

# Peninsula Trails Masterplan

Version 4

Prepared for



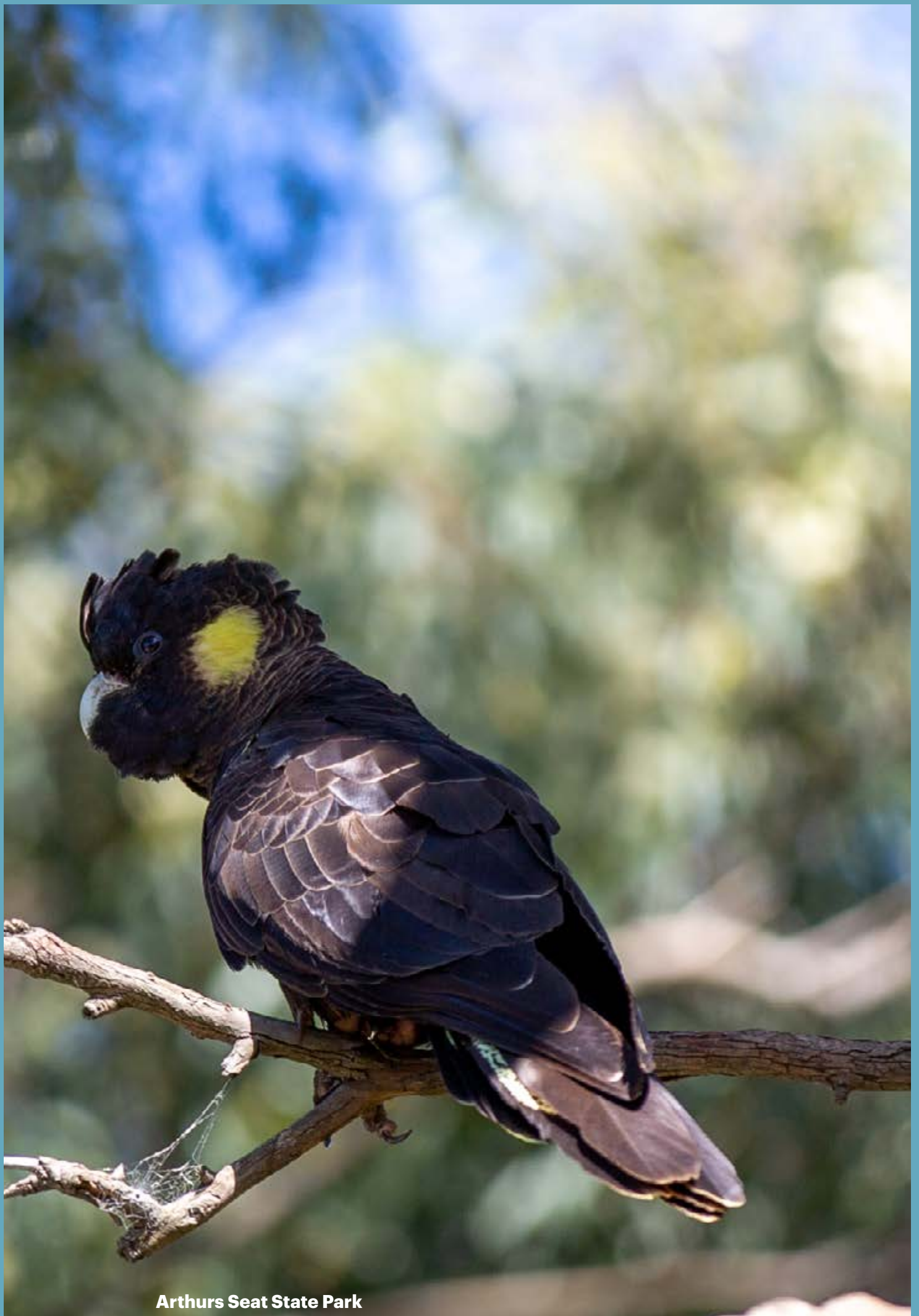
MORNINGTON  
PENINSULA  
*Shire*

By

REALM studios



MOSAIC  
insights



**Arthurs Seat State Park**



## Document History

### Version

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Checked: Jon Shinkfield  
Approved: Jon Shinkfield

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# 1 Introduction



The Mornington Peninsula Trails Masterplan is an overarching document that evaluates and describes highest ranked alignments for the key connections that will complete the Peninsula Trails network. The Masterplan follows from the Strategic Plan and should be read in conjunction with it. This Masterplan represents a step closer to realising the trail's vision but it is not the end of this exciting journey.

## 1.1 Acknowledgment of Country

Mornington Peninsula Shire (MPS) acknowledges and pays respects to the Bunurong peoples, who have been the custodians of this Country for many thousands of years; and pays respect to their Elders past and present.

We acknowledge that the land on which we walk, ride and run is a place of age-old ceremonies, celebrations, initiation and renewal, and that the Bunurong peoples' living culture continues to have a unique and integral role in the life of this region.

## 1.2 Recognition of Bunurong Land Council Aboriginal Corporation (BLCAC) connection to the Trails

The Shire has an important role to play in promoting and celebrating Bunurong cultural heritage as part of the core identity and value of our Peninsula. We are committed to reconciliation and impactful actions, working together with community.

The Shire is proud to be working with local First Nations communities to support meaningful social, cultural and economic outcomes. We know that to do this, strong relationships with the Bunurong community must be at the heart of our work.

The Mornington Peninsula Trails is part of the traditional Country of the Bunurong people; a custodianship that endures today. The Bunurong Land Council Aboriginal Corporation is the Registered Aboriginal Party representing the interests of Bunurong peoples. Engaging the BLCAC and learning about Bunurong peoples' sophisticated social, cultural, environmental, economic, and symbiotic spiritual relationship with Country was a key part in the development of the Strategic Plan and will remain critical for ongoing implementation of the Mornington Peninsula Trails.

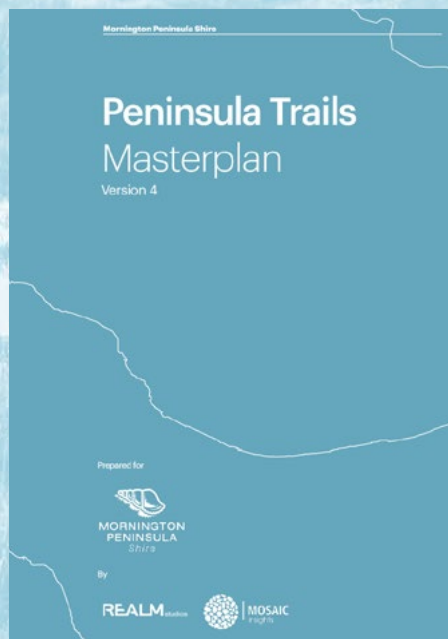
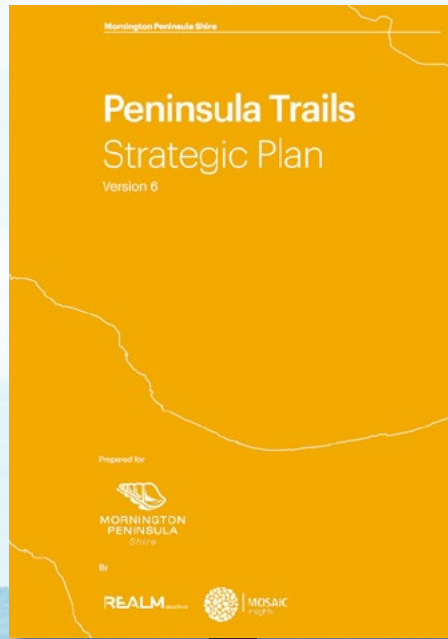


## 1.3 Masterplan Context

The Masterplan marks a significant milestone in advancing the Peninsula Trails vision, as outlined in the Strategic Plan. This Masterplan builds on strategic priorities, laying out a clear path toward creating an interconnected trail network that enhances recreational and active transport options across the Peninsula. As the next phase in an iterative design process, this Masterplan provides a road map for ongoing collaboration, data collection, and design refinement among stakeholders. Serving as a framework, it guides the delivery of the Mornington Peninsula Trails, positioning it as a premier walking and cycling destination that strengthens connections and promotes wellbeing for residents and visitors alike.

The Masterplan sits within the context of the Strategic Plan. The Strategic Plan outlines:

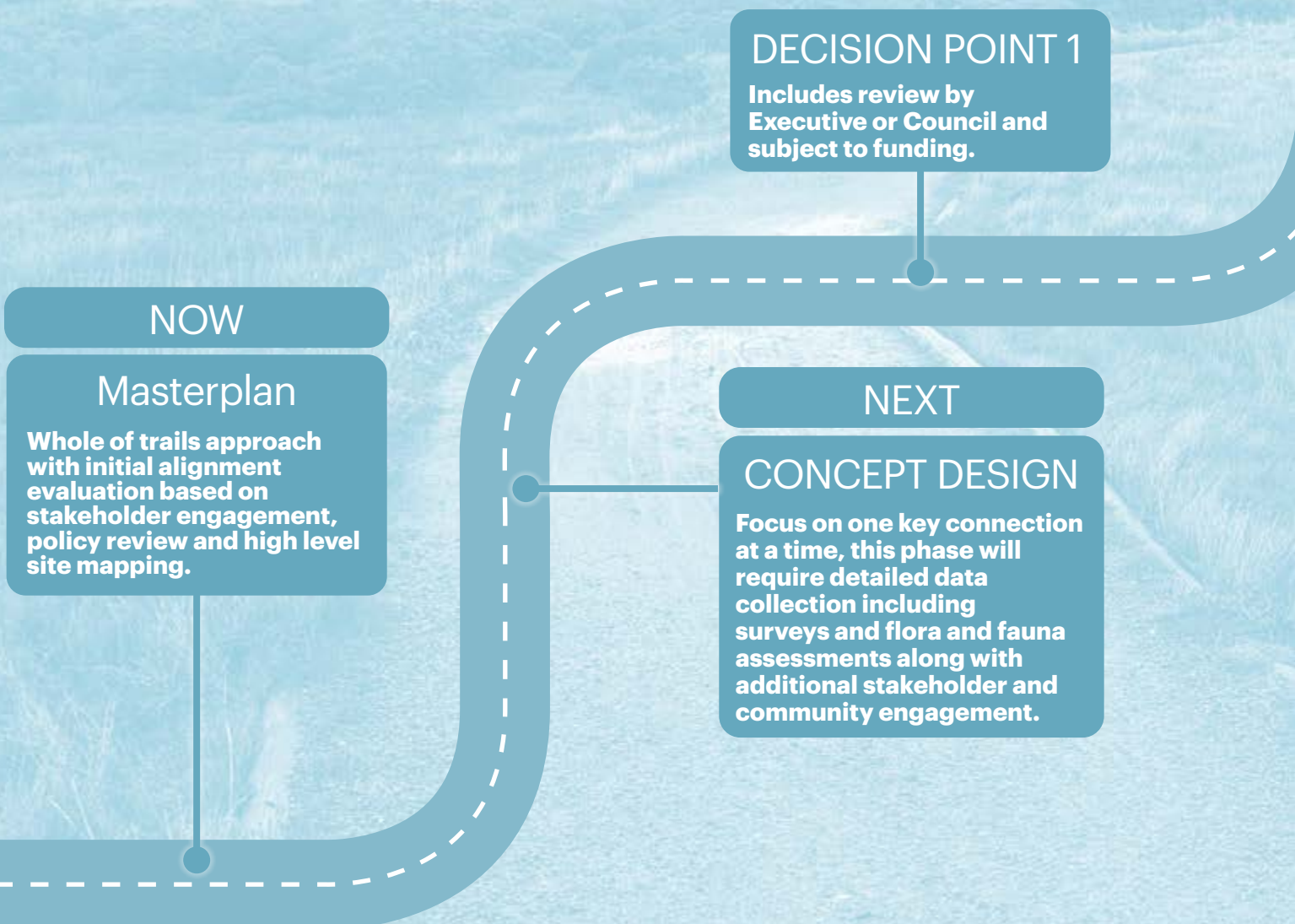
1. A vision statement developed with MPS stakeholders and the community to guide delivery of the Mornington Peninsula Trails concept.
2. Guiding principles that will help to expand on, and deliver the vision. The principles are designed to assist MPS in the overall governance, advocacy, strategy, planning, delivery, and activation of the Mornington Peninsula Trails. These principles respond to the overall benefits of the Mornington Peninsula Trails concept. The Principles provided guidance in determining the highest ranked alignments.
3. A branding framework that provides guidance and structure on how a professional trails brand for the Mornington Peninsula Trails can sit within multiple regional brands. It encourages third parties and partners to extend awareness, reach and harness industry channels to generate higher economic return and community engagement.
4. Landscape character zones that reflect the diverse landscape character of the Mornington Peninsula. Looking at these zones provides the ability to look at the attractions, connections and key features of the Trails at a scale that is observant of the particulars of place, climate, geology, and landform.
5. Trail typologies and surface typologies that reflect the diversity of what the Mornington Peninsula Trails offers – one trail, multiple functions or experiences. Each trail type generates separate benefits and will help to inform trail design, funding position and therefore advocacy. A trail type may extend across multiple key connections and existing trails.
6. A high level overview of key connections that are required to link up the existing Peninsula Trails Network.
7. An implementation framework and action plan that provides a logical framework for the prioritisation of all works required to guide the development of the Mornington Peninsula Trails and achieve the vision.



TRAIL DESIGN AND DELIVERY

## 1.4 Trail Delivery: Design Process

The Peninsula Trails design process is an evolving framework that enables stakeholder, community and technical inputs to all shape the trails. The masterplan process looked at the trail network as a whole and involved an evaluation process to determine the highest ranked alignment for the missing key connections. Following this process, each highest ranked alignment will undergo an individual comprehensive investigation, including funding, design, and approval considerations. Ultimate alignments will be determined following in-depth studies during the detailed design phase, ensuring they meet strategic goals and environmental standards. As such, these alignments remain flexible and subject to change as further insights are gathered, allowing for responsive design adjustments that best serve the community and align with the vision for the Peninsula Trails network.



## DECISION POINT 2

Includes review by Executive or Council and subject to funding.

## DETAIL DESIGN

Focus on one key connection at a time, this phase will require detailed design with additional survey input and engineering.

## TENDER

A competitive tender process will be carried out to find a suitably qualified builder that can deliver a great outcome with great value.

## CONSTRUCTION

The trails will be built one at a time along with ongoing maintenance and upgrades to the existing trail network.

## 1.5 Key Strategies and Policies

A review of considered state and local government policies and strategies was conducted to ensure alignment between the Masterplan and broader strategic directions. To maintain this synergy, ongoing policy and strategy reviews will be completed at each stage of the design process. This continuous alignment will ensure that the Peninsula Trails project remains responsive to evolving priorities within the Shire, reinforcing its position as a strategic asset and maximising opportunities for successful funding and partnership support. Below is a list of key policies and strategies, however the list does not constitute all relevant policies and strategies.

### **Key Mornington Peninsula Shire strategies and policies:**

- Our Economic Development and Tourism Strategy (2033)
- ESD Policy Council Buildings and Civil Works
- Biodiversity Conservation Plan, 2019
- Corresponding state government plan - Biodiversity 2033.
- Urban Forest Strategy 2024 - 2034
- ESD Policy for Council Buildings and Civil Works, 2022
- Sustainable Transport Strategy, 2016
- Integrated Transport Strategy (including Ride Safe Strategy) (In progress, unpublished)
- 'Our Coast, Our Future Mornington Peninsula Coastal Strategy – Stage 1 – 4 (ongoing project)
- Council and Wellbeing Plan 2021 - 2025
- Ensuring our future, 2020
- Pedestrian Access Strategy 2024 - 2034
- The Briars Masterplan 2019 - 2029
- Green Wedge Management Plan November 2019
- Recreational Facilities for Mountain Bike and BMX Strategy 2023

### **Other key strategies and policies:**

- Marine and Coastal Policy (2020)
- Marine and Coastal Strategy (2022)
- Siting and Design Guidelines for Structures on Victorian Coast (2020)
- Protecting Victoria's Environment - Biodiversity 2037 (2017)
- State Government Guidance
- Victoria Infrastructure Strategy (2021)
- Experience Victoria 2033
- Strategic Cycling Corridors, Department of transport and planning, 2020
- Experience Victoria 2033, Department of Jobs, Skills and Industry, 2023
- Cycling Aspects of Austroads Guides, Austroads, 2017
- Movement and Place in Victoria, Department of Transport, 2019
- Draft Destination Management Plan, (In progress, unpublished)



**Recreational Facilities for Mountain Bike and BMX Strategy 2023**



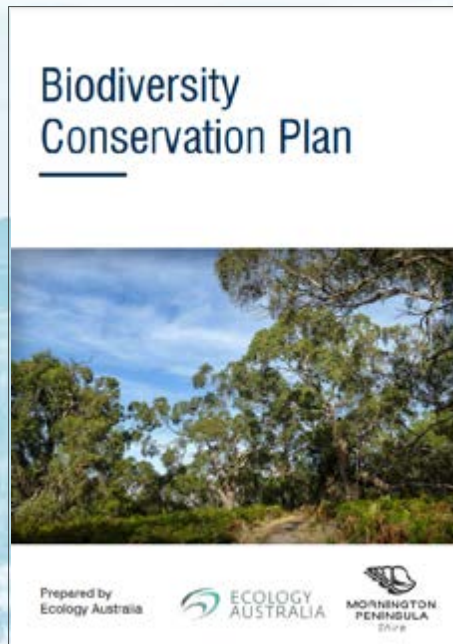
**Our Economic Development and Tourism Strategy 2033**



