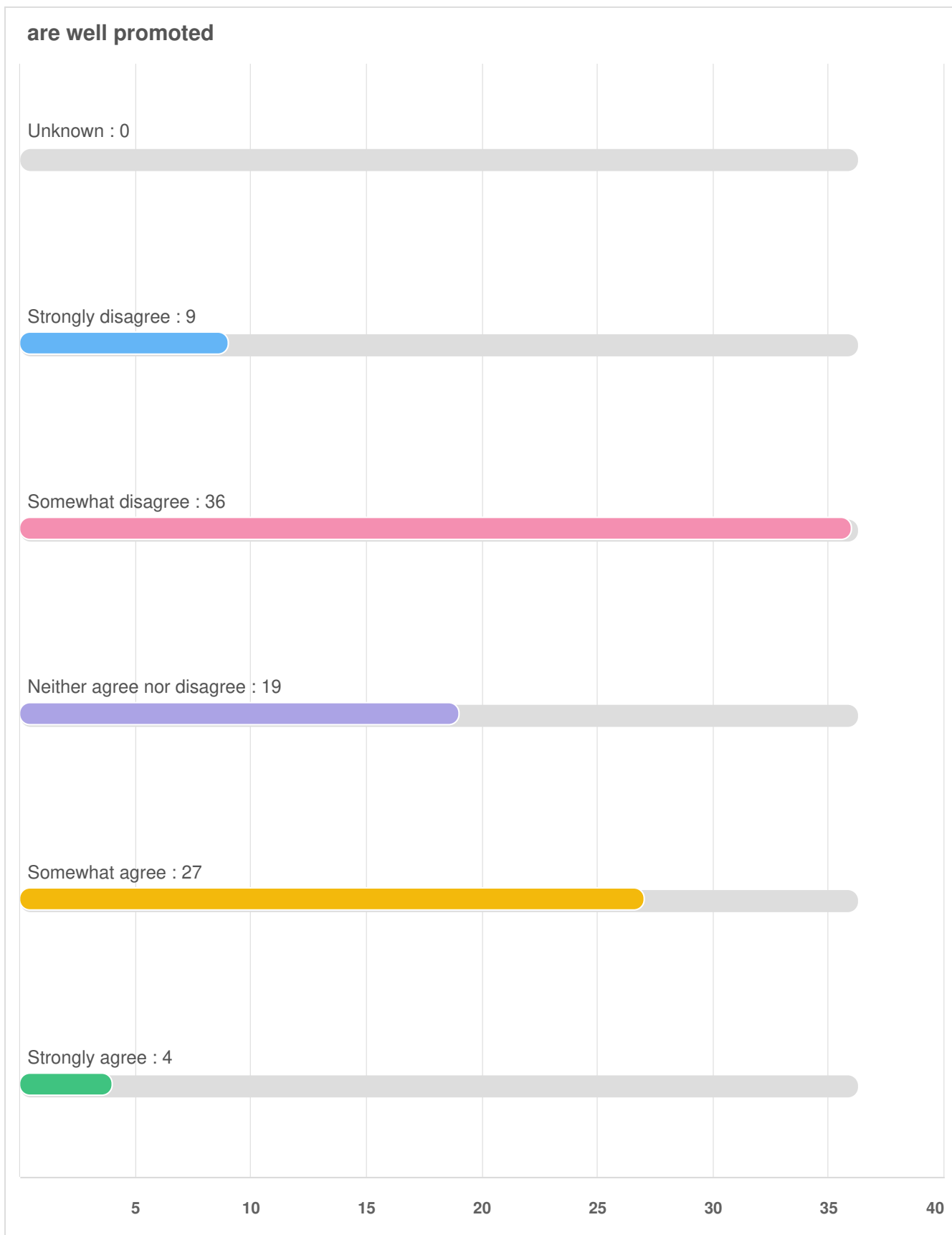


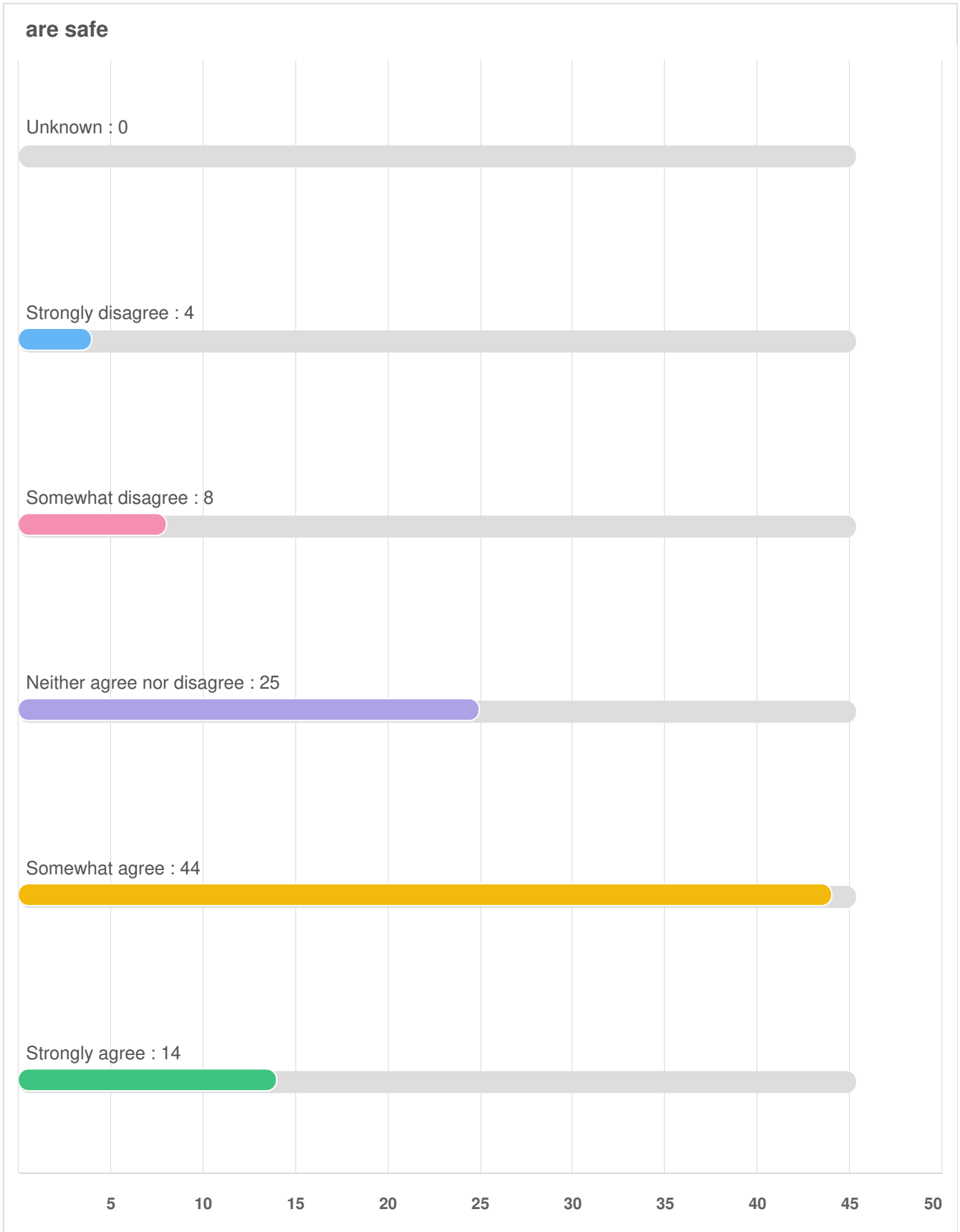