**Sustainable Transport Strategy March 2016**



**Urban Forest Strategy 2024 - 2034**



**Biodiversity Conservation Plan 2019**



**The Briars Masterplan 2019 - 2029**



**Pedestrian Access Strategy 2024 - 2034**



**Council and Wellbeing Plan 2021 - 2025**



**Ensuring our future, 2020**

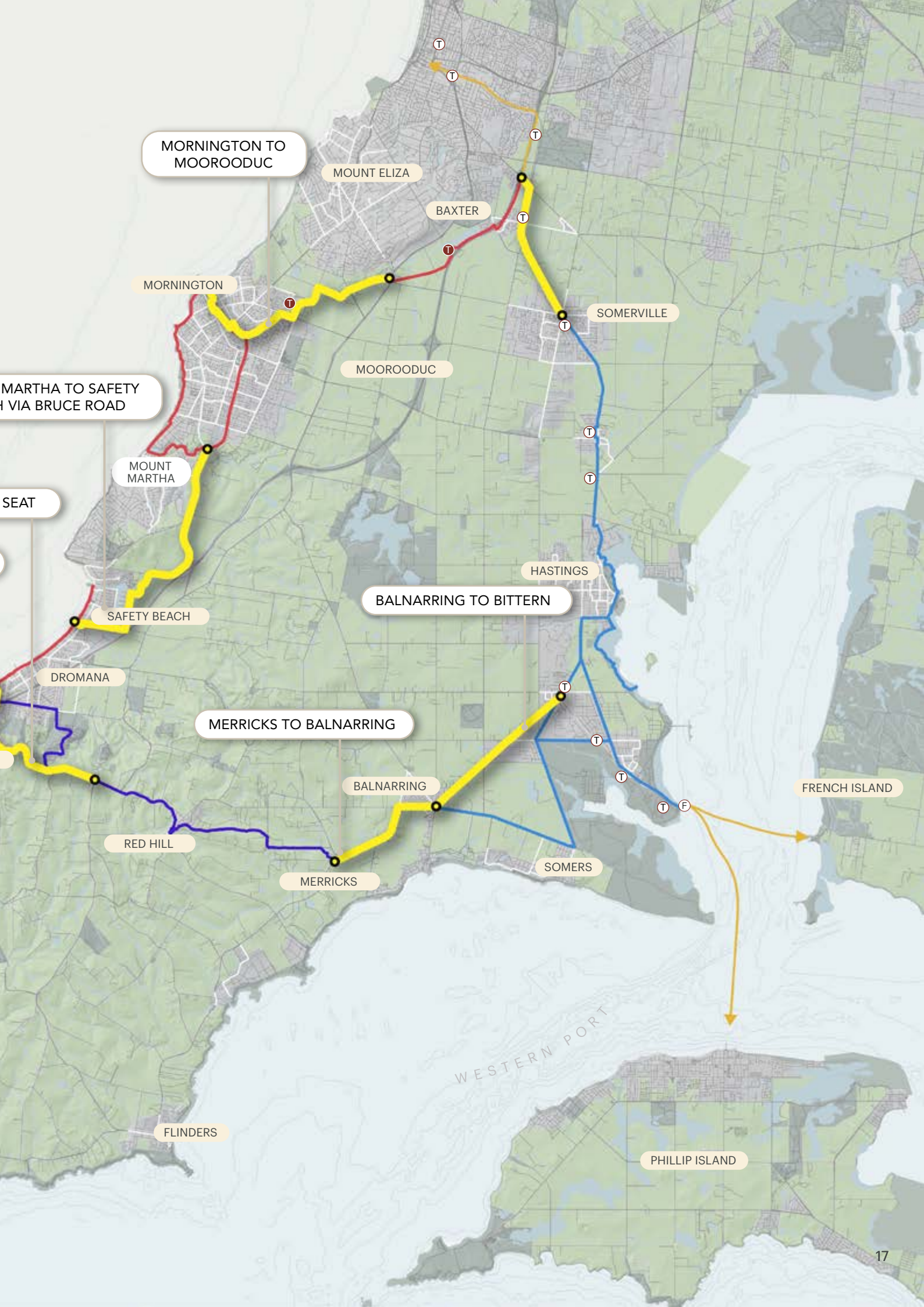
# 1.6 Mornington Peninsula Trails Masterplan



## LEGEND

- Section 1 - Moorooduc to Sorrento
- Section 2 - Dromana to Merricks
- Section 3 - Merricks to Somerville
- ● Key Connection
- Two Bays Walking Track and Coastal Walk
- Important connections to the Trails
- Principal Pedestrian Network (PPN)
- Road Network
- Railway Corridor (Disused and Existing)
- Ferry Route
- T Railway Station (Regular service)
- T Railway Station (Tourism service)
- F Ferry Terminal
- Waterways and Water bodies
- Public land
- Green Wedge land (not built-up)
- Urbanised Land (in urban growth boundary)

N  
  
 1:150'000



MORNINGTON TO MOOROODUC

MARTHA TO SAFETY BEACH VIA BRUCE ROAD

SEAT

BALNARRING TO BITTERN

MERRICKS TO BALNARRING

# 2 The Process



The primary aim of the Mornington Peninsula Trails Masterplan is to identify and describe highest ranked alignments for each of the key connections. A process of stakeholder engagement, site mapping and multi-factor evaluation was followed to determine the highest ranked alignments. This chapter describes this process in more detail.

## 2.1 Evaluation Framework

The evaluation framework follows a systematic approach that tests options against a set of evaluation objectives. This framework has been developed to:

- Systematically evaluate trail alignment options given available information,
- Compare alignment options to one another based on objectives that represent the trails Guiding Principles,
- Include stakeholder input and specialist knowledge gathered through the Peninsula Trails engagement process,
- Transparently evaluate trail alignment options so that the process can be reviewed by the Project Working Group,
- Allow for decisions to be revisited if new information arises or circumstances change.

At the beginning of the process options are identified and described. These options consider trail typology, user group and connecting trails so that the proposed option is fit for purpose. Following this, each option is scored (1-5, 1 being bad and 5 being good) against each criterion to generate an overall evaluation score. The highest score is selected as the highest ranked alignment. The scoring is based on desktop research, ground truthing, stakeholder engagement and insights from the Project Working Group with the most recent information available.

An evaluation matrix was completed for each potential alignment, and provided to the Shire for feedback and review. Following this feedback loop a consultant recommendation for a highest ranked alignment was produced with Council Executive approval. These highest ranked alignments are described in section 3 of this document.

# ALIGNMENT EVALUATION FRAMEWORK

## GUIDING PRINCIPLES



## TRAIL TYPOLOGIES AND USER REQUIREMENTS



## Stakeholder INPUT

## TRAIL ALIGNMENT OBJECTIVES



## HIGHEST RANKED ALIGNMENT

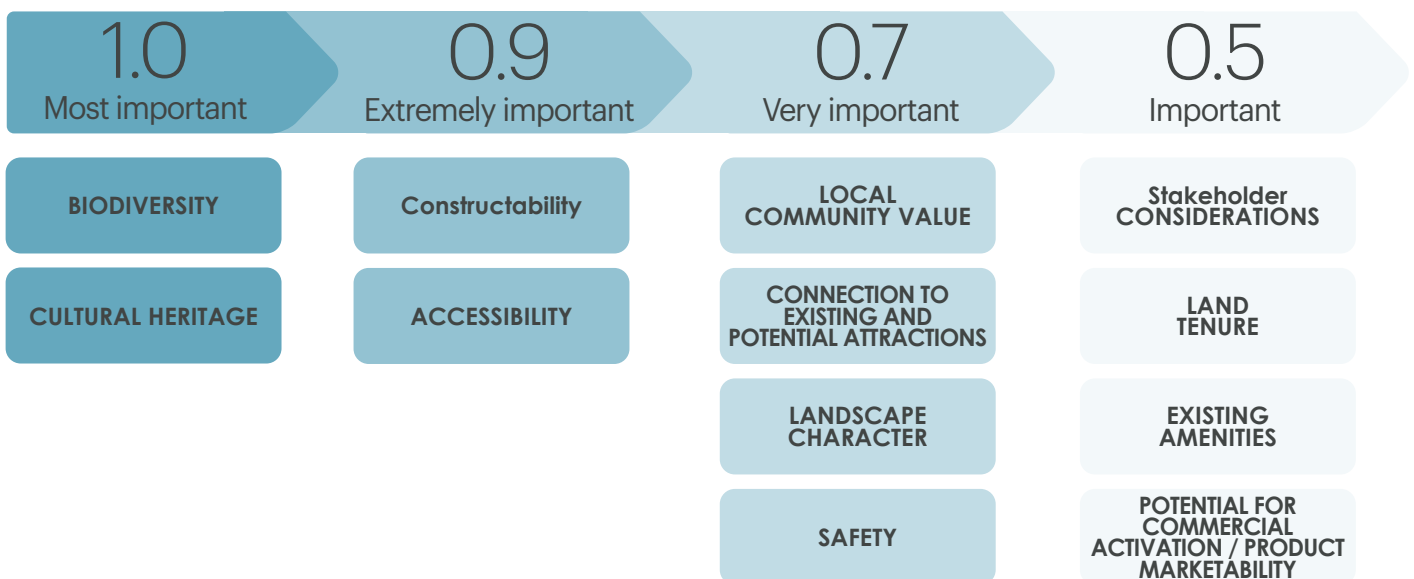
## 2.2 Objectives

The objectives have been developed in conjunction with the Council Project Working/ Control Group (PWG), with input from key stakeholder engagement sessions and represent the overall vision for the Peninsula Trails and as such are based on the Guiding Principles. The evaluation objectives are:

1. Biodiversity,
2. Cultural Heritage,
3. Accessibility,
4. Constructability,
5. Community Value,
6. Safety,
7. Connection to Existing and Potential Attractions,
8. Landscape Character,
9. Stakeholders,
10. Land Tenure,
11. Commercial Activation and Product Marketability,
12. Existing Amenities.

The objectives are weighted using a weighting multiplier. This multiplier was developed in consultation with the Peninsula Trails PWG through a process of collective ranking. This involved members of the PWG submitting and discussing their opinion of importance for each of the objectives. This was recorded and averaged across all members to create the objective weighting below.

### Objectives Weighting



# 1 Biodiversity (Weighting: 1.0)

The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.

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Does the trail pass through a sensitive landscape (i.e. marine, wetland, waterway, or state/nationally listed threatened species and community).

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Does the area have remnant vegetation?

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What is the size, quality, and connectivity of this ecological patch?

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How likely is impact on any biodiversity? (i.e. What may be the level of disturbance and what opportunities are there to improve biodiversity)

---

## **RANKING**

1 – The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trails works will impact this biodiversity.

3 – The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated.

5 – The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.

# 2 Cultural Heritage (Weighting: 1.0)

The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.

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How likely is there to be cultural heritage (i.e. is there a history of post-colonial disturbance or is the area in a remnant or “natural” state?)

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How likely is there to be impact on any cultural heritage? (i.e. what level of ground disturbance will be required to install the trail?)

---

## **RANKING**

1 – The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance.

3 – The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance.

5 – The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.

## 3 Accessibility (Weighting: 0.9)

The proposed trail alignment could be suitable for all ability users, from recreational cyclists, wheelchair chair and mobility aid users to families with prams.

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Can a person of average fitness use this trail? Or do they need special skills, fitness and/or equipment?

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Are there steps? Can the trail be accessed by people in a wheelchair or in a pram?

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Could the trail be designed to meet DDA standards?

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### **RANKING**

1 – The trail is only suitable to people with special skills and/or equipment.

3 – The trail is suitable for most people but excludes many people with disabilities or limited mobility.

5 – The trail could meet DDA standards and is accessible to most people.

## 4 Constructability (Weighting: 0.9)

The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.

---

Are there elements that may increase construction complexity like:

- Sloping or steep ground,
  - Rock,
  - Water,
  - Established trees and/or valuable vegetation and habitat,
  - Cultural heritage,
  - Utilities,
  - Major roads and intersections,
  - Active rail lines,
- 

How easy is access for construction personnel and machinery?

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### **RANKING**

1 – This trail alignment travels through complex terrain and construction access is difficult.

3 – This trail alignment may encounter some challenging construction elements, but construction access is simple.

5 – this trail alignment utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.

## 5 Community Value (Weighting: 0.7)

The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).

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Is there nearby community infrastructure that will be well serviced by this active transport connection?

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Are there existing transport strains that may be alleviated by this trail alignment?

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### **RANKING**

- 1 – The trail does not improve connectivity to community infrastructure.
- 3 – The trail improves connectivity to some community infrastructure.
- 5 – The trail connects to important community infrastructure and will alleviate existing transport stains.

## 6 Safety (Weighting: 0.7)

The proposed trail alignment is safe with no known issues of crime or antisocial behaviour.

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Are there any personal or statistical safety issues unique to this alignment?

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Can these safety issues be mitigated through design?

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Can emergency vehicles access this trail?

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### **RANKING**

- 1 – The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult.
- 3 – The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult.
- 5 – There are no unique safety issues or emergency egress issues beyond best practice public space conditions.

## 7 Connection to Existing and Potential Attractions (Weighting: 0.7)

The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, spa's etc)..

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Are there existing or potential attractions that connect to this trail alignment?

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What is the quality and uniqueness of these attractions?

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Is there alignment between the trail user group and the attraction?

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### **RANKING**

1 – The trail does not connect to any existing or potential attractions.

3 – The trail connects to some attractions that may be of some interest to some people.

5 – The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.

## 8 Landscape Character (Weighting: 0.7)

The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.

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Is the trail within an area that represents the Peninsula's landscape character?

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Are there significant views that can be seen from the trail?

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Is the trail within a tranquil area with limited vehicular sounds and air pollution?

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### **RANKING**

1 – The trail is next to a busy road with little vegetation and no significant views.

3 – The trail is close to a road but it is not busy or there is sufficient buffer between the trail and the road. Some views may exist.

5 – The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.

## 9 Stakeholder Complexity (Weighting: 0.5)

The proposed trail alignment does not create stakeholder conflict.

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Who are the key stakeholders?

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Are all stakeholders aligned on the trail vision and this trail alignment?

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Are there stakeholder conflicts that cannot be resolved?

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### **RANKING**

1 – This trail alignment will generate conflict with some or many stakeholders.

3 – This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated.

5 – All stakeholders support this trail alignment.

## 10 Land Tenure (Weighting: 0.5)

The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.

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Who manages the land?

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Does the Council have a good working relationship with the land manager?

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Are the values of the land manager aligned with that of the Council?

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### **RANKING**

1 – Council does not manage the land. There is no established working relationship and values are not aligned.

3 – Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council.

5 – Council is the land manager.

## 11 Commercial Activation and Product Marketability (Weighting: 0.5)

The proposed trail alignment creates commercial opportunities.

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Are there known established commercial operations that would benefit from this trail alignment?

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Is there potential for commercial products to be developed around this trail alignment?

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### **RANKING**

1 – This trail alignment will have a negative impact on commercial opportunities.

3 – There are few commercial opportunities that this trail alignment will generate but none will be impacted negatively.

5 – There are great commercial opportunities that will be facilitated by this trail alignment.

## 12 Existing Amenities (Weighting: 0.5)

The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).

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Are there nearby or connected trail amenities?

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### **RANKING**

1 – There are no trail amenities.

3 – There are some trail amenities and/or all key amenities are within proximity.

5 – All trail amenities are within proximity to this trail alignment.

## 2.3 Stakeholder Engagement

Throughout the development of the Peninsula Trails Strategic Plan, it was identified that in order to identify and recommend highest ranked alignments for each of the key connectors it was necessary to conduct further stakeholder engagement.

Stakeholders were identified for each key connection and included government and agencies, environmental groups, community groups, business groups, recreation groups, schools, clubs, Committees of Management, and key landowners/land managers. Stakeholders were invited to attend workshops via a targeted email from Council.

Five workshops were held with stakeholders to seek feedback on the proposed trail alignment options and the evaluation objectives that were used to assess alignment options to determine a highest ranked alignment.

Materials were presented at each workshop (printed for in-person and in *Mural* digital whiteboard software for online):

- Alignment Evaluation Framework (Refer to 2.1): this shows how the trail evaluation objectives link to the trail typologies/user requirements and the guiding principles included in the Strategic Plan.
- Strategic Plan Overview (Refer to Mornington Peninsula Trails Strategic Plan): the overview was used as a summary for public exhibition on the Strategic Plan and includes a list of the components of the strategy (including Trails Overview), Peninsula Trails vision, guiding principles, and a map of the six landscape character zones.
- Peninsula Trails map (Refer to section 1.4): this map shows all key connectors in the context of the peninsula.
- Landscape character and attractions mapping: these six maps show the different landscape character zones of the peninsula (the bay, the hills, the dunes, western port passage, western port, the plains). Each map shows the key attractions in that zone including natural features, art, food, wineries, parks and gardens and recreational activities.
- Alignment options mapping (Refer to section 3): these maps show each of the key connectors and the various options being considered for the highest ranked alignment.

The feedback from engagement was used to assess the alignment options and determine a highest ranked alignment for each of the key connections.

# 3

# The Trail Overview



An artists impression of the Mount Martha to Safety Beach trail south of Forest Dr  
**SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

The following section identifies and describes the evaluation process and highest ranked alignments for each of the key connections.

Many of these key connections will be difficult to make, however these challenges also present great opportunities to enhance existing values and create defining moments around the Peninsula.



**An artists impression of the Point Nepean Rd to Arthurs Seat trail  
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

## 3.1 Key Connections

### **SECTION 1: The Plains and The Bay**

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- 01 Moorooduc to Mornington
- 02 Mount Martha to Safety Beach – via Bruce Road
- 03 Anthony’s Nose
- 04 Whitecliffs
- 05 Blairgowrie Yacht Squadron
- 06 Hughes Rd

### **SECTION 2: The Hills**

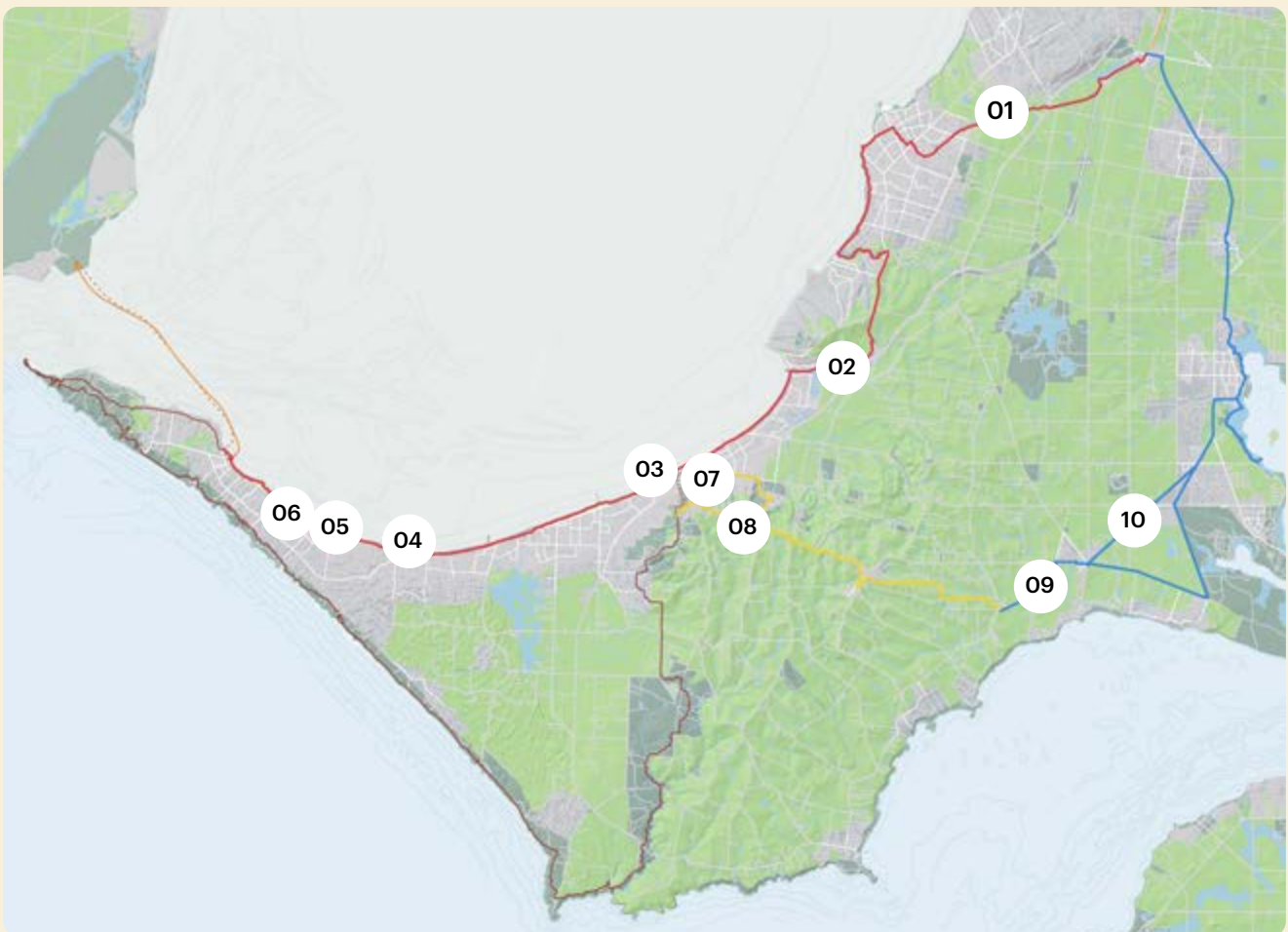
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- 07 Point Nepean Rd to Arthurs Seat
- 08 Arthurs Seat to Red Hill

### **SECTION 3: Western Port**

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- 09 Merricks to Balnarring
- 10 Balnarring to Bittern



**The trail masterplan with the key connections located.**

# 01 Moorooduc to Mornington

## Highest ranked alignment plan

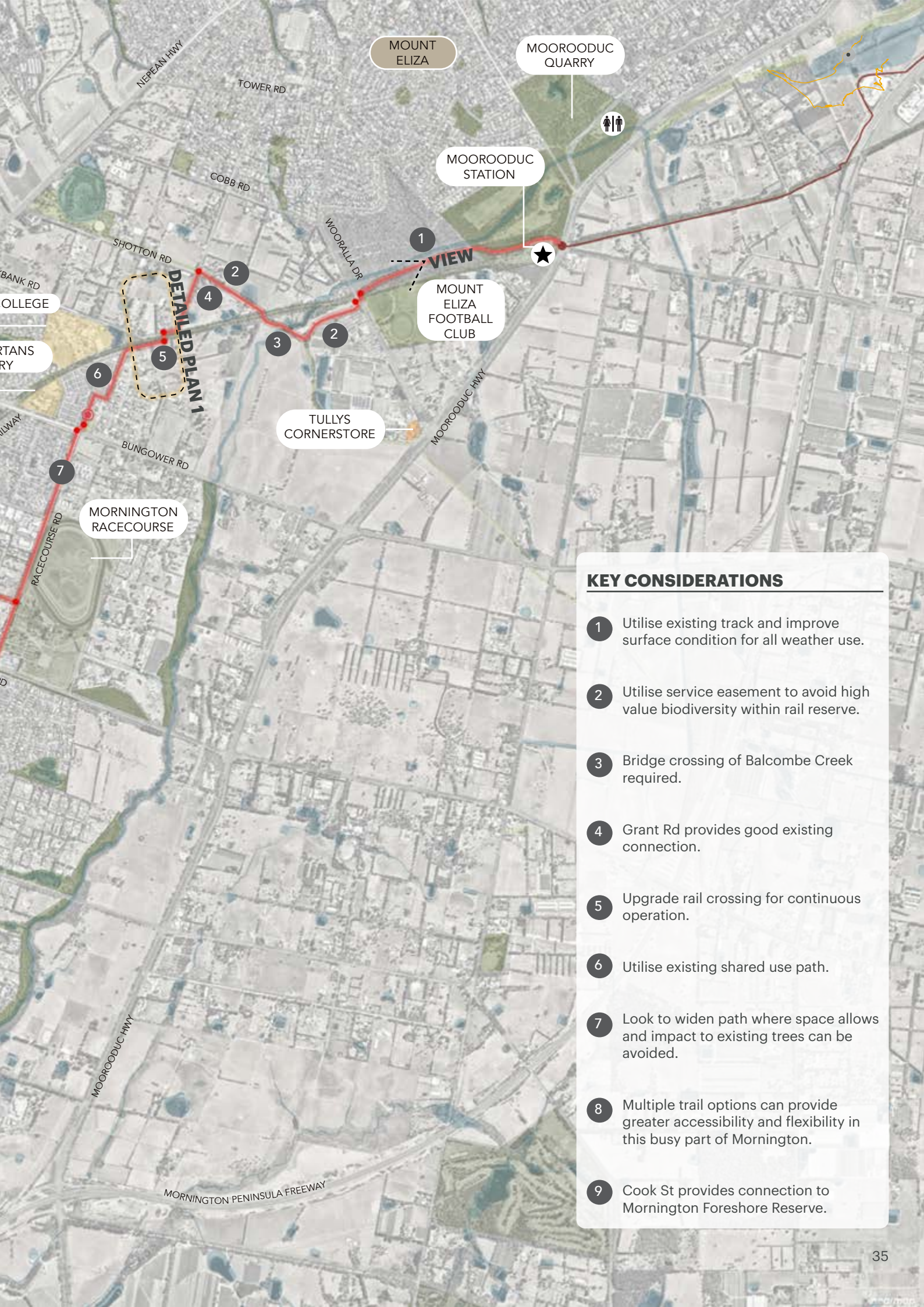
The key connection between Mornington and Moorooduc offers substantial community value, serving a rapidly growing population, multiple schools, and easing congestion on significant, often crowded roads. This trail will provide a safe, sustainable alternative to private vehicle use, particularly during peak school drop-off and pick-up times. Given infrastructural and environmental considerations, the proposed alignment will utilise a combination of service easements and existing trails, mostly avoiding rail reserves creating a continuous, secure route for pedestrians and cyclists traveling within and through Mornington. For a comprehensive overview of the detailed alignment evaluation, please refer to the appendix 1 (p.142).



### LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- ↔ Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node





MOUNT ELIZA

MOOROODUC QUARRY

MOOROODUC STATION

MOUNT ELIZA FOOTBALL CLUB

TULLYS CORNERSTORE

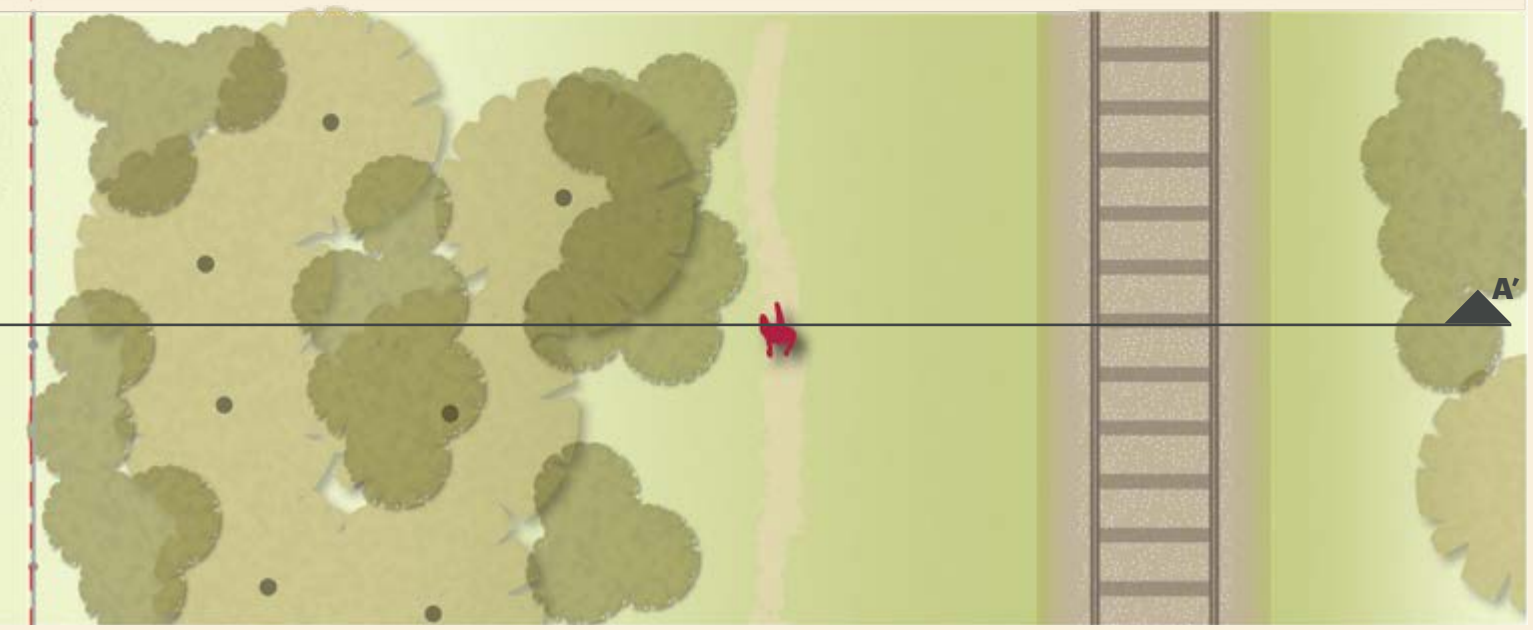
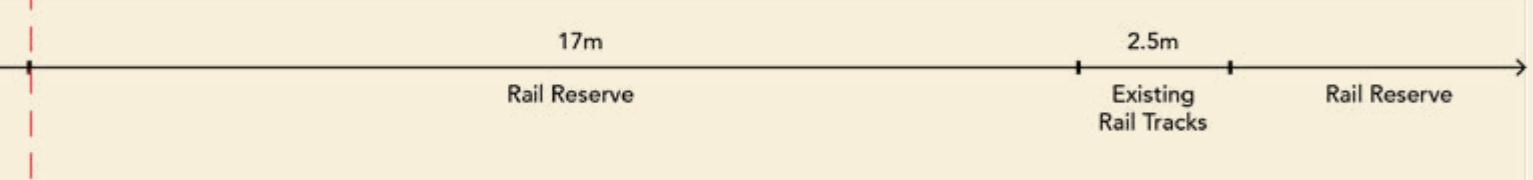
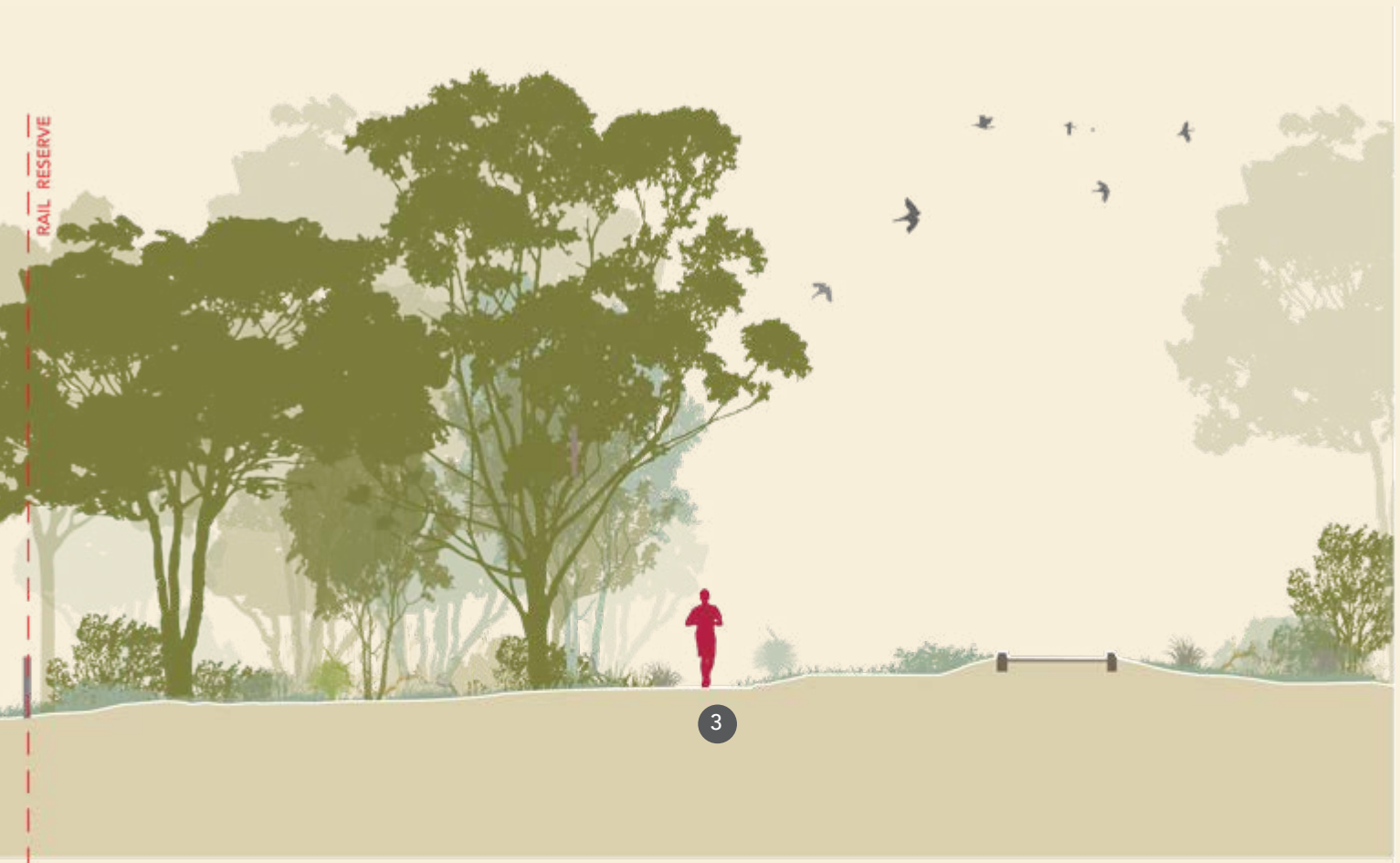
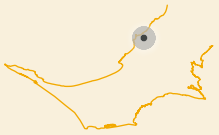
MORNINGTON RACECOURSE

DETAILED PLAN 1

### KEY CONSIDERATIONS

- 1 Utilise existing track and improve surface condition for all weather use.
- 2 Utilise service easement to avoid high value biodiversity within rail reserve.
- 3 Bridge crossing of Balcombe Creek required.
- 4 Grant Rd provides good existing connection.
- 5 Upgrade rail crossing for continuous operation.
- 6 Utilise existing shared use path.
- 7 Look to widen path where space allows and impact to existing trees can be avoided.
- 8 Multiple trail options can provide greater accessibility and flexibility in this busy part of Mornington.
- 9 Cook St provides connection to Mornington Foreshore Reserve.