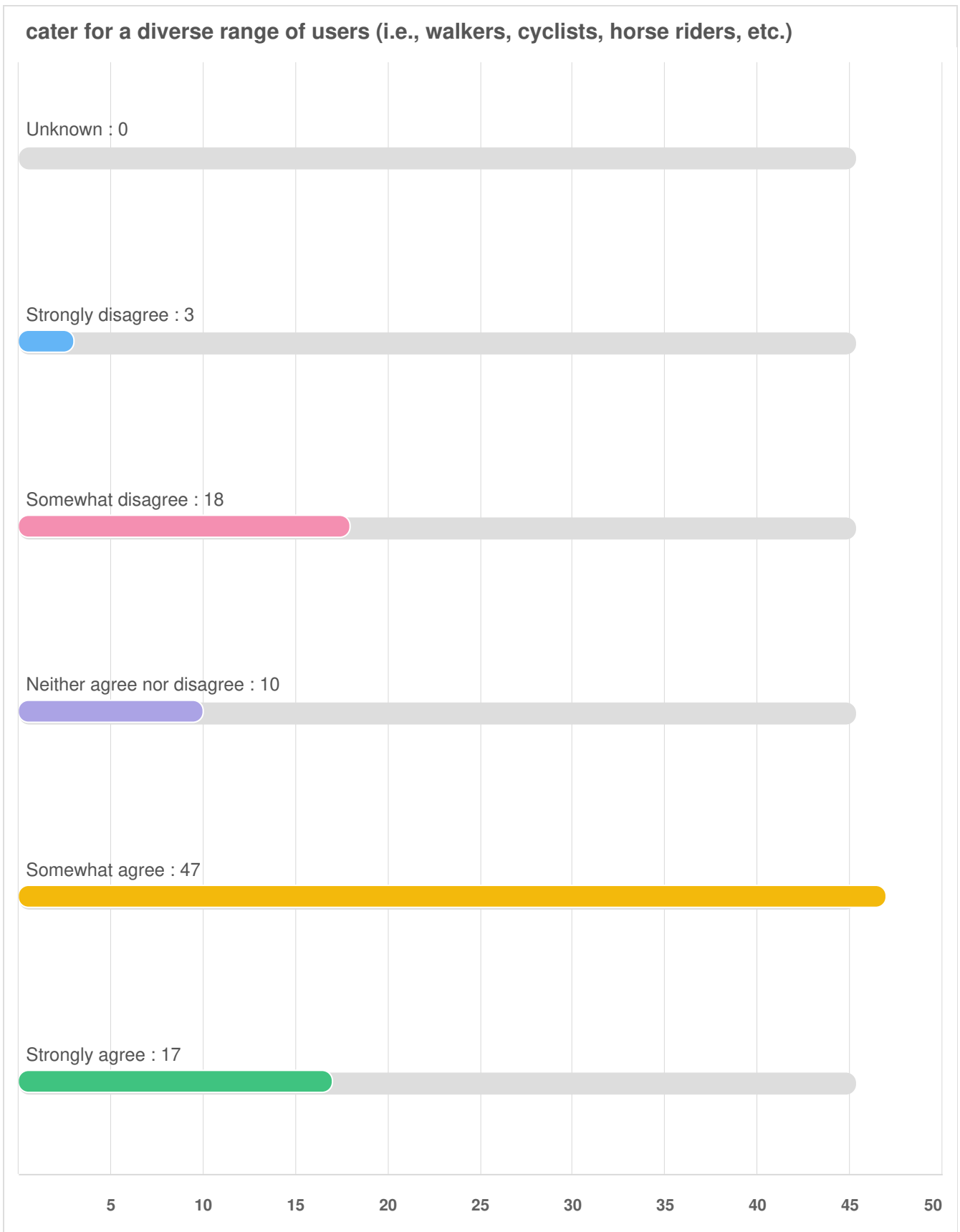


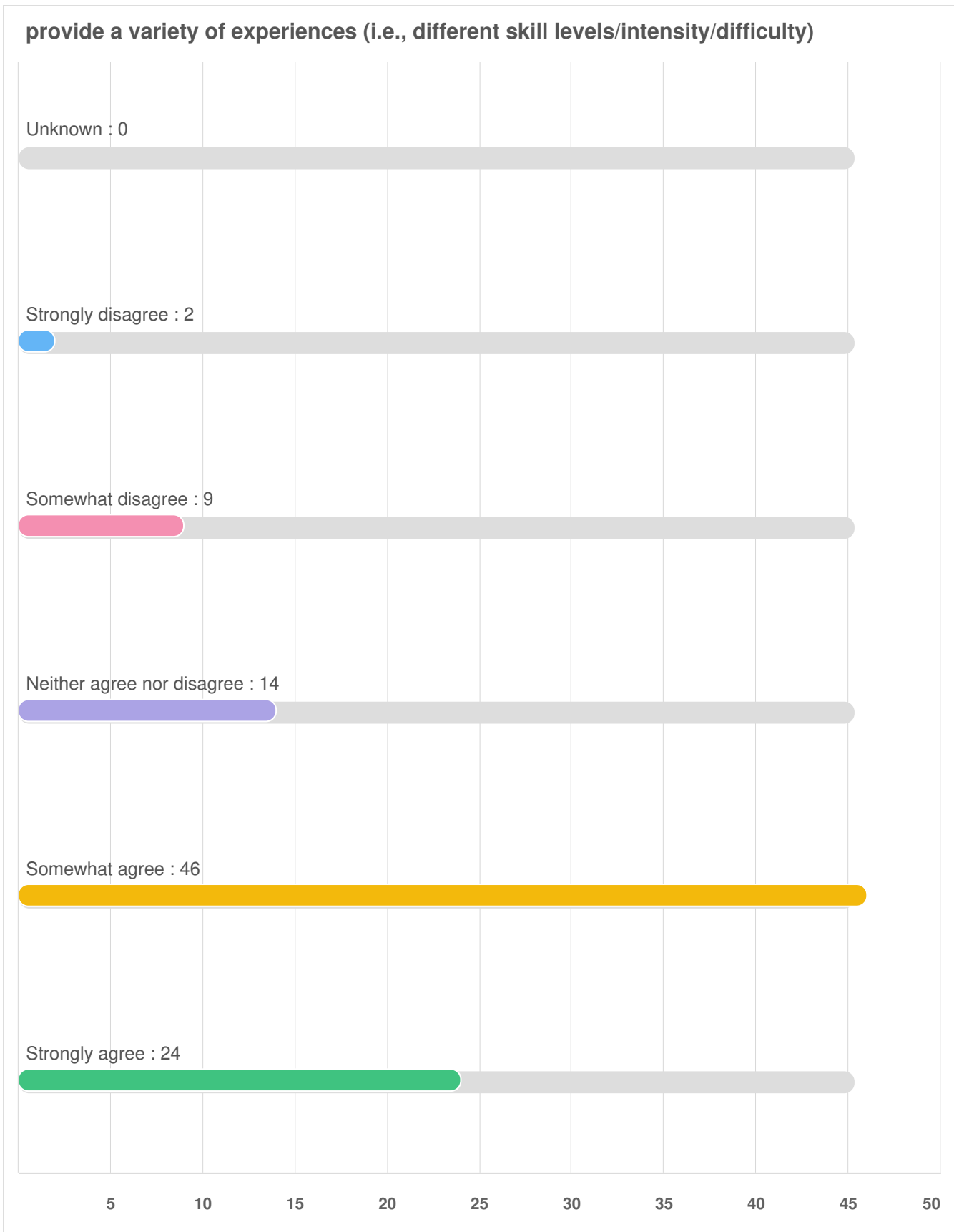