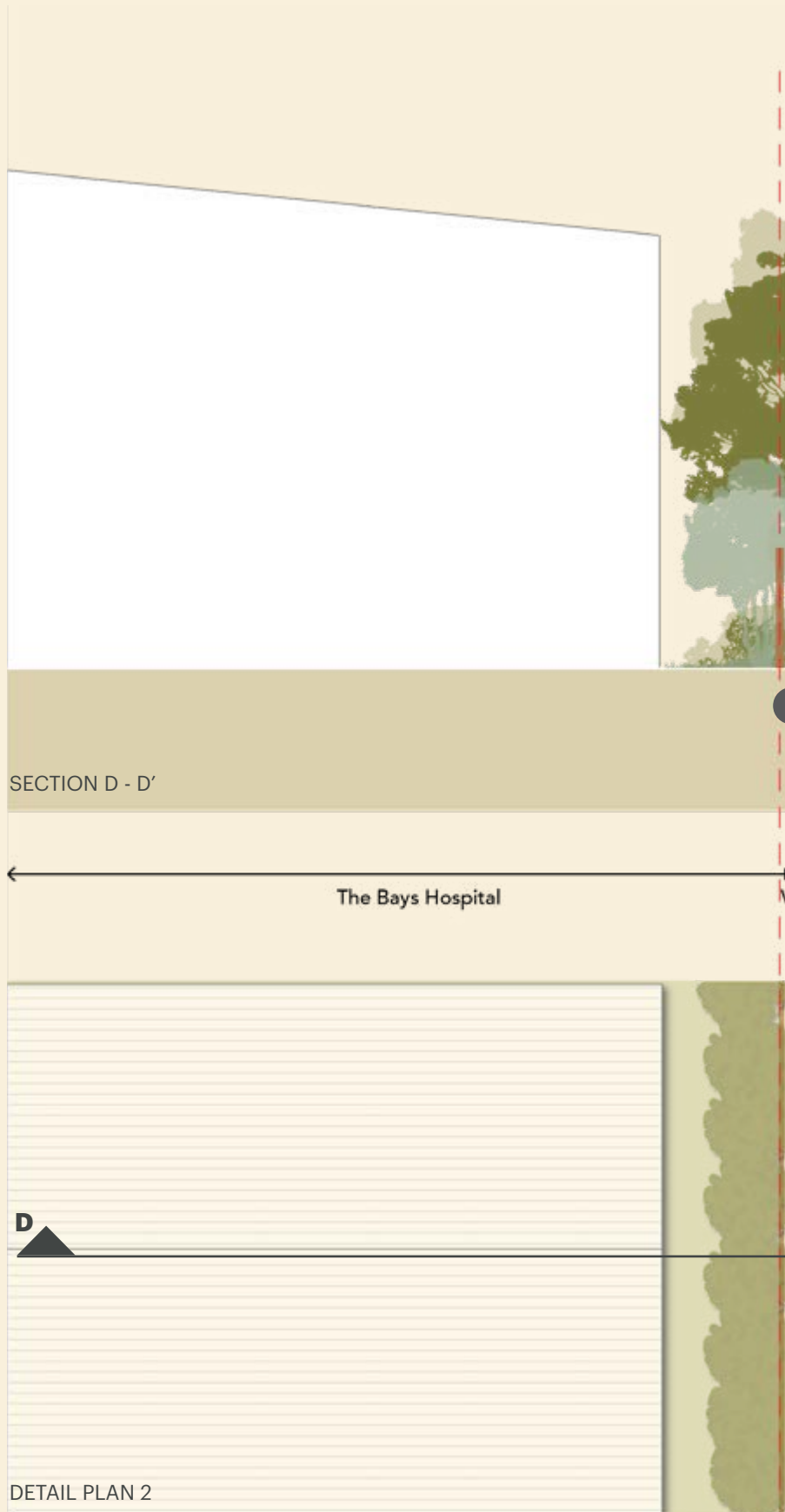
# 01 Moorooduc to Mornington

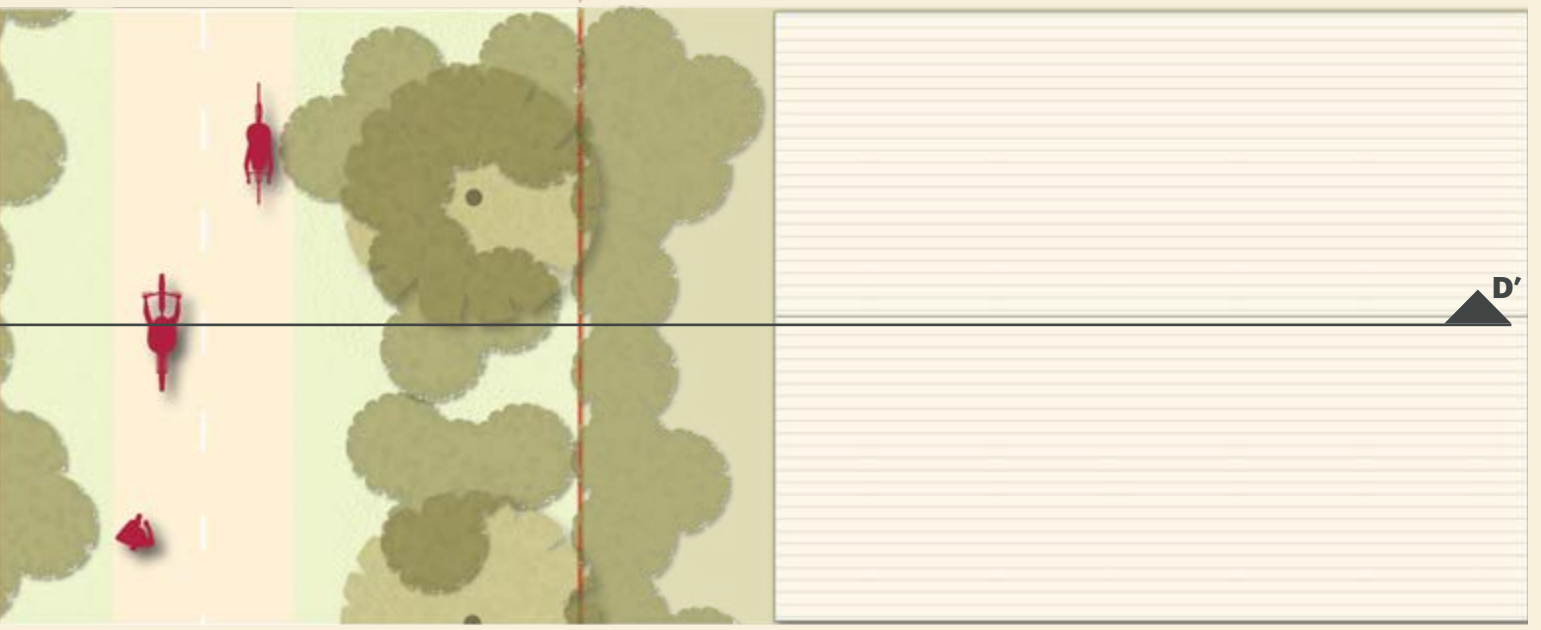
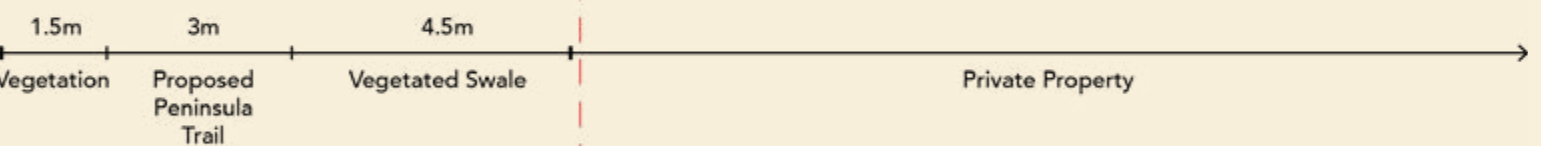
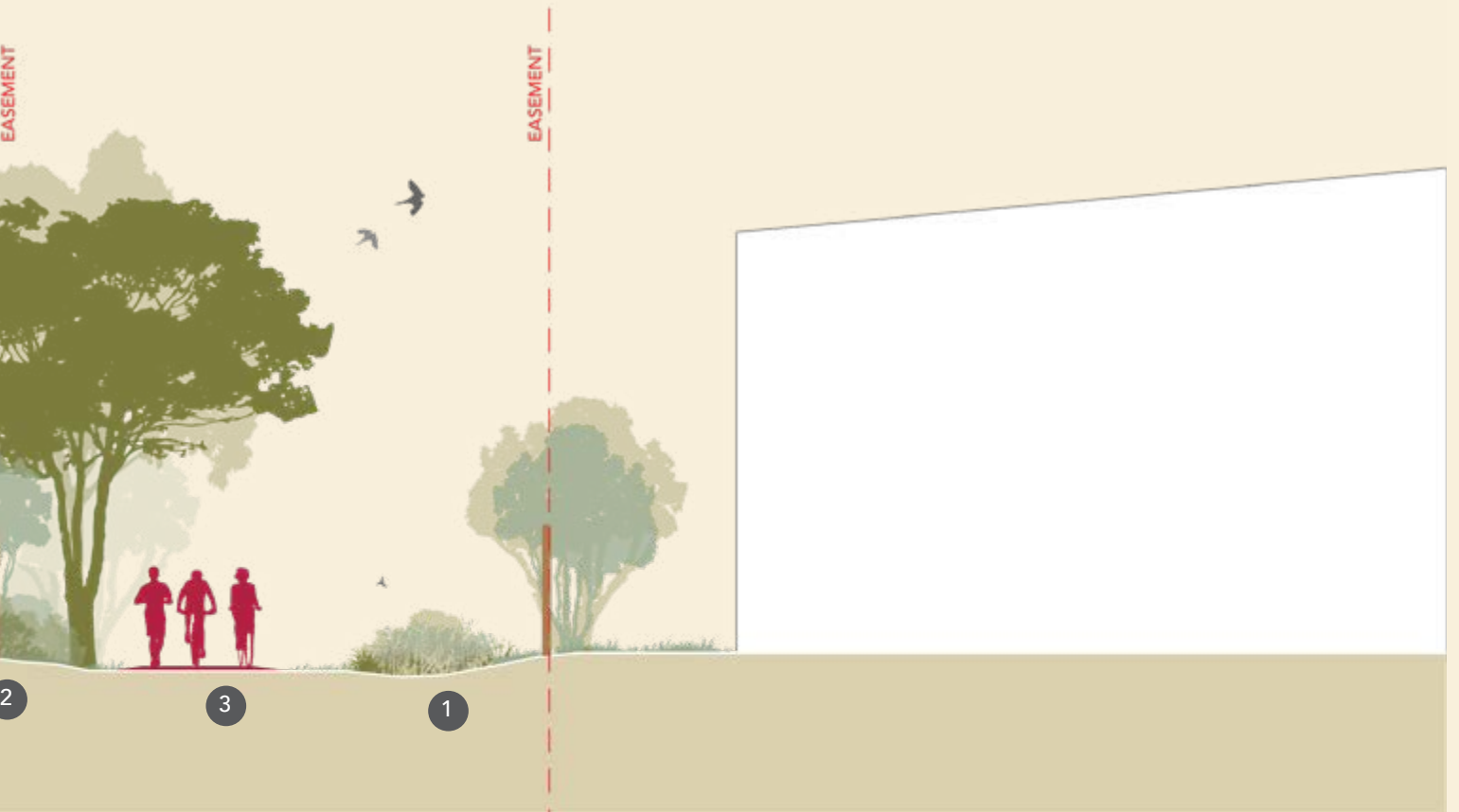
## Highest ranked alignment detail

### CONSIDERATIONS

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- 1 Existing vegetated swale is retained and planted with suitable groundcover and water loving vegetation.
- 2 Tree planting where space allows along with diverse groundcover planting.
- 3 Retain sight lines as best as possible along narrow easement.





01

Moorooduc to Mornington  
Highest ranked alignment vision



**An artists impression of the Moorooduc to Mornington trail east of Wooralla Dr  
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

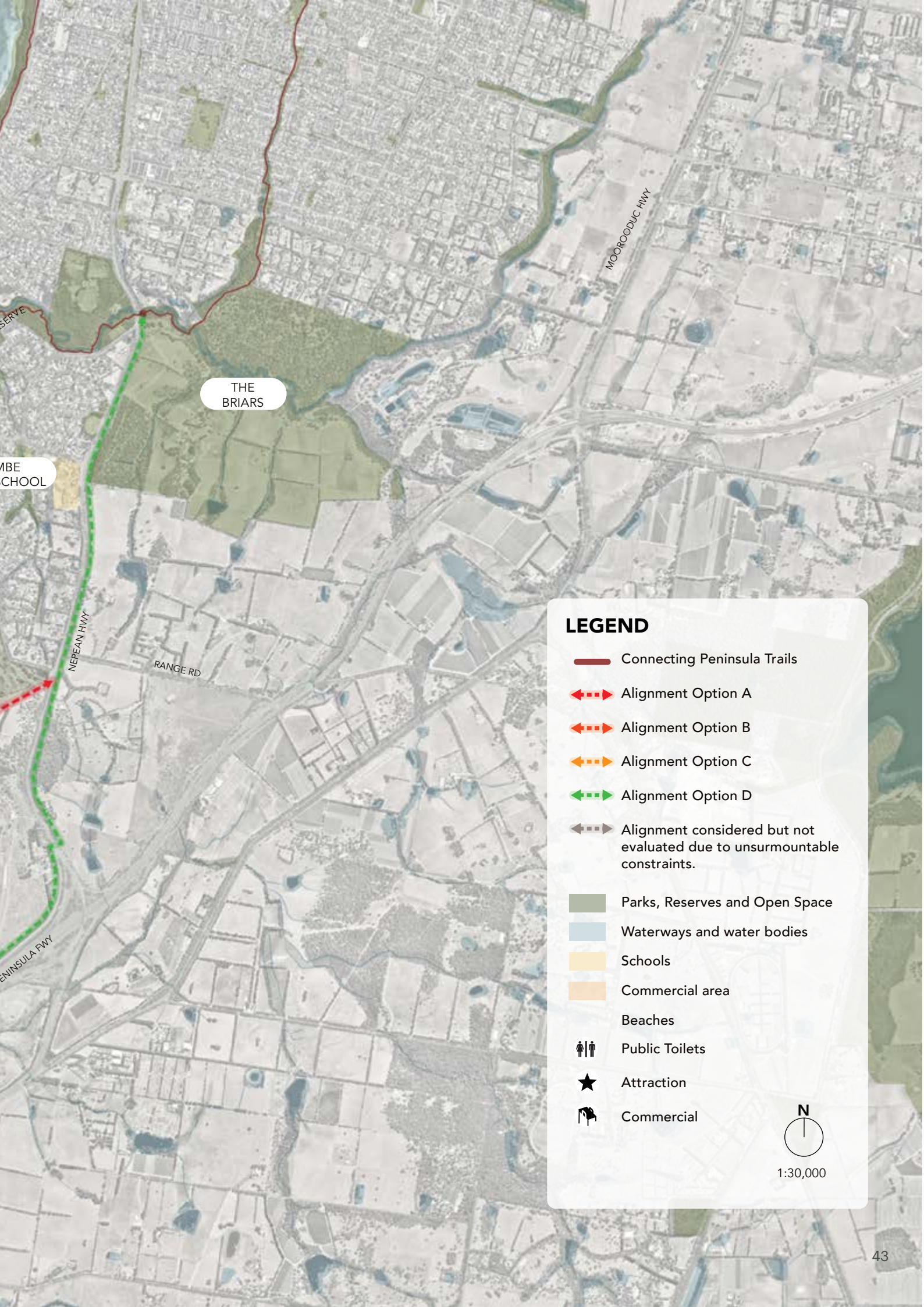


# 02 Mount Martha to Safety Beach Alignment Options

## TRAIL OBJECTIVE

This trail will extend south from the Briars along the east side of the Nepean Highway, with four potential options for connecting to Safety Beach. The primary objective is to create a shared use trail for walkers, runners, and cyclists, linking the Bay Trail to northern communities in Mount Martha, Mt Eliza, and Mornington. This strategic connection will provide safe, accessible passage for recreational users while showcasing the natural beauty of Balcombe Creek, the historic Briars Homestead, and Martha Cove. Traversing an undulating landscape along the Nepean Highway before leveling out on Bruce Road, the trail will enhance connectivity and enrich community access to the Peninsula's unique coastal and cultural landmarks.





THE BRIARS

MBE SCHOOL















MOORODUC HWY

NEREAN HWY

RANGE RD

PENINSULA HWY

### LEGEND

-  Connecting Peninsula Trails
-  Alignment Option A
-  Alignment Option B
-  Alignment Option C
-  Alignment Option D
-  Alignment considered but not evaluated due to unsurmountable constraints.
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
-  Public Toilets
-  Attraction
-  Commercial



1:30,000

# 02 Mount Martha to Safety Beach Alignment Evaluation

**A** Total score **18.2**

## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

Decorative concrete, 2-3m wide

## Alignment Description

This trail option crosses from east to west of Nepean Highway at Forest Drive, utilising a proposed signalised crossing. It continues westward along Forest Drive within the road reserve, where some vegetation removal in the verge will be necessary. The alignment then connects to Bruce Road before crossing the Marine Drive aqueduct.

**B** Total score **22.9**

## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

2.5 to 3m wide decorative  
concrete path with some areas  
of boardwalk

## Alignment Description

This alignment follows Bruce Rd along its entire length before connecting with Marine Drive. West of Martha Cove Blvd the trail could follow within an easement on the south side of Bruce Rd. This easement ends and then the trail will need to move onto Bruce Rd where there is significant cross fall that will need to be managed. This length of Bruce Rd where there is no footpath will require significant work to construct a shared use path. This will include retaining wall construction and street tree removal.



**User Groups**

Walking, Running, Recreational  
Cycling

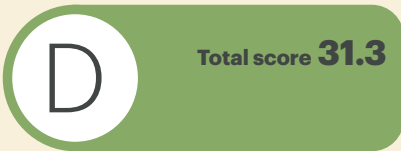
**Trail construction specification**

Utilizing existing trails and  
boardwalk

---

**Alignment Description**

This alignment follows along Bruce Rd and then enters Martha Cove at Martha Cove Blvd. It follows an existing shared use path towards the marina and then utilises the marina boardwalk along the north side of the marina.



**User Groups**

Walking, Running, Recreational  
Cycling

**Trail construction specification**

2.5 to 3m wide decorative  
concrete path where existing  
trail does not already exist

---

**Alignment Description**

This alignment follows along Bruce Rd and then enters Martha Cove at Martha Cove Blvd. It follows an existing shared use path south along Island Dr continuing to Pickings Rd. At Pickings Rd an existing trail is on the north side of the road. This SUP terminates at Clipper Quay. At this point the trail should cross the road and continue within the road reserve west. Some trees may be impacted. The trail then crosses Dromana Rd onto Link Dr before crossing Marine Dr onto the Bay Trail at an existing pedestrian crossing.

# 02 Mount Martha to Safety Beach

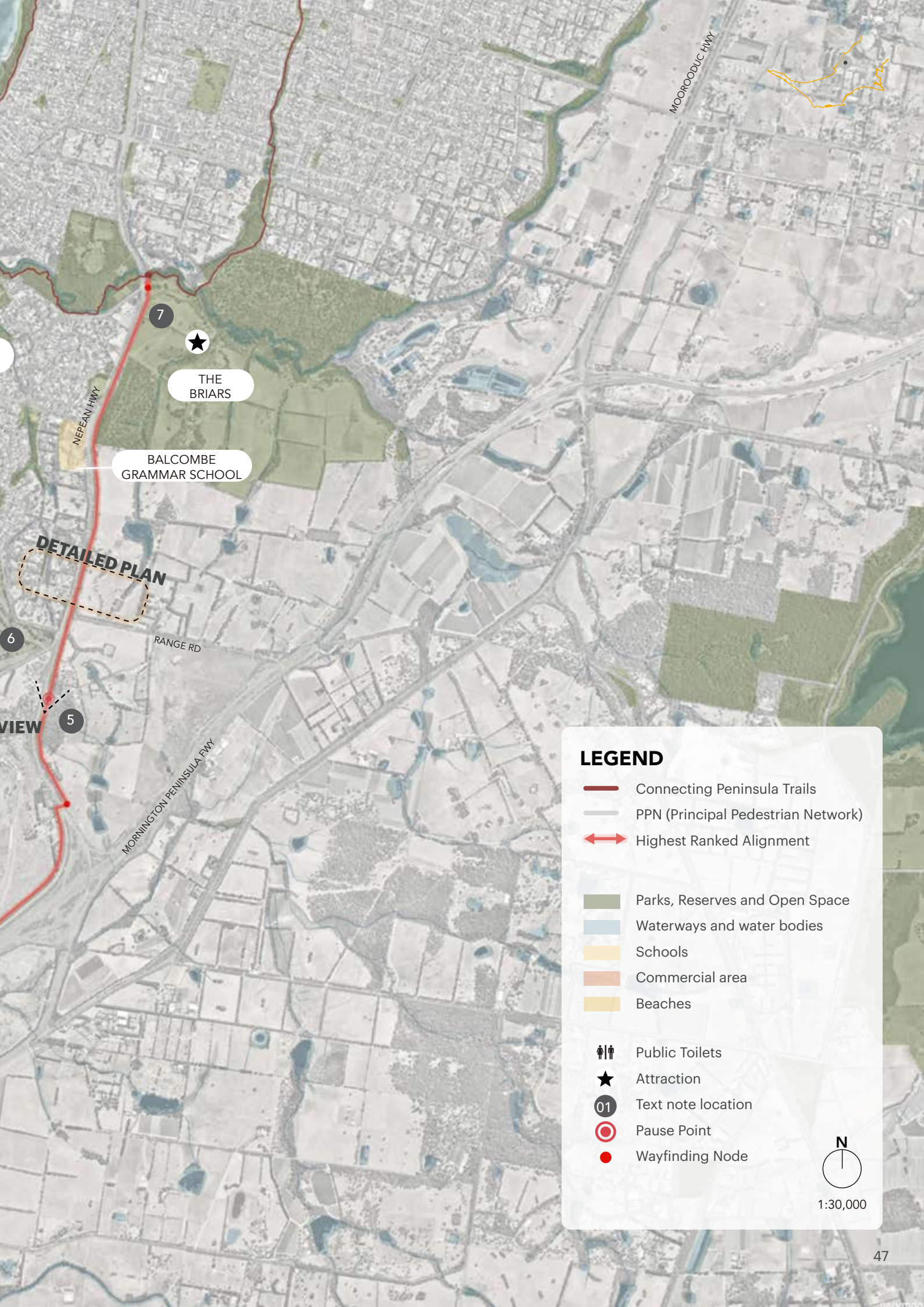
## Highest ranked alignment plan

This trail connects the Briars to the Bay Trail, winding through scenic landscapes and providing easy access to Martha Cove. Users will experience shaded paths enhanced by tree planting along the route, while designated seating and a rest point at the hilltop offer spaces to relax and take in the surroundings. Wayfinding and traffic-calming measures ensure safety, with crossings at key points like the Nepean Hwy and the Martha Cove entrance.

### KEY CONSIDERATIONS

- 1 The trail will require good wayfinding and traffic calming to provide the connection from the Bay Trail to Pickings Rd via Link Rd and Dromana Parade
- 2 Tree planting and seating in this area required.
- 3 Pedestrian/cycle crossings required at the entry to Martha Cove.
- 4 Tree planting within the vegetated swale between the road and proposed SUP will provide shade for trail users and improve trail separation from the road. Kerb and channel work may be required in some areas where space is limited.
- 5 Pause Point at the top of the hill for resting. This area is relatively calm due to the road being cut in below the hill.
- 6 Future signalled crossing proposed at Forest Drive.
- 7 Opportunity for connection to the Briars Park and wildlife sanctuary via Balcombe Creek.





7



THE BRIARS

BALCOMBE GRAMMAR SCHOOL

DETAILED PLAN

RANGE RD

MORNINGTON PENINSULA FWY

NEPEAN HWY

MOOROODUC HWY

VIEW

5

6

### LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



1:30,000

# 02 Mount Martha to Safety Beach

## Highest ranked alignment detail

### KEY METRICS

---

#### Trail Type

Event, Short break

#### User Groups

Walking, Running, Recreational Cycling,

#### Proposed Surface Finish

Decorative Concrete and Gravel

#### Proposed Trail Width

2.5-3m

#### Proposed Trail Length

9.9 km

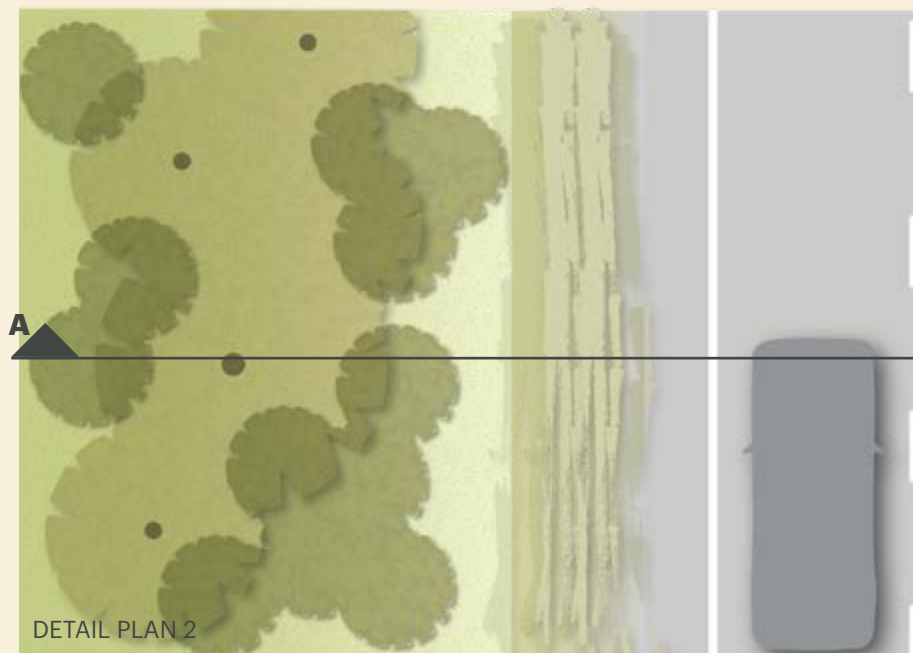
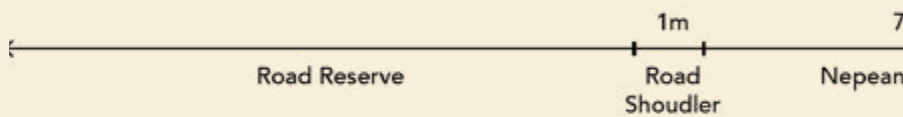
#### Implementation Phase

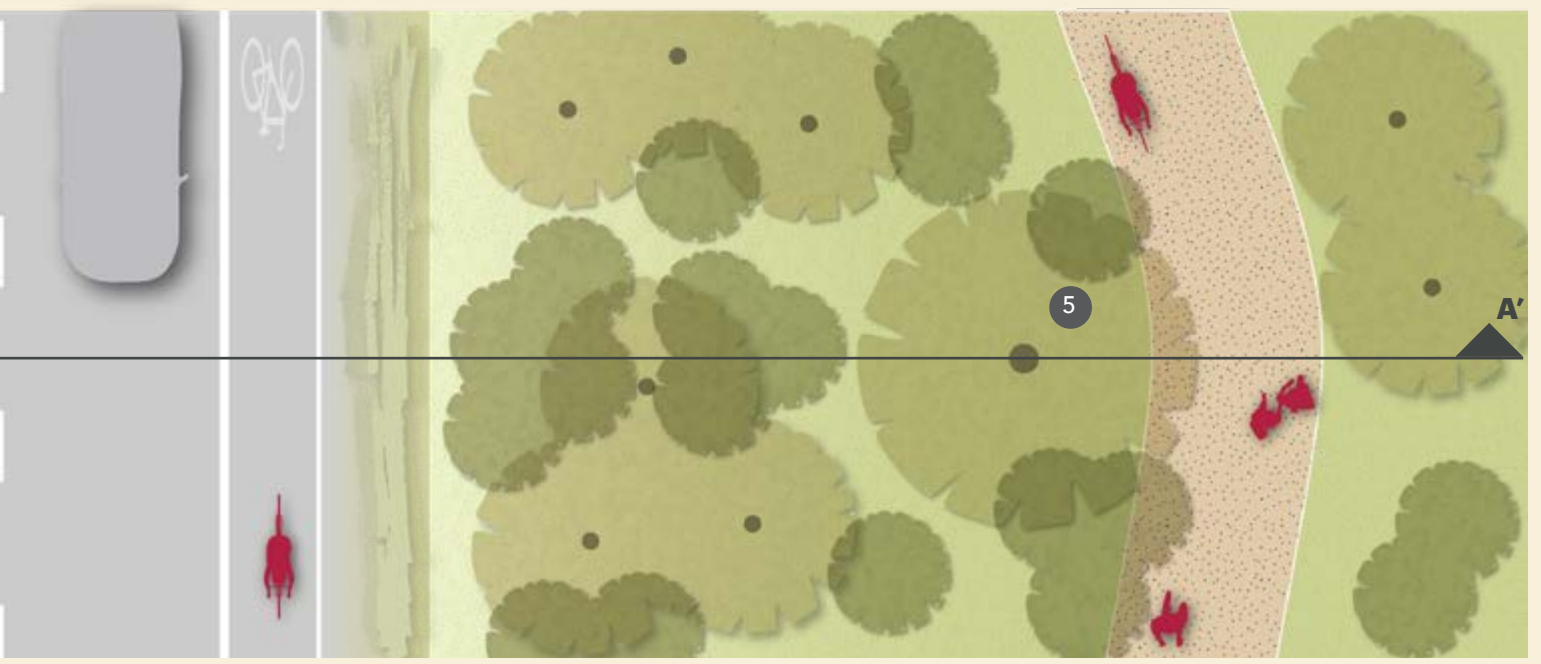
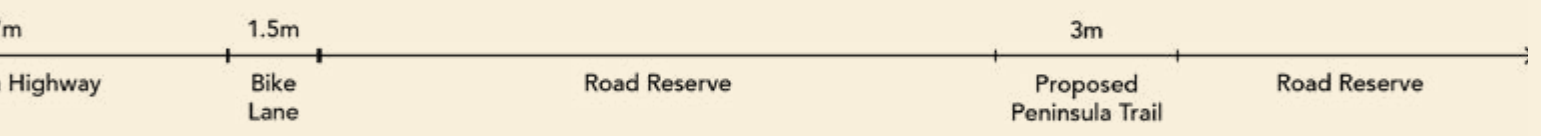
Phase 2 (next 5 years)

### CONSIDERATIONS

---

- 1 No changes to Point Nepean Rd required. Existing bike lanes retained.
- 2 Tall and dense shrub and groundcover planting between trail and road cut-in to provide safety buffer.
- 3 Low growing vegetation within 500mm of trail.
- 4 Weed removal and revegetation along trail length to improve experience and biodiversity outcomes.
- 5 The trail will preserve existing trees and significant vegetation, while enhancing canopy cover through strategic tree planting.





# 02 Mount Martha to Safety Beach Highest ranked alignment vision



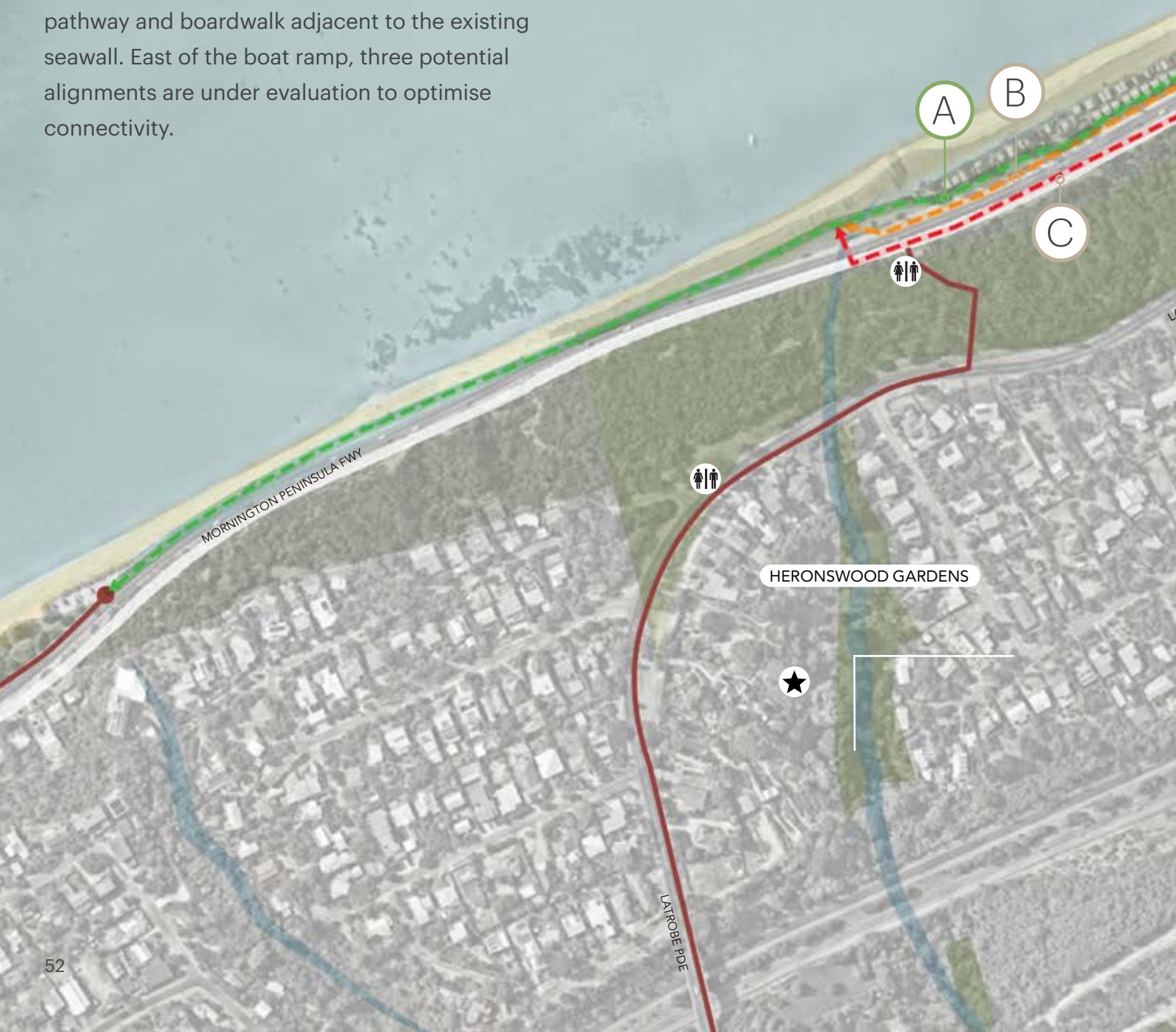
Artists impression of the Mount Martha to Safety Beach trail south of Forest Dr  
**SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**



# 03 Anthony's Nose Alignment Options

## TRAIL OBJECTIVE

Anthony's Nose is a striking coastal stretch where Arthurs Seat meets Port Phillip Bay, with steep topography and a historic seawall supporting Point Nepean Road as it hovers above the water. This key connection aims to extend this scenic experience to pedestrians, people with limited mobility, families with prams and cyclists, completing a vital Bay Trail link between Dromana and McCrae. From Anthony's Nose Boat Ramp to McCrae, the preferred solution is a combination of concrete pathway and boardwalk adjacent to the existing seawall. East of the boat ramp, three potential alignments are under evaluation to optimise connectivity.





MORNINGTON PENINSULA VISITOR INFORMATION CENTRE

LATROBE RESERVE

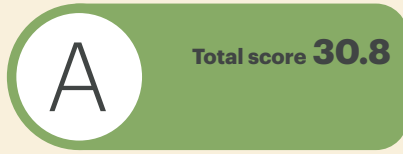
**LEGEND**

- Connecting Peninsula Trails
- Alignment Option A
- Alignment Option B
- Alignment Option C
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction

N  
1:4,000

ARTHURS SEAT

# 03 Anthony's Nose Alignment Evaluation



## User Groups

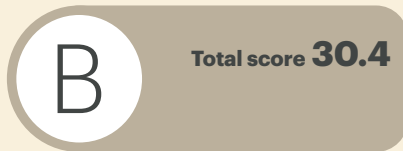
Walking, Running, Recreational  
Cycling

## Trail construction specification

2.5 to 3m wide gravel and  
decorative concrete path with  
some areas of “rumble strip” to  
slow cyclists

## Alignment Description

This alignment option is within the Dromana Foreshore camping area, positioned south of the caravans and boatsheds but north of the caravan parking. A co-design process with the Foreshore Committee will be essential to enhance the foreshore’s amenity and establish a high-quality Bay Trail connection.



## User Groups

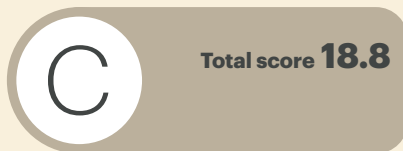
Walking, Running, Recreational  
Cycling

## Trail construction specification

3m wide decorative concrete  
shared use path with grade  
separation and bollards

## Alignment Description

This trail alignment option is located north of Point Nepean Road within the road reserve. Implementing this alignment will require undergrounding power lines and removing roadside parking, with careful planning to accommodate existing bus stops along the route.



## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

2.5 to 3m wide gravel and  
decorative concrete path

## Alignment Description

In this alignment option, the trail crosses to the south side of Point Nepean Road at the boat ramp, following an existing clearing within the Dromana Bushland Reserve. It then crosses back to the north side to reconnect with the Bay Trail.



# 03 Anthony's Nose

## Highest ranked alignment plan

Anthony's Nose offers a quintessential Mornington Peninsula coastal experience where Arthurs Seat meets the Bay. This key Bay Trail connection will provide an accessible link between Dromana and McCrae, immersing users in scenic bay views, coastal vegetation, and sandy beaches. The trail's design will sensitively incorporate the heritage-listed seawall (HO461), preserving its historic character while offering safe, enjoyable passage. Planned upgrades to the Anthony's Nose Boat Ramp car park will be carefully integrated to manage interactions with boat ramp users. Traversing the Dromana Foreshore camping area, the trail alignment will be designed to balance connectivity with foreshore amenities. Close collaboration with the Dromana Foreshore Committee will ensure a high-quality trail experience, enhancing enjoyment for campers and trail users alike.

### KEY CONSIDERATIONS

- 1 A balustrade will be required to provide safe travel across the top of the seawall.
- 2 Anthony's Nose boat ramp car park upgrade is proposed and this will incorporate a safe connection for trail users.
- 3 Potential conflict at intersection between boat ramp and trail. Mitigation strategies required.
- 4 The colonial seawall is heritage listed (HO461). A sensitive design approach is required to protect and enhance the walls heritage values.