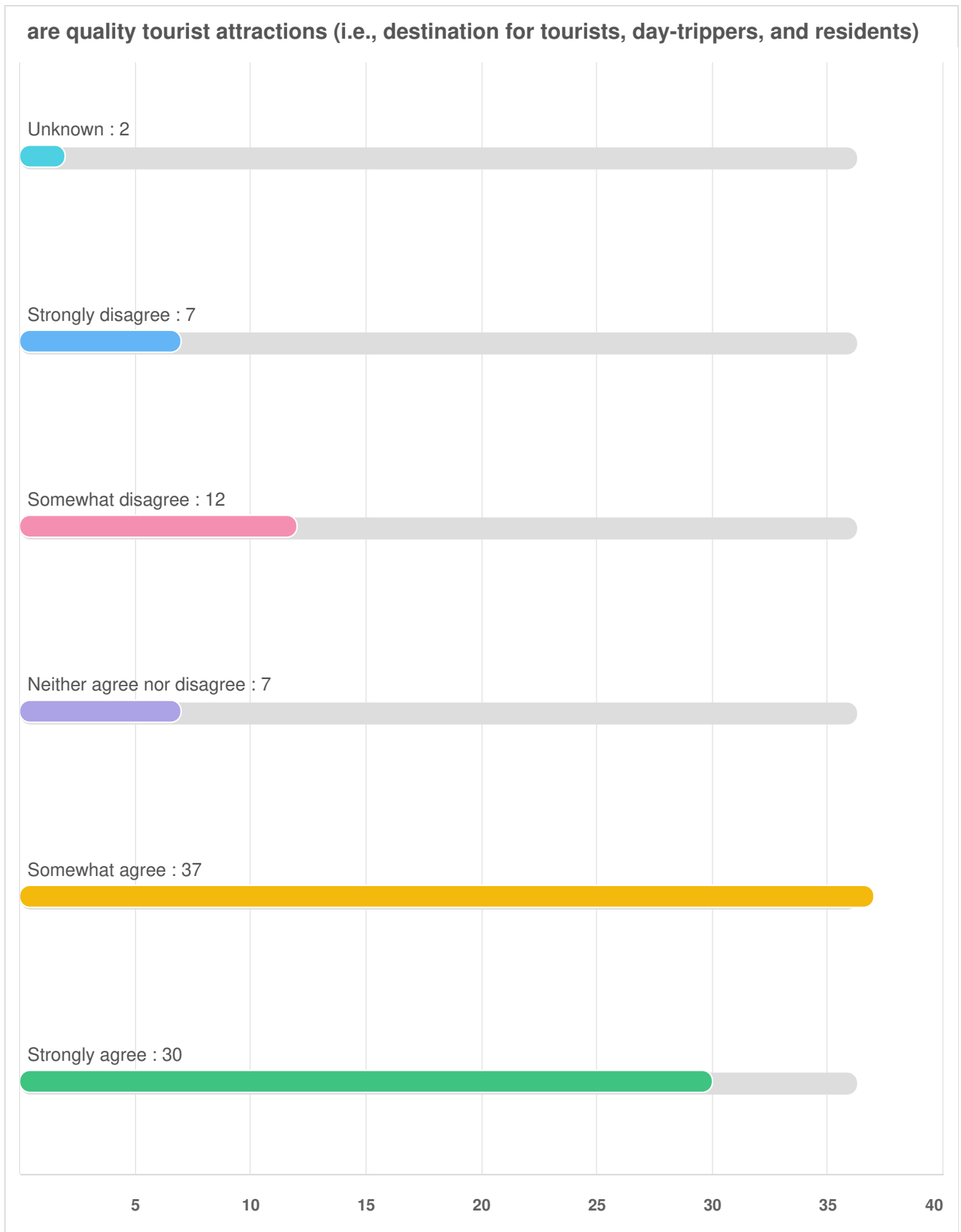


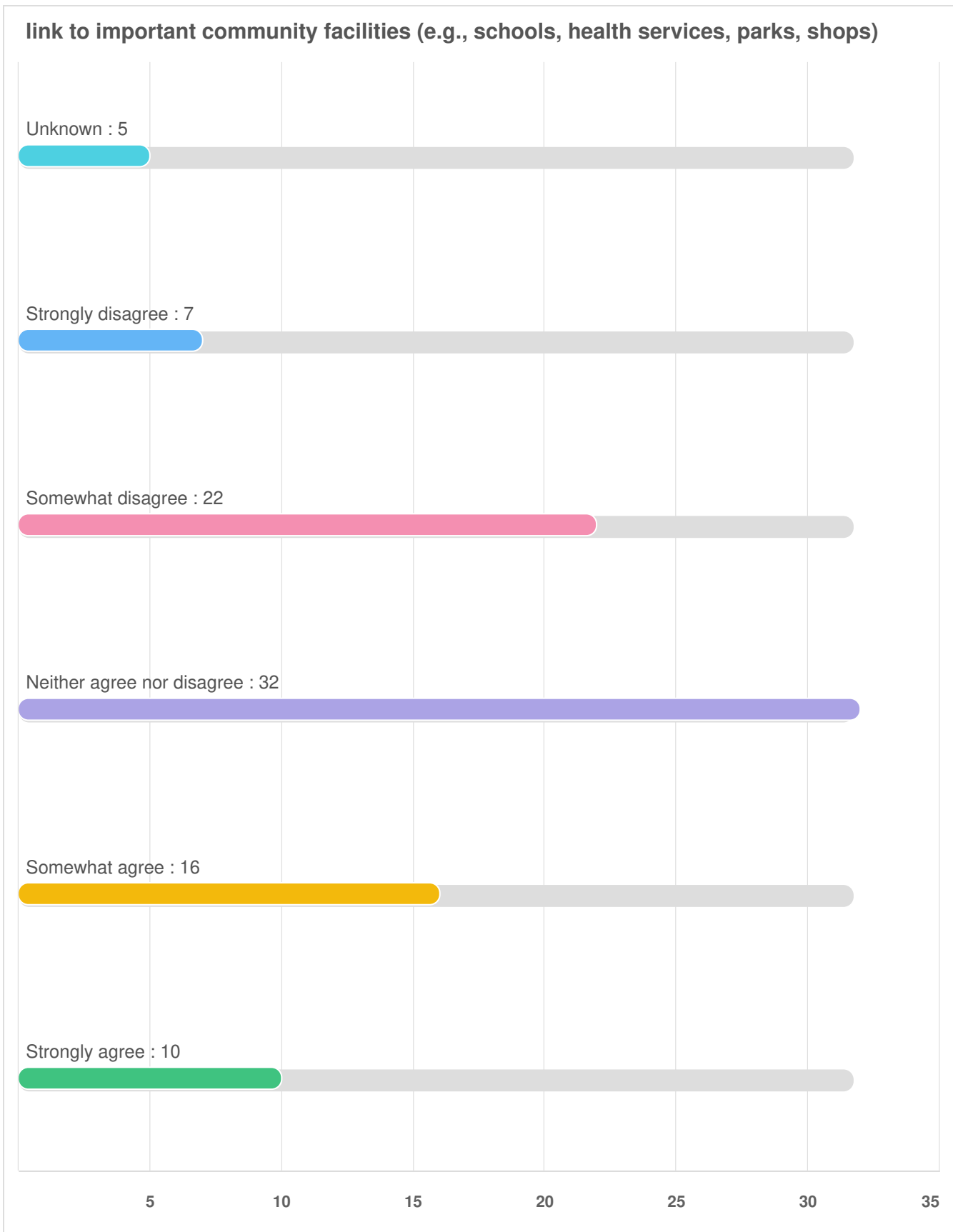




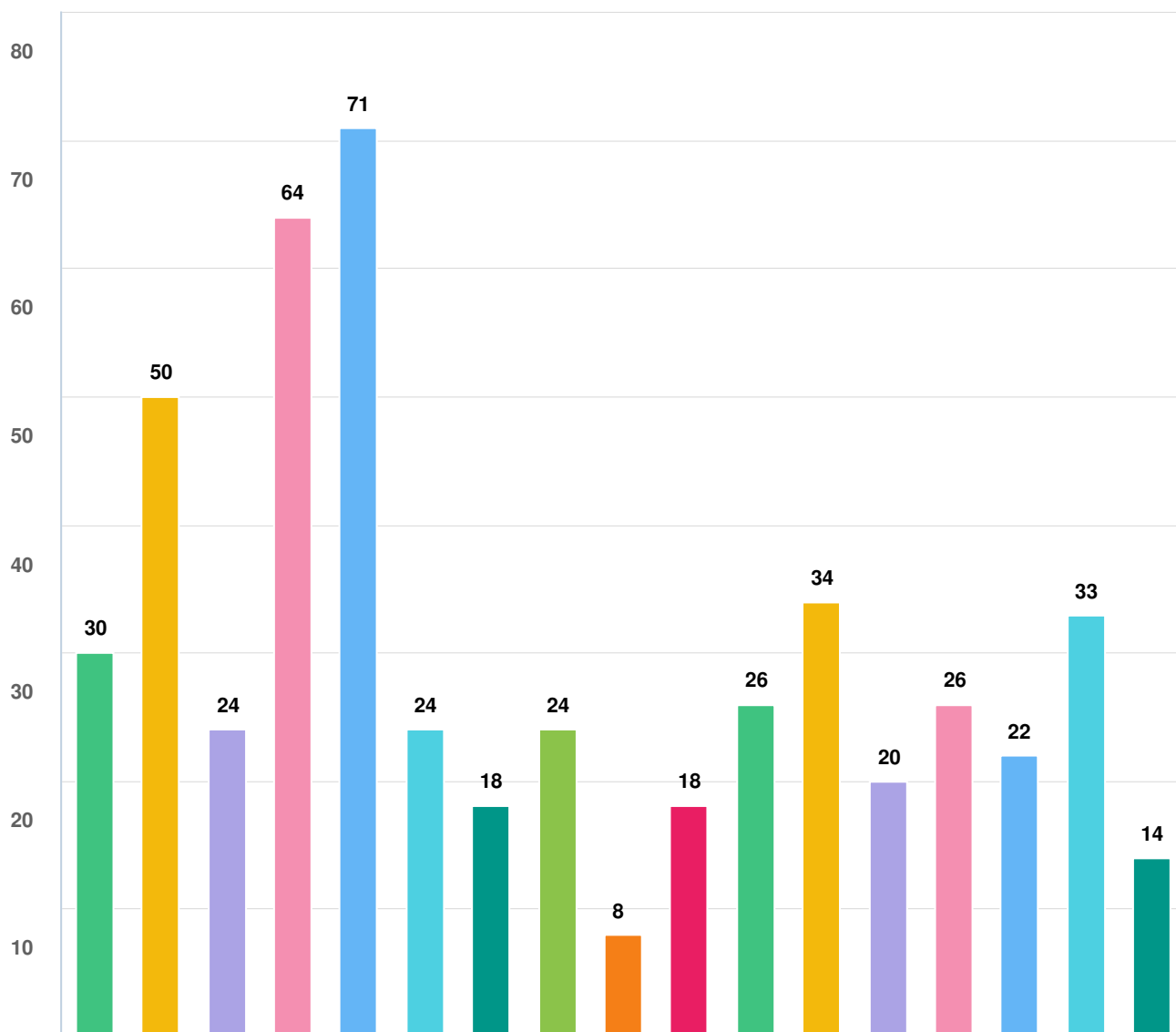








Q8 | What improvements or additions would enhance your experience of tracks or trails within the Mansfield Shire and/or Alpine Resorts?(Select all that apply)