DROMANA  
FORESHORE RESERVE  
CAMPING

MORNINGTON  
PENINSULA VISITOR  
INFORMATION CENTRE

DROMANA

LATROBE  
RESERVE

THE EAGLE GONDOLA

### LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment

- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches

- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



1:4,000

# 03 Anthony's Nose

## Highest ranked alignment detail

### KEY METRICS

#### Trail Type

Event, Short break, International

#### User Groups

Walking, Running, Recreational  
Cycling,

#### Proposed Surface Finish

Decorative concrete

#### Proposed Trail Width

2.5-3m

#### Proposed Trail Length

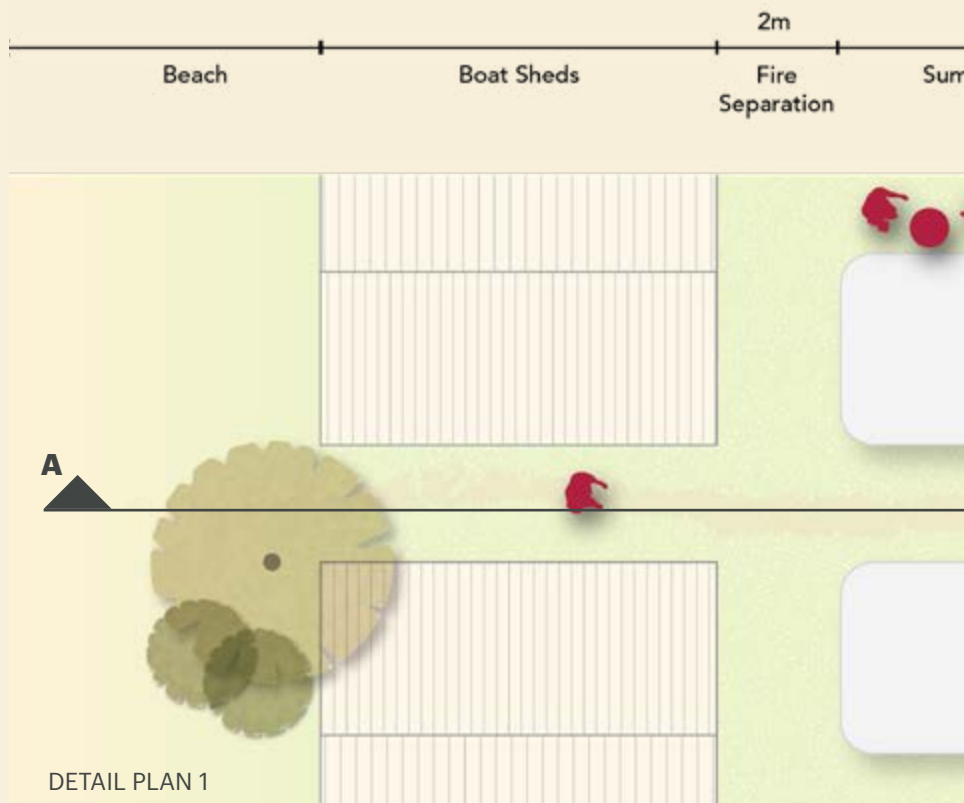
1.2 km

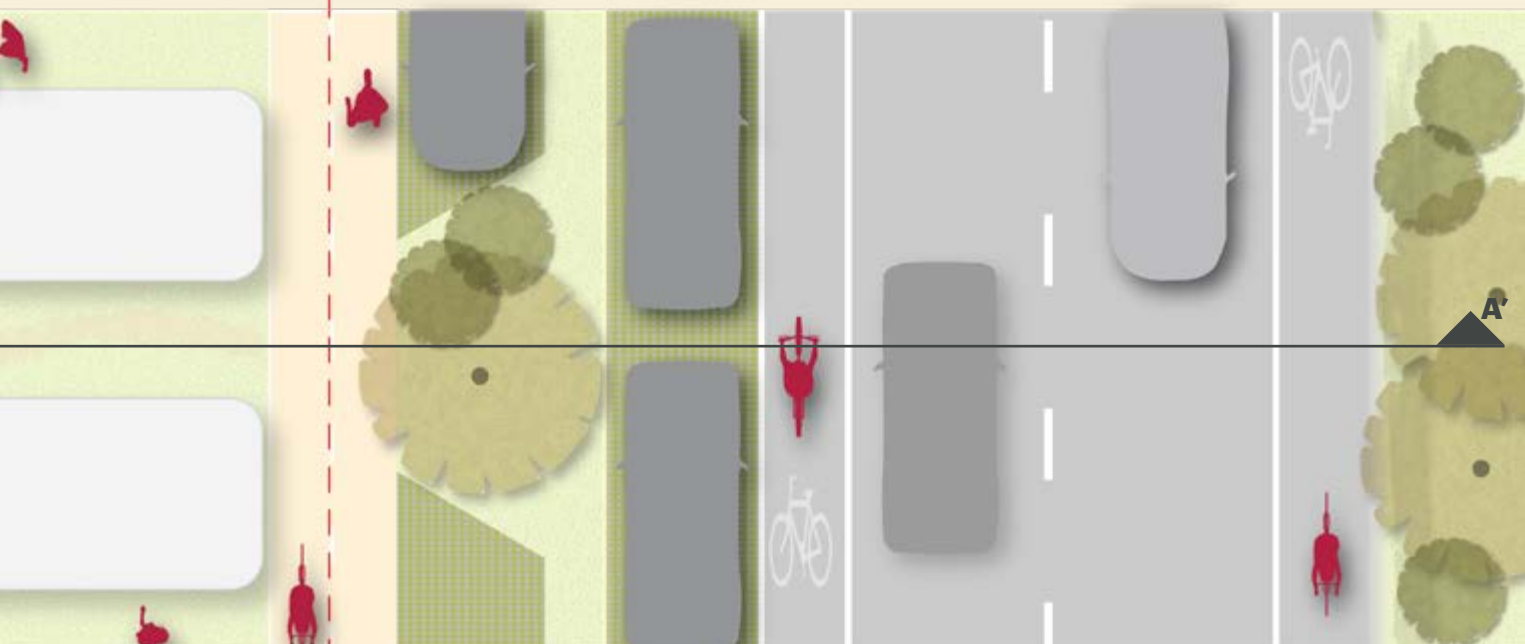
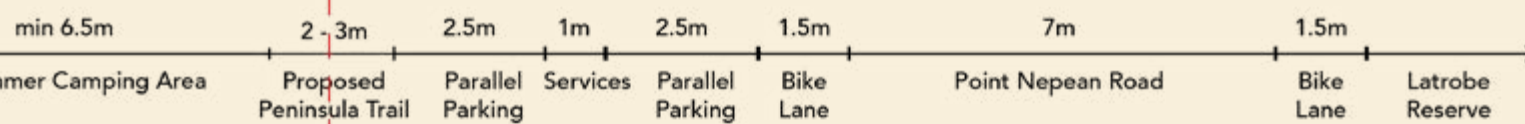
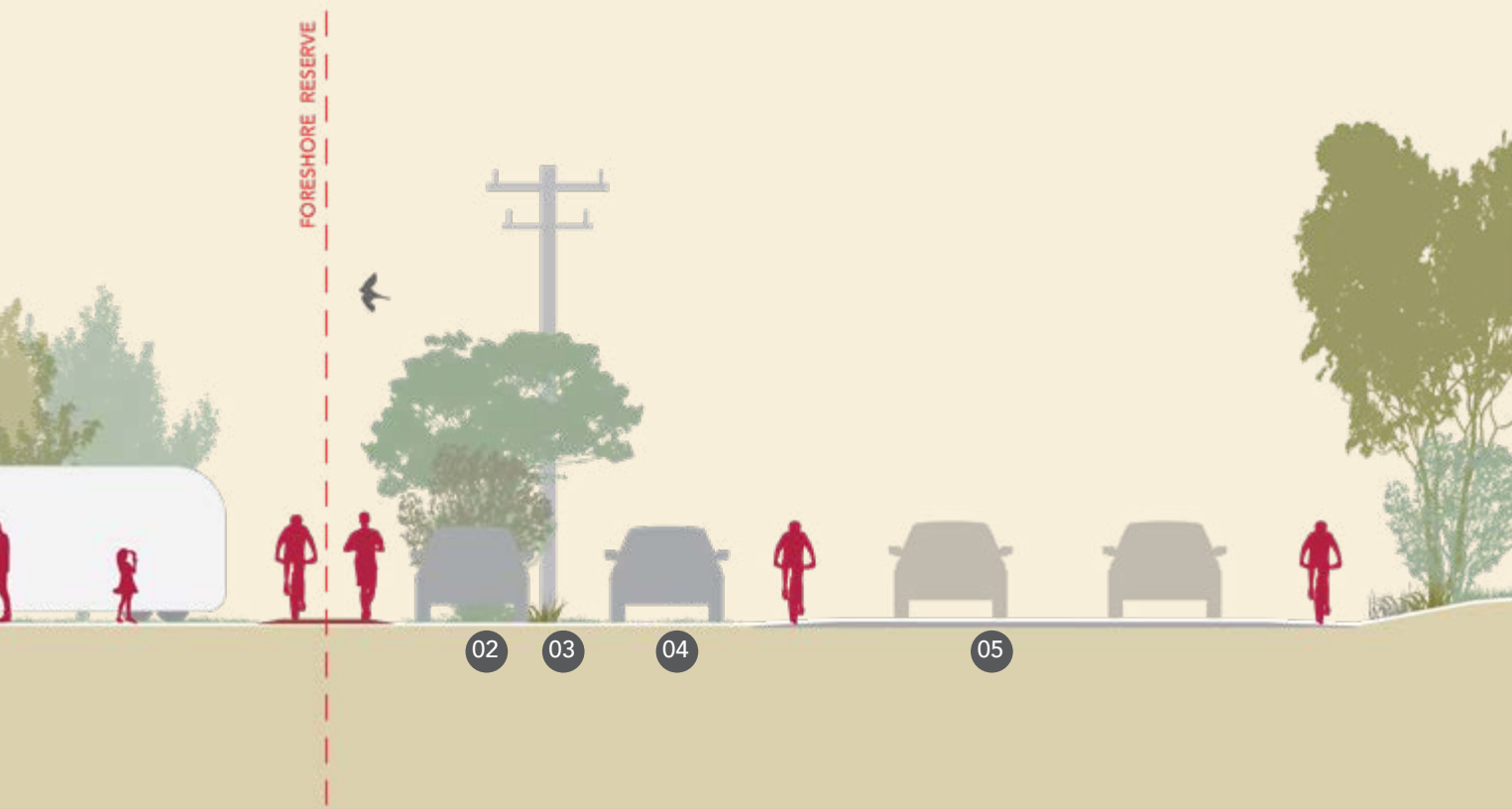
#### Implementation Phase

Phase 2 (next 5 years)

### CONSIDERATIONS

- 01 Fire separation required between boat sheds and caravans.
- 02 Car parking for summer camping preserved and located south of the trail.
- 03 Increase coastal vegetation between car spaces to increase biodiversity and road buffer.
- 04 Existing street parking retained.
- 05 Point Nepean Rd arrangement retained.
- 06 Beach access between boat shed and caravans.





# 03 Anthony's Nose

## Highest ranked alignment detail

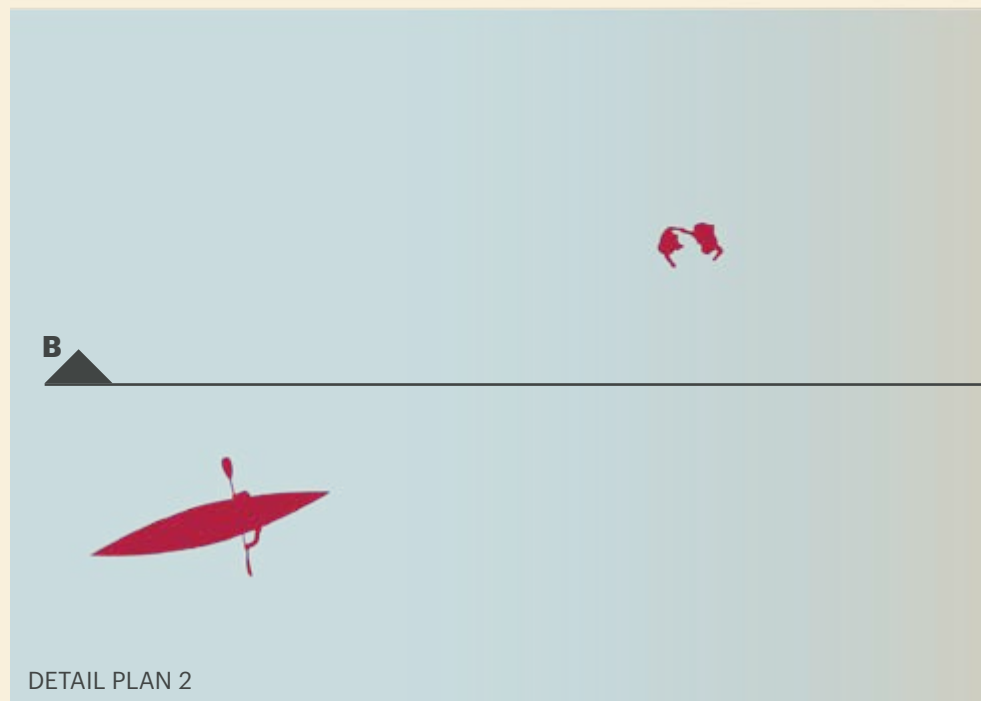
### CONSIDERATIONS

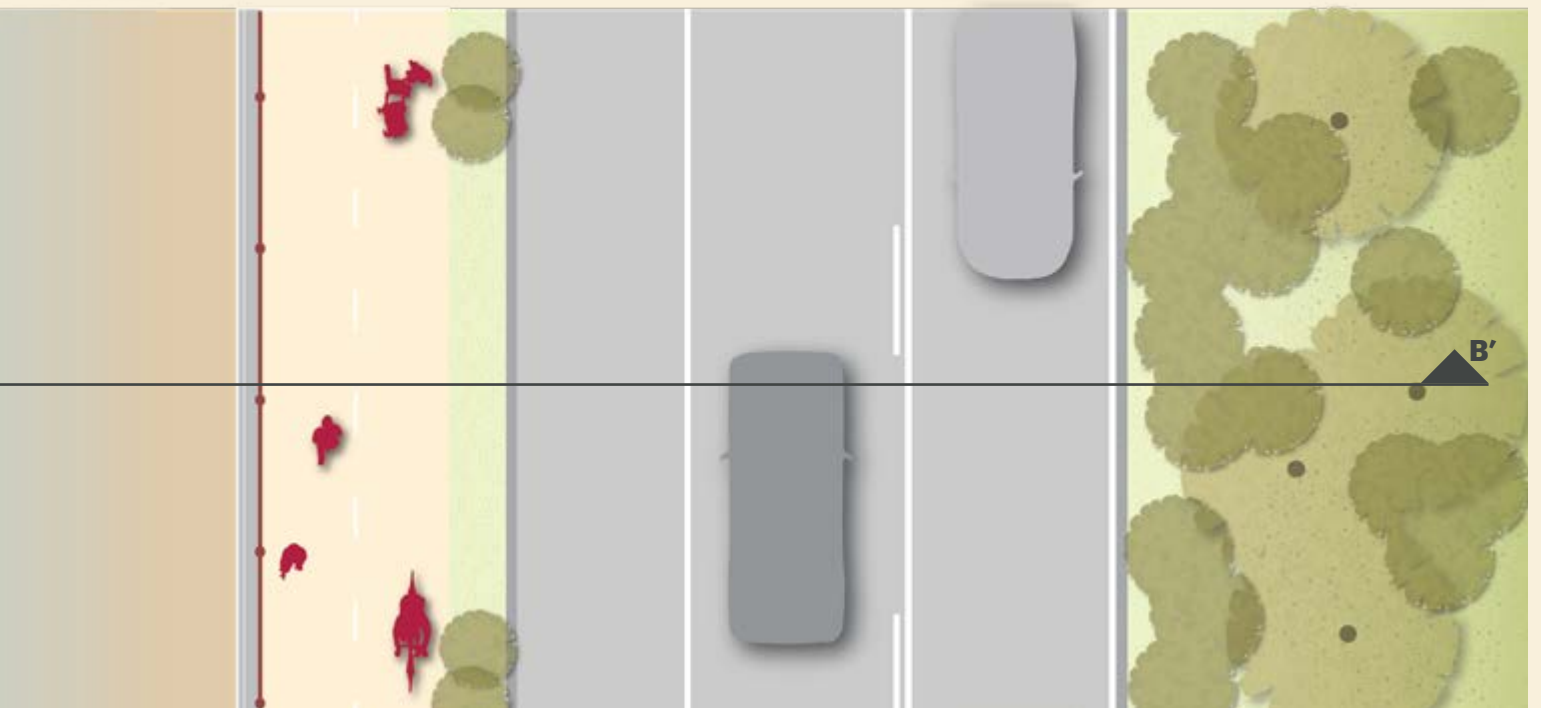
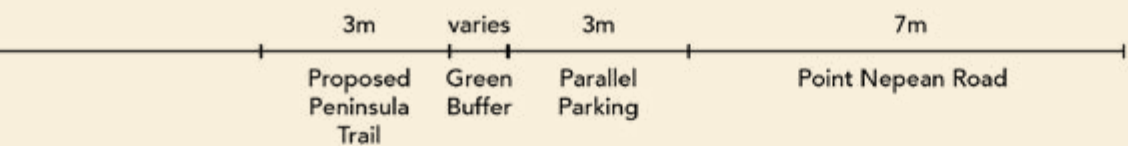
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- 01 Beach unchanged.
- 02 Balustrade to protect trail users between the trail and seawall.
- 03 Increase planting between trail and road.
- 04 Existing road alignment unchanged.



← Anthony's Nose Beach





# 03 Anthony's Nose

Highest ranked alignment vision





**Artists impression of the Anthony's Nose trail south of Point Nepean Rd  
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

# 04 Whitecliffs Alignment Options

WHITECLIFFS  
FORESHORE  
CAMPGROUND

POINT NEPEAN RD

D

## LEGEND

- Connecting Peninsula Trails
- Alignment Option A
- Alignment Option B
- Alignment Option C
- Alignment Option D
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- ★ Attraction



1:1,500

## TRAIL OBJECTIVE

Whitecliffs is a scenic highlight along the Bay Trail, renowned for its colonial heritage and stunning views across the Bay. Currently, a coastal pedestrian path exists, offering a picturesque experience for those on foot. However, this path is narrow and crosses uneven terrain, making it inaccessible for cyclists, prams, and wheelchairs. The primary objective for this alignment is to improve accessibility, creating a trail that safely accommodates all users and enhances the experience for a broader range of visitors.



# 04 Whitecliffs Alignment Evaluation



## User Groups

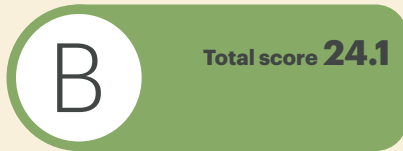
Walking, Running, Hiking

## Trail construction specification

Varies including existing concrete, gravel and new boardwalk. Max 2m

## Alignment Description

Following the coastal side of the dunes and cliffs. This alignment utilises an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to connect this path to the Bay Trail in the west. This boardwalk would require significant vegetation removal and ground disturbance.



## User Groups

Walking, Running, Hiking, Cycling

## Trail construction specification

1.5m to 3m concrete shared use path

## Alignment Description

Following the north side of Point Nepean Road and then entering the foreshore reserve at the first vehicular entry. Due to limited width within the road reserve the road shoulder will need to be cleared of vegetation and expanded. A separate and new entry into the foreshore reserve could be built prior to the vehicular entry. This would provide a better experience but would require additional vegetation removal.

**C** Total score **24.0**

**User Groups**

Walking, Running, Hiking,  
Cycling

**Trail construction specification**

1.5m to 3m concrete and  
boardwalk shared use path

**Alignment Description**

Following the north side of Point Nepean Road and then entering the foreshore reserve immediately after the significant dune via an elevated walkway. This alignment will require some vegetation remove and dune disturbance. Although following the road for some of the alignment, it will offer a better experience through the foreshore reserve along an elevated walkway.

**D** Weighted score **22.9**  
Raw score **(29)**

**User Groups**

Walking, Running, Hiking,  
Cycling

**Trail construction specification**

Existing concrete footpath to 2m  
wide

**Alignment Description**

Crossing to the south side of Point Nepean Road to the existing footpath before crossing back again to the Bay Trail at an existing crossing at Dundas St. The footpath is 2m wide concrete which is narrow for a shared use path and will therefore provide a poor user experience.

\*Note an alignment option that considers both A and D being implemented was tested. This test is within the matrix. It scored lower than option D but better than option A.

# 04 Whitecliffs

Highest ranked alignment plan



1  
WHITECLIFFS  
FORESHORE  
CAMPGROUND

POINT NEPEAN RD

2  
DETAILED PLAN

## LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



1:1,500



Whitecliffs offers visitors experiences of cultural heritage and panoramic views across the Bay, making it a standout location on the Bay Trail. The area presents a variety of trail options tailored to different users. Walkers can enjoy the existing coastal path nestled behind the seawall and under the cliffs, offering a scenic, beach side experience. For cyclists, the bike lanes along Point Nepean Road provide an alternative route for more confident riders. To enhance accessibility, a universally designed connection is essential, linking these popular summer camping spots for all users, including families with prams and wheelchair users. Clear wayfinding will guide visitors in choosing the right route based on their mode of travel. Some trail sections may require cutting and retaining structures, as well as balustrades to ensure user safety. Additionally, planned upgrades to the Rye West Campgrounds should account for the final trail alignment to maintain cohesive access.

WHITECLIFFS LOOKOUT

RYE LIME KILN

RYE BEACH

### KEY CONSIDERATIONS

- 1 Wayfinding required to communicate need for route selection based on user group.
- 2 Some cutting and retaining may be required in this location.
- 3 Balustrade required here to protect trail users from fall.
- 4 Rye West Campgrounds are to be upgraded. This work should consider the ultimate alignment of the trail.

RYE FORESHORE WEST  
CAMPGROUND

3

4

MINIMURRA ROAD

# 04 Whitecliffs

## Highest ranked alignment detail

### KEY METRICS

---

#### Trail Type

Event, Short break, International

#### User Groups

Recreational cycling, limited mobility users

#### Proposed Surface Finish

Decorative concrete

#### Proposed Trail Width

1.5 - 3 m

#### Proposed Trail Length

390 m

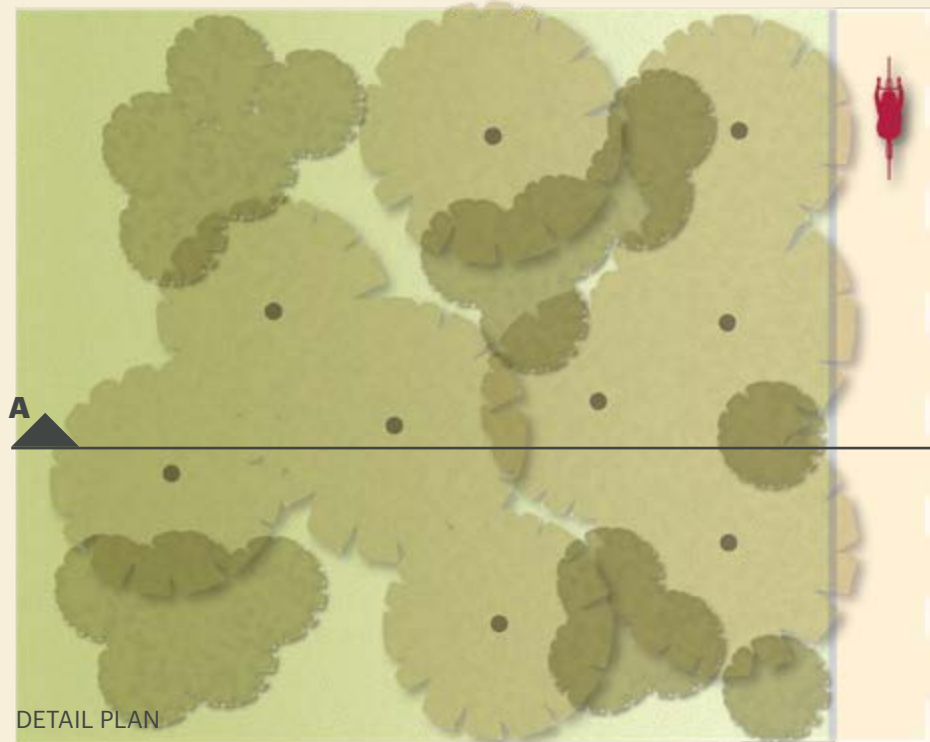
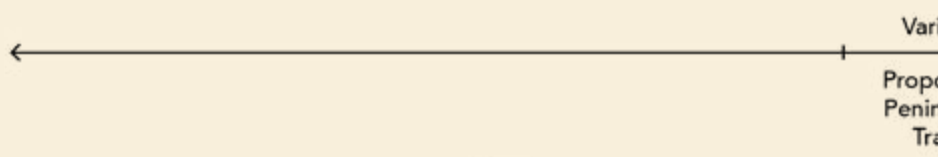
#### Implementation Phase

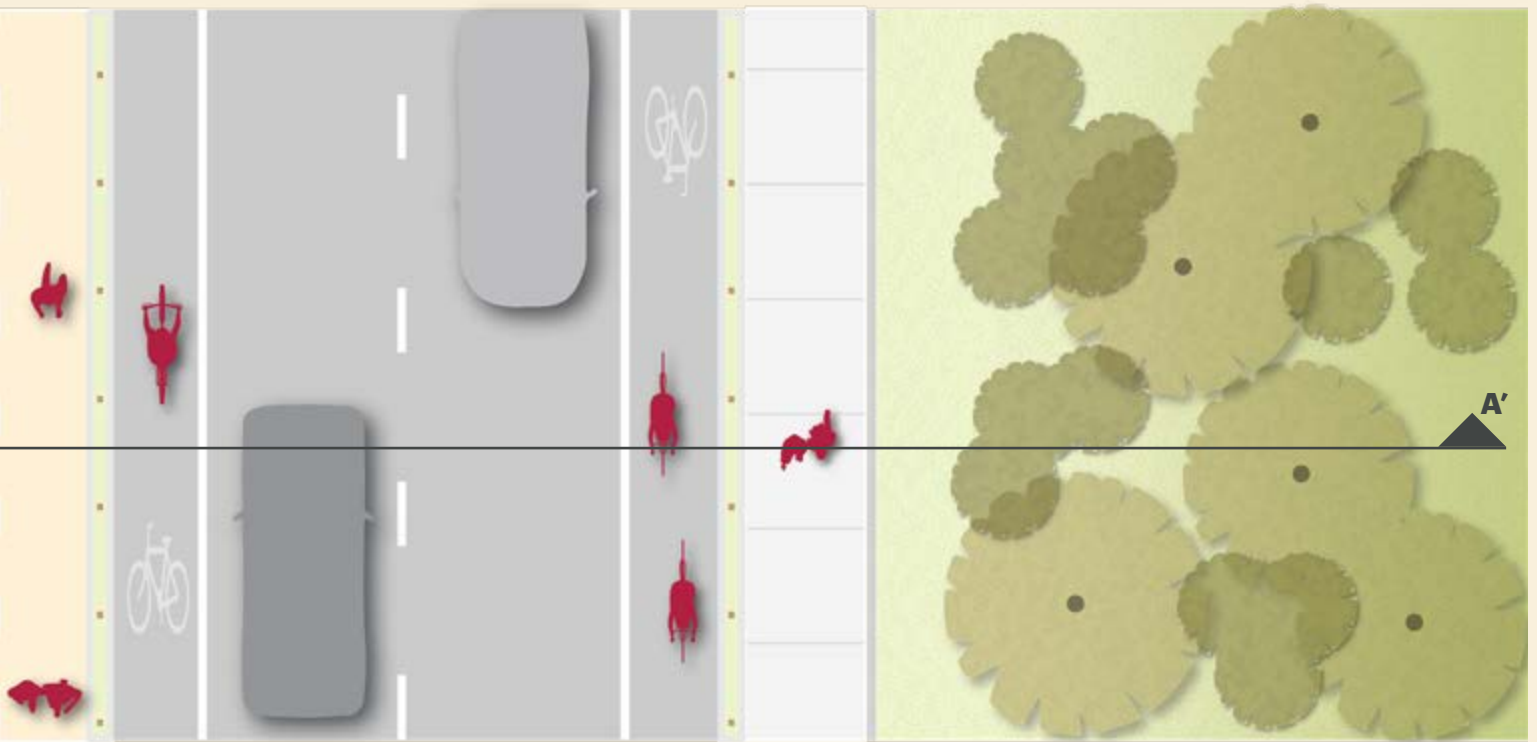
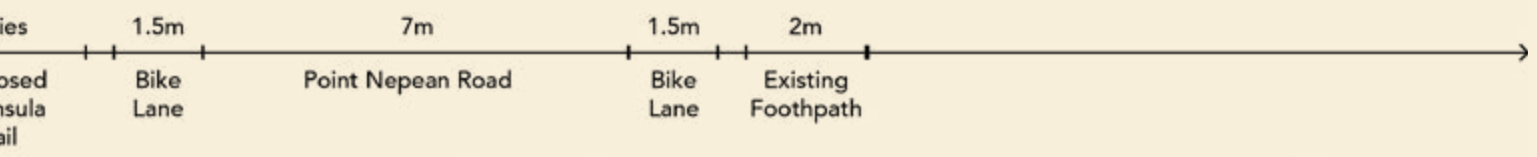
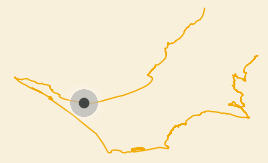
Phase 2 (next 5 years)

### CONSIDERATIONS

---

- 01 Protection of dune ecosystem and revegetation of disturbed landscape.
- 02 Consideration of tree protection and tree planting according to Urban Forest Strategy 2024-2034.
- 03 Cut and retaining wall required.
- 04 Relocate power lines underground.
- 05 Collapsible bollard with grade separation.





# 05 Blairgowrie Yacht Squadron Alignment Options



BLAIRGOWRIE PIER AND YACHT CLUB

THE LOOP

A

C

B

POINT NEPEAN RD

ST JOHNS WOOD RD

BLAIRGOWRIE

**LEGEND**

- Connecting Peninsula Trails
- Alignment Option A
- Alignment Option B
- Alignment Option C
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Commercial

N  
 1:4,000

## TRAIL OBJECTIVE

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This key connection addresses two essential needs for pedestrians and cyclists:

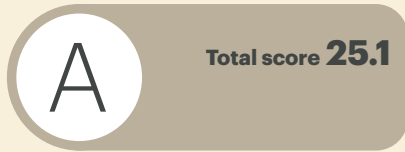
- (1) linking the Bay Trail from Canterbury Jetty Road to the Blairgowrie Yacht Squadron, and
- (2) connecting the Blairgowrie community, including the local shops, to the Yacht Squadron and beach.

The alignment evaluation will explore options west of Blairgowrie shops to ensure safe, continuous access. East of the shops to Canterbury Jetty Road, the south side of Point Nepean Road presents the only viable option, and the focus will be on enhancing safety and accessibility for all trail users within this constrained space.

BLAIRGOWRIE BEACH



# 05 Blairgowrie Yacht Squadron Alignment Evaluation



## User Groups

Walking, Running, Recreational  
Cycling

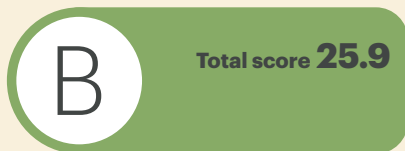
## Trail construction specification

2.5 to 3m wide decorative  
concrete path with some areas  
of boardwalk

---

## Alignment Description

Within the foreshore reserve a trail could be established within the dunes roughly following an existing informal track. This trail will require significant vegetation removal and dune disturbance west of the boatsheds. It will offer a coastal trail experience with good road separation.



## User Groups

Walking, Running, Recreational  
Cycling

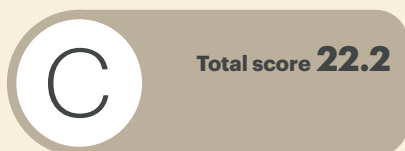
## Trail construction specification

1.5 to 3m wide decorative  
concrete path including a new  
signalled pedestrian crossing

---

## Alignment Description

Follow the existing shared use path on the south side of Pt Nepean Rd west to The Loop Road. At this point the trail continues along Pt Nepean Rd on the south side within the road reserve. A cut into the dune and retaining wall will be required to create enough space for a trail in this area. This trail continues to the traffic lights beyond Blairgowrie Yacht Squadron. A new traffic light intersection should be installed at the Yacht Squadron car park entry. This will provide a safe pedestrian crossing onto the beach.



## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

Existing 2m wide concrete  
shared use path

## Alignment Description

This trail alignment option uses the existing trail on The Loop and aims to improve the wayfinding and usability of this trail.



# 05 Blairgowrie Yacht Squadron Highest ranked alignment plan



**LEGEND**

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node

N  
 1:4,000



This key section of the Bay Trail connects Canterbury Jetty Road to the Blairgowrie Yacht Squadron, passing through the Blairgowrie shops. With limited space north of Point Nepean Road, the trail prioritises safe, accessible pathways along the south side, enhancing the experience for all users. Upgrades include a safer pedestrian crossing at Canterbury Jetty Road, potentially with signalisation, and improved picnic areas in the central median, providing ideal spots to pause and enjoy the scenery. Additional crossings and wayfinding elements will ensure clear navigation, with a signalled crossing at the Yacht Squadron entrance for safer access. Future adaptations may include a trail on the north side of Point Nepean Road if coastal hazard infrastructure is needed and can facilitate trail integration.

### KEY CONSIDERATIONS

- 01 Improve pedestrian crossing at Canterbury Jetty Rd. Consider signalled crossing.
- 02 Improve picnic facilities in central median alongside trail.
- 03 Crossings and wayfinding required.
- 04 Signaled crossing at entrance to Blairgowrie Yacht Squadron.
- 05 Consider trail on north side of Point Nepean Rd if coastal hazard mitigation infrastructure is required in the future.