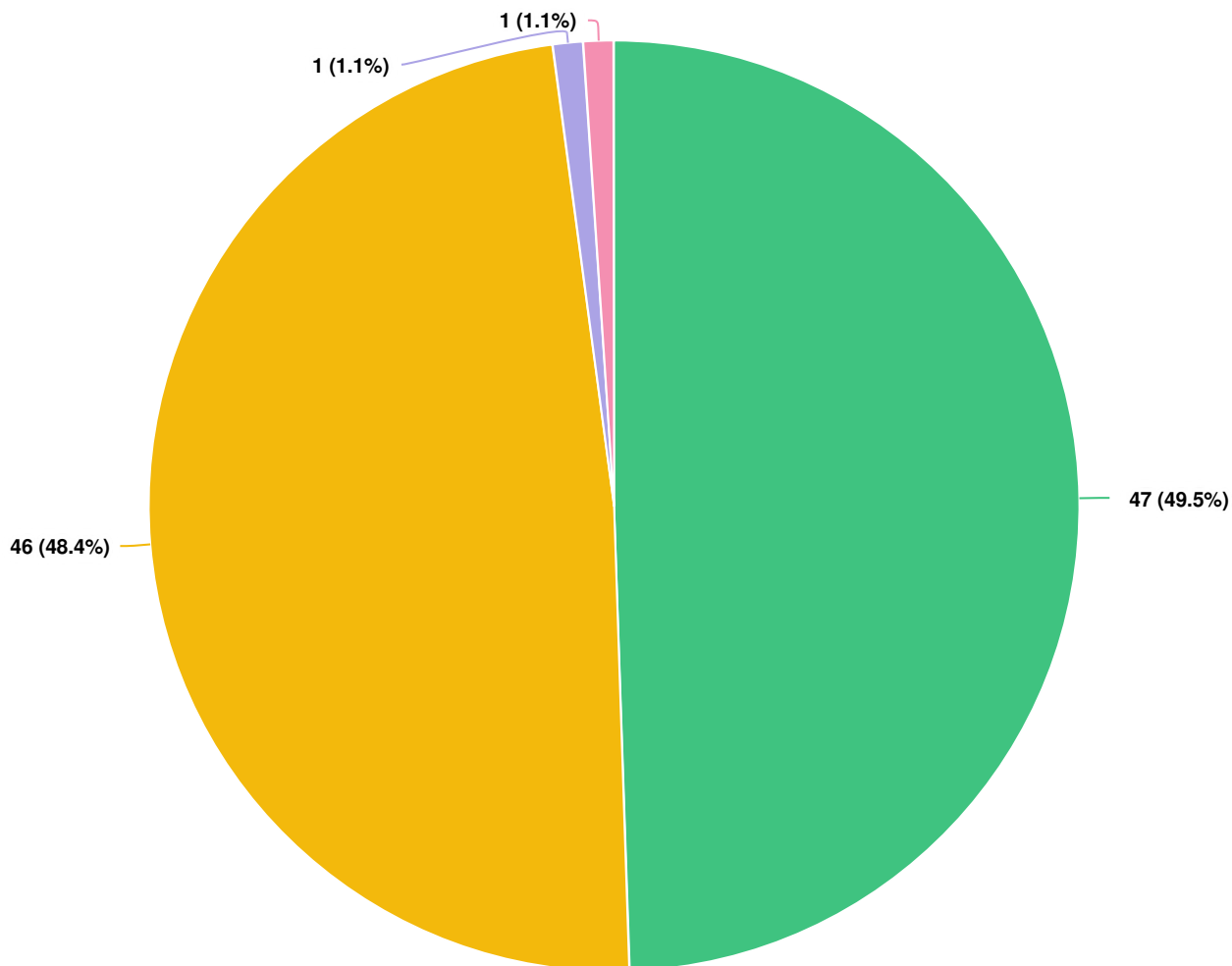
Question options

- Other (please specify) ● Increased levels of maintenance ● More drinking water stations
- Additional or improved access to toilets
- More shaded areas and rest spots (e.g., shelter structures, trees, water stations, seating)
- More trailhead facilities (e.g., parking, toilets, seating, wash stations, bike racks)
- More designated cycling lanes/routes for bikes ● More technical mountain bike features (e.g., jumps, berms, rock gardens)
- More accessible trails (e.g., for prams, wheelchairs) ● More advanced/expert-level tracks and trails
- More beginner-friendly tracks and trails
- Improved safety measures (e.g., lighting, emergency call points, separation from other users/vehicles)
- Expanded network with new track and trail offerings ● Improved connections between tracks and trails
- Interpretive signage (e.g., cultural or environmental information) ● Improved signage and wayfinding ● Improved surfaces

Optional question (95 response(s), 0 skipped)

Question type: Checkbox Question

Q12 | What is your gender?

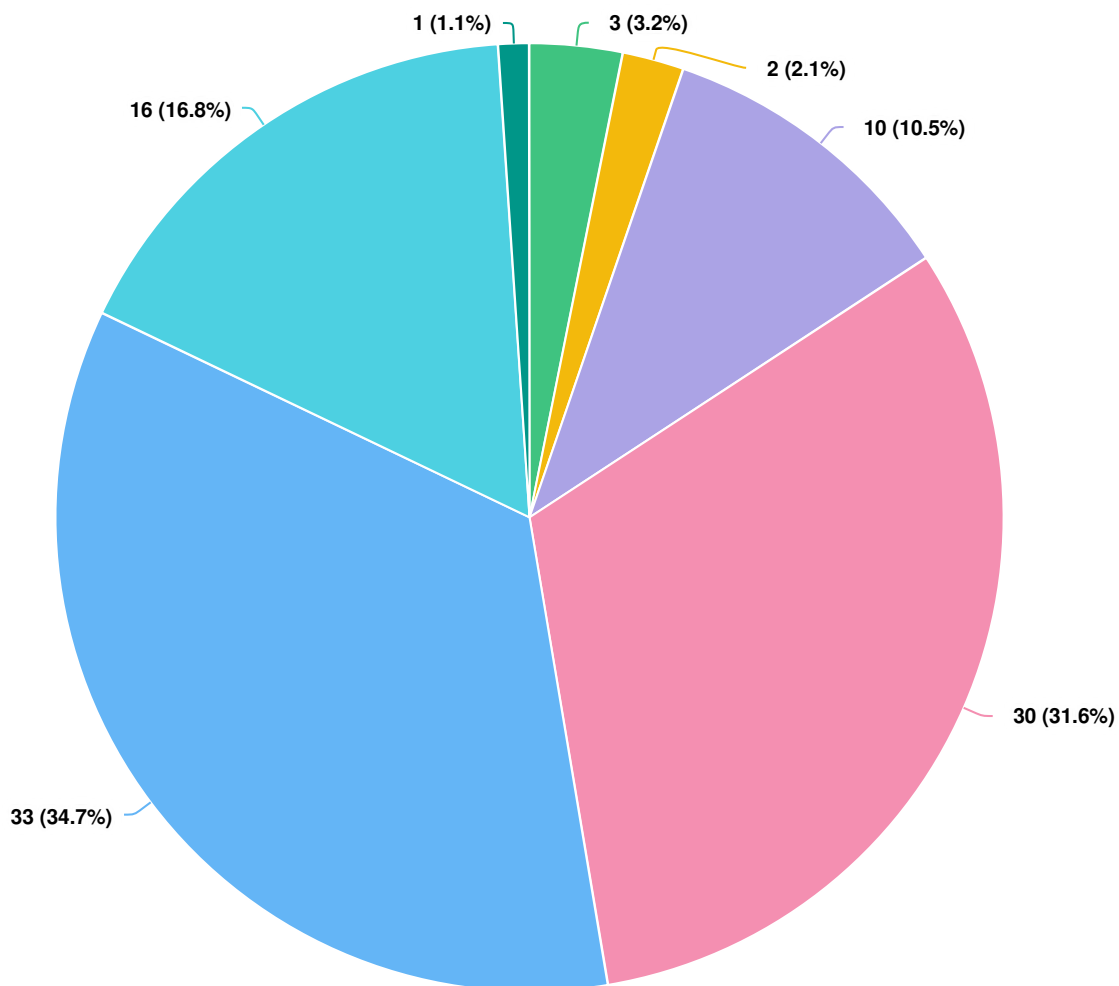


Question options

- Other (please specify)
- Non-binary
- Man
- Woman

Optional question (95 response(s), 0 skipped)
Question type: Radio Button Question

Q13 | What is your age group?

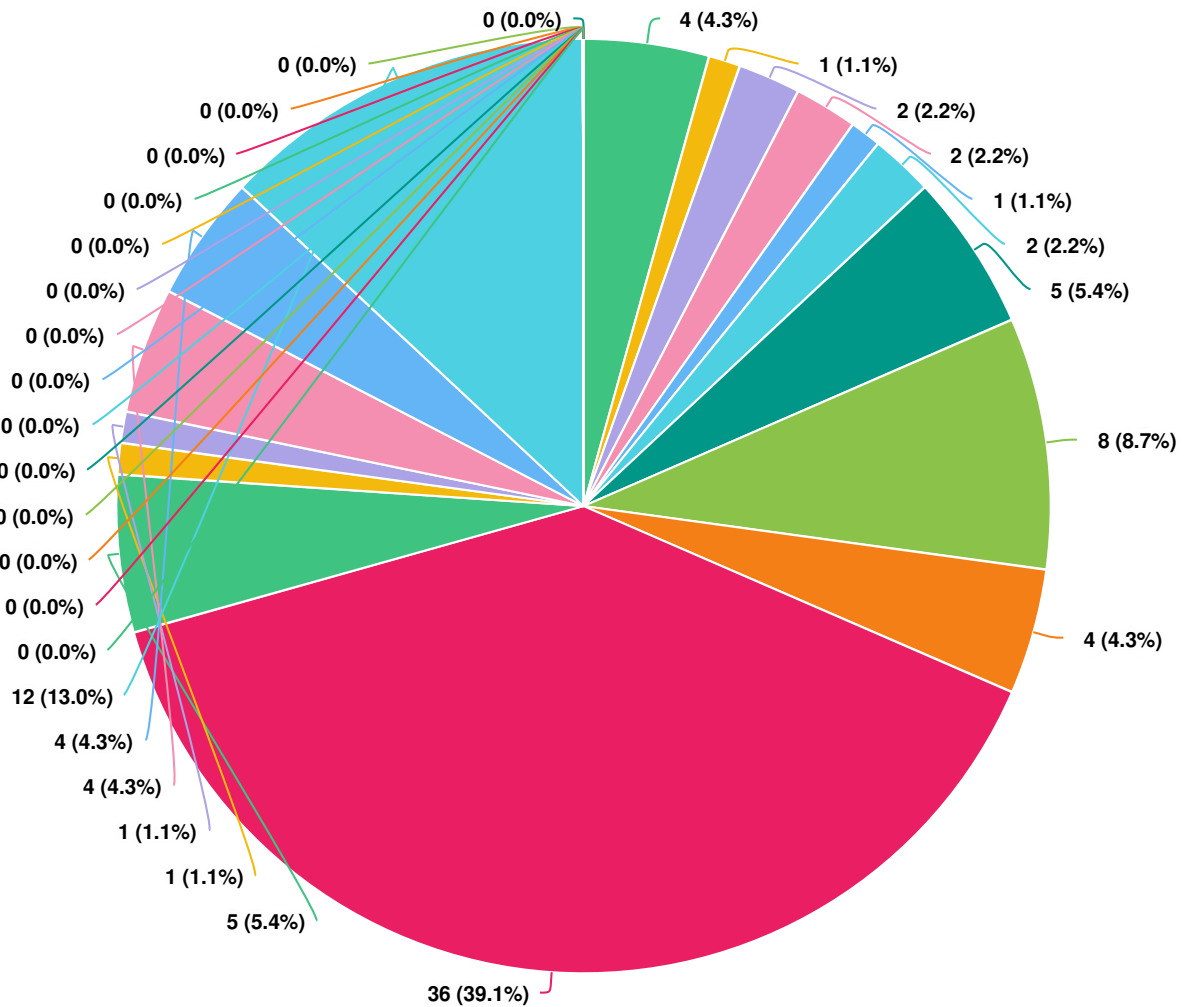


Question options

- 80+
- 65-80
- 51-64
- 35-50
- 25-34
- 19-24
- 18 or under

Optional question (95 response(s), 0 skipped)
Question type: Radio Button Question

Q14 | Select the town or settlement where you live



Question options

- Woodfield Woods Point Reynard Piries Mountain Bay Mirimbah Matlock
- Maindample Lake Eildon Knockwood Kevington Kanumbra Howqua Hills
- Gaffneys Creek Enoch's Point Delatite Creek Junction Barwite Barjarg Ancona
- Other (please specify) Tolmie Sawmill Settlement Mount Buller Merton Merrijig Mansfield
- Macs Cove Jameison Howqua Inlet Howqua Howes Creek Goughs Bay Bridge Creek
- Boorolite Bonnie Doon

Optional question (92 response(s), 3 skipped)
Question type: Dropdown Question

Appendix C - Trail Audit

Appendix C has been issued as a separate Excel workbook accompanying this report.

Tredwell Management Services

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