11

BLAIRGOWRIE BEACH



# 05 Blairgowrie Yacht Squadron

## Highest ranked alignment detail

### KEY METRICS

#### Trail Type

Event, Short break, International

#### User Groups

Walking, Running, Recreational  
Cycling

#### Proposed Surface Finish

Decorative concrete

#### Proposed Trail Width

1.5-3m path where required

#### Proposed Trail Length

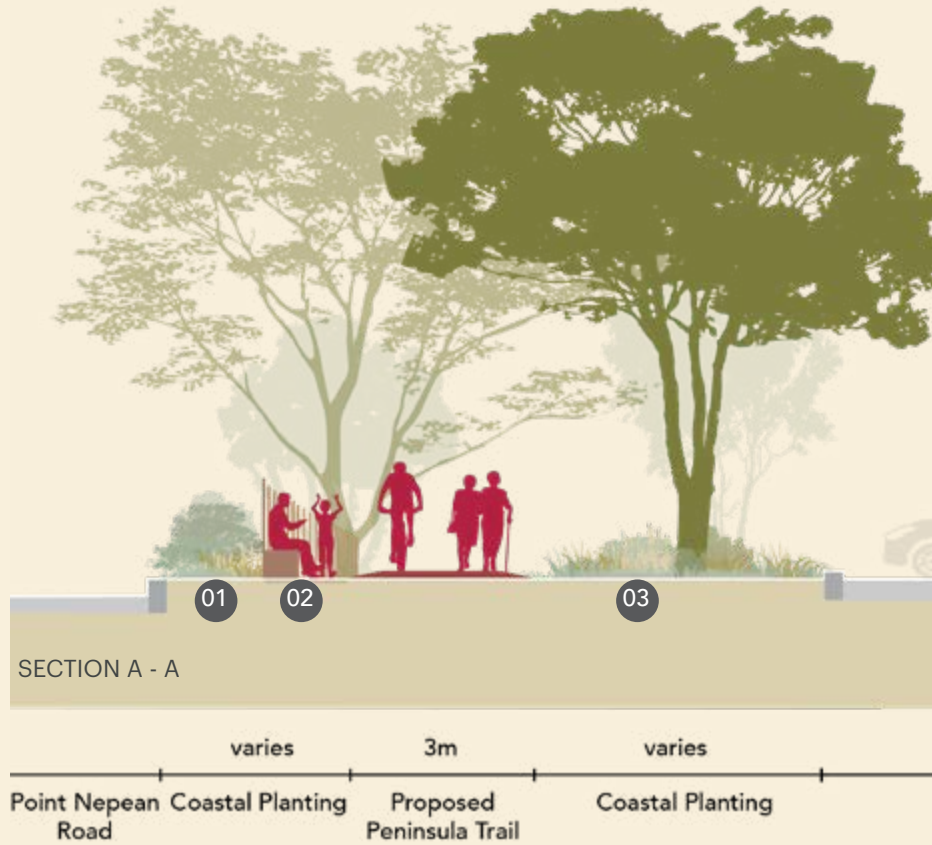
1.6 km

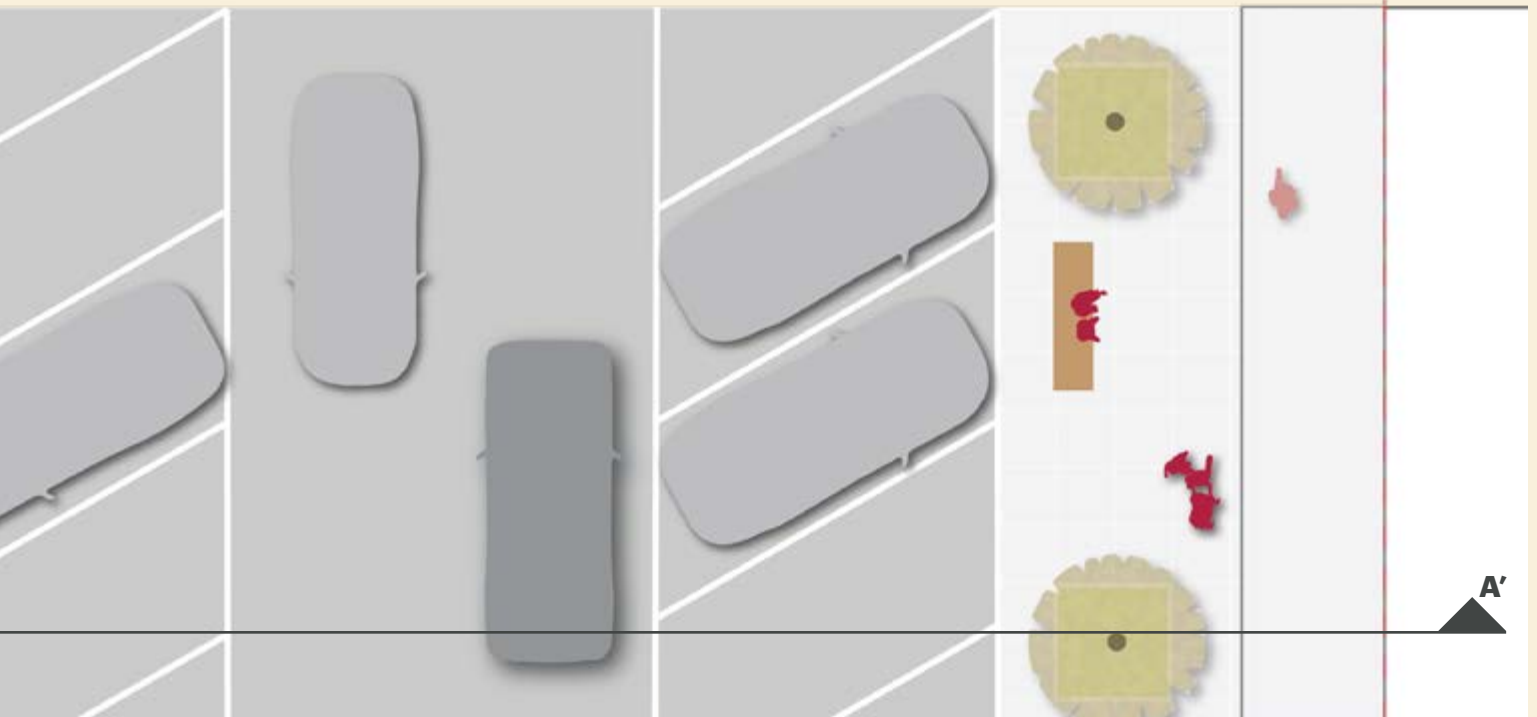
#### Implementation Phase

Phase 2 (next 5 years)

### CONSIDERATIONS

- 01 Buffering coastal vegetation
- 02 Seating with wind screen
- 03 Biodiverse ground cover planting with trees.



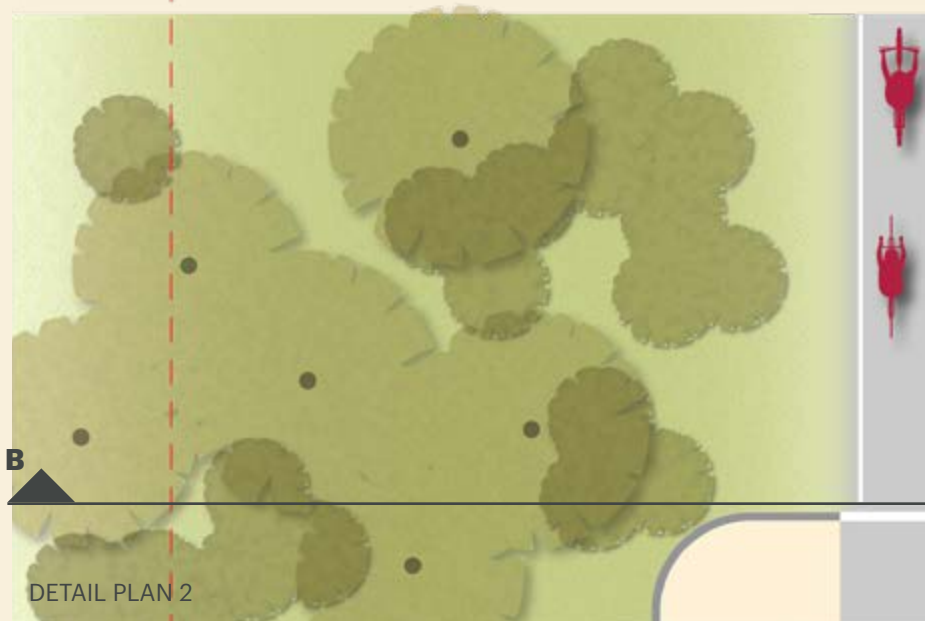


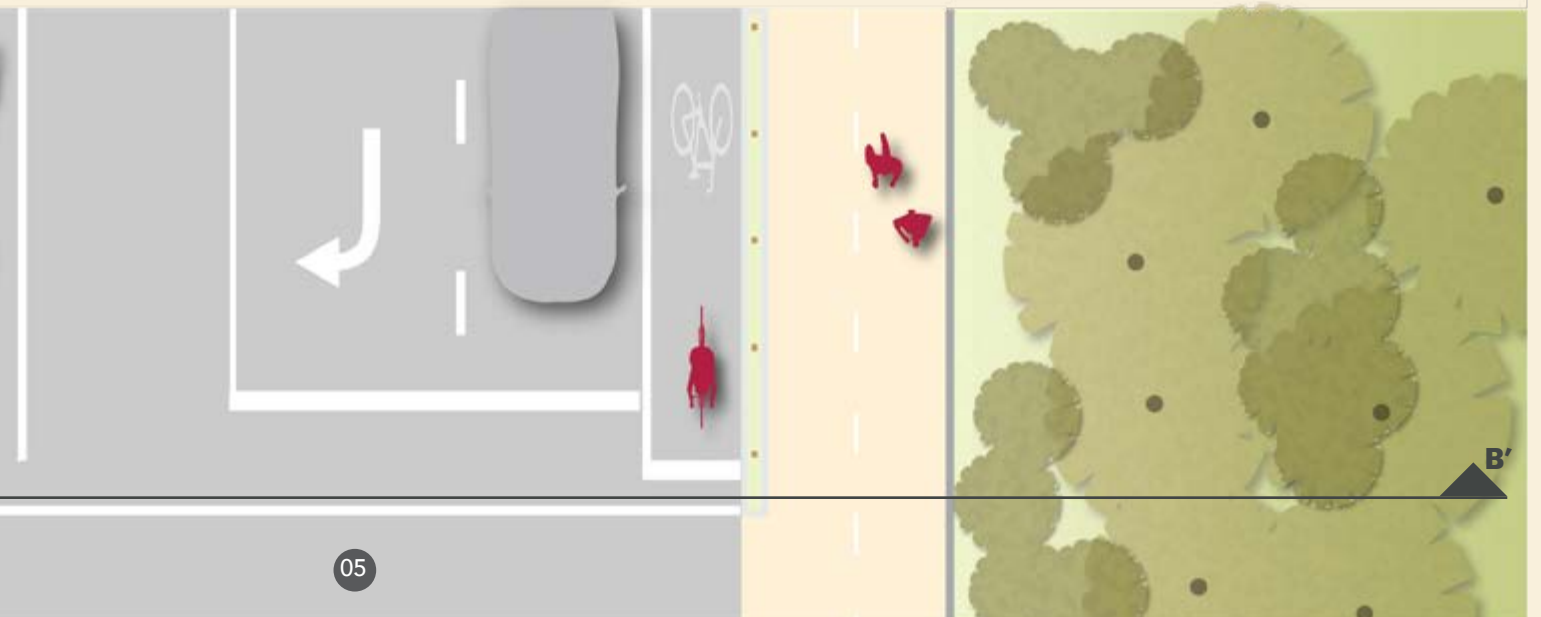
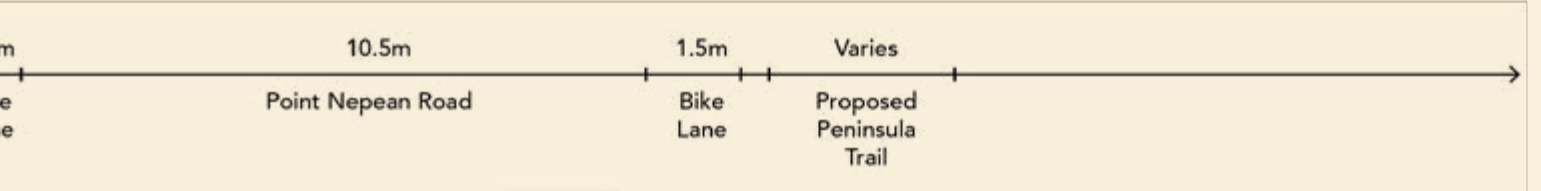
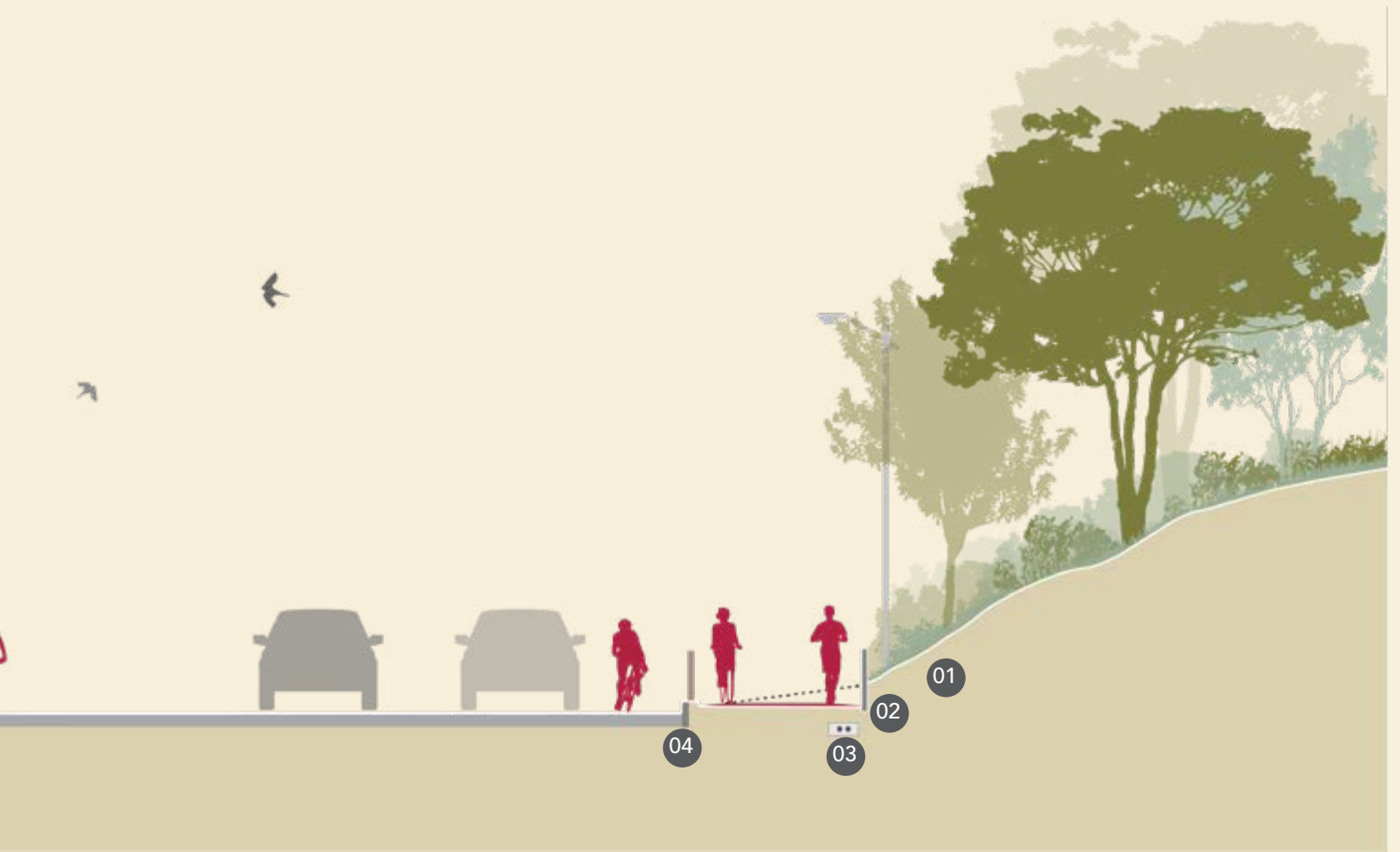
# 05 Blairgowrie Yacht Squadron

## Highest ranked alignment detail

### CONSIDERATIONS

- 01 Protection of dune ecosystem and tree planting according to Urban Forest Strategy 2024-2034.
- 02 Cut and retaining wall required.
- 03 Relocation of street light and new underground connection
- 04 Collapsible bollard with grade separation.
- 05 Proposed signaled crossing and turning lane to improve safety for all users.





# 05 Blairgowrie Yacht Squadron

Highest ranked alignment vision



**An artists impression of the Blairgowrie Yacht Squadron trail at the proposed new crossing of Point Nepean Road. SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**



# 06 Hughes Road Alignment Options



CAMERONS BIGHT JETTY

C

A

B

POINT NEPEAN RD












HUGHES RD BBQ AND PICNIC AREA

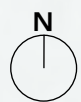
HUGHES RD

## TRAIL OBJECTIVE

Hughes Road represents a crucial 200-meter missing link in the Bay Trail near Cameron's Bight Jetty, connecting Blairgowrie and Sorrento. This scenic area, defined by tranquil beaches and popular summer camping in the foreshore reserve, requires a trail connection that accommodates all users, including walkers, cyclists, wheelchair users, and families with prams. Creating this inclusive link will complete a vital section of the Bay Trail, enhancing accessibility and enjoyment for all.

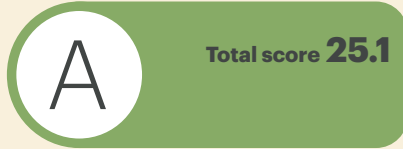
### LEGEND

-  Connecting Peninsula Trails
-  Alignment Option A
-  Alignment Option B
-  Option C - non viable option
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
-  Public Toilets
-  Attraction



1:1'000

# 06 Hughes Road Alignment Evaluation



## Alignment Description

Following the north side of Pt Nepean Rd. This option will require cutting into the dune and retaining to create space for a grade separated shared use path.

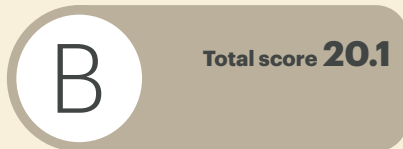
## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

1.5 to 2.5m wide decorative  
concrete path with grade  
separation and bollard  
protection

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## Alignment Description

A trail within the foreshore reserve dune and beach. This alignment option will require significant beach and dune manipulation to build an accessible path that navigates storm surge and undulating dune topography.

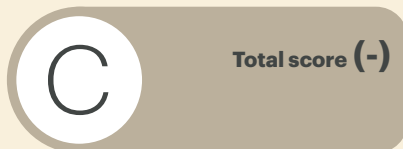
## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

2.5 to 3m wide mostly boardwalk

---



## Alignment Description

A trail out over the water that avoids impact with the fragile intertidal zone whilst also creating recreational and experiential opportunities. This trail may be built in the context of sea level rise where coastal protection is required along with substituting beach recreation with other coastal open space infrastructure.

## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

3 to 6m wide jetty/boardwalk  
and recreational platform



# 06 Hughes Road

Highest ranked alignment plan



CAMERONS BIGHT JETTY



01

04

VIEW

02

03

DETAILED PLAN

POINT NEPEAN RD

04

01

04



HUGHES RD BBQ AND PICNIC AREA
















The Hughes Road segment completes a vital 200-meter link in the Bay Trail near Cameron's Bight Jetty, connecting Blairgowrie and Sorrento. A grade-separated shared use path along Point Nepean Road will enhance safety and accessibility, offering a protected, continuous connection. The trail will improve this stretch of road further by connecting with the existing bus stop and carefully enhancing the dune environment through selective weed removal and revegetation.

### KEY CONSIDERATIONS

- 01 Safe shared zone with clear visibility around corners required.
- 02 Connection to existing bus stop.
- 03 Fragile dune landscape to be protected and revegetated where required.
- 04 Upgrade dune protection fencing.

### LEGEND

-  Connecting Peninsula Trails
-  PPN (Principal Pedestrian Network)
-  Highest Ranked Alignment
  
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
  
-  Public Toilets
-  Attraction
-  Text note location
-  Pause Point
-  Wayfinding Node



1:1,000

# 06 Hughes Road

## Highest ranked alignment detail

### KEY METRICS

#### Trail Type

Event, Short break, International

#### User Groups

Walking, Running, Recreational  
Cycling

#### Proposed Surface Finish

Decorative concrete

#### Proposed Trail Width

1.5-2.5m path where required

#### Proposed Trail Length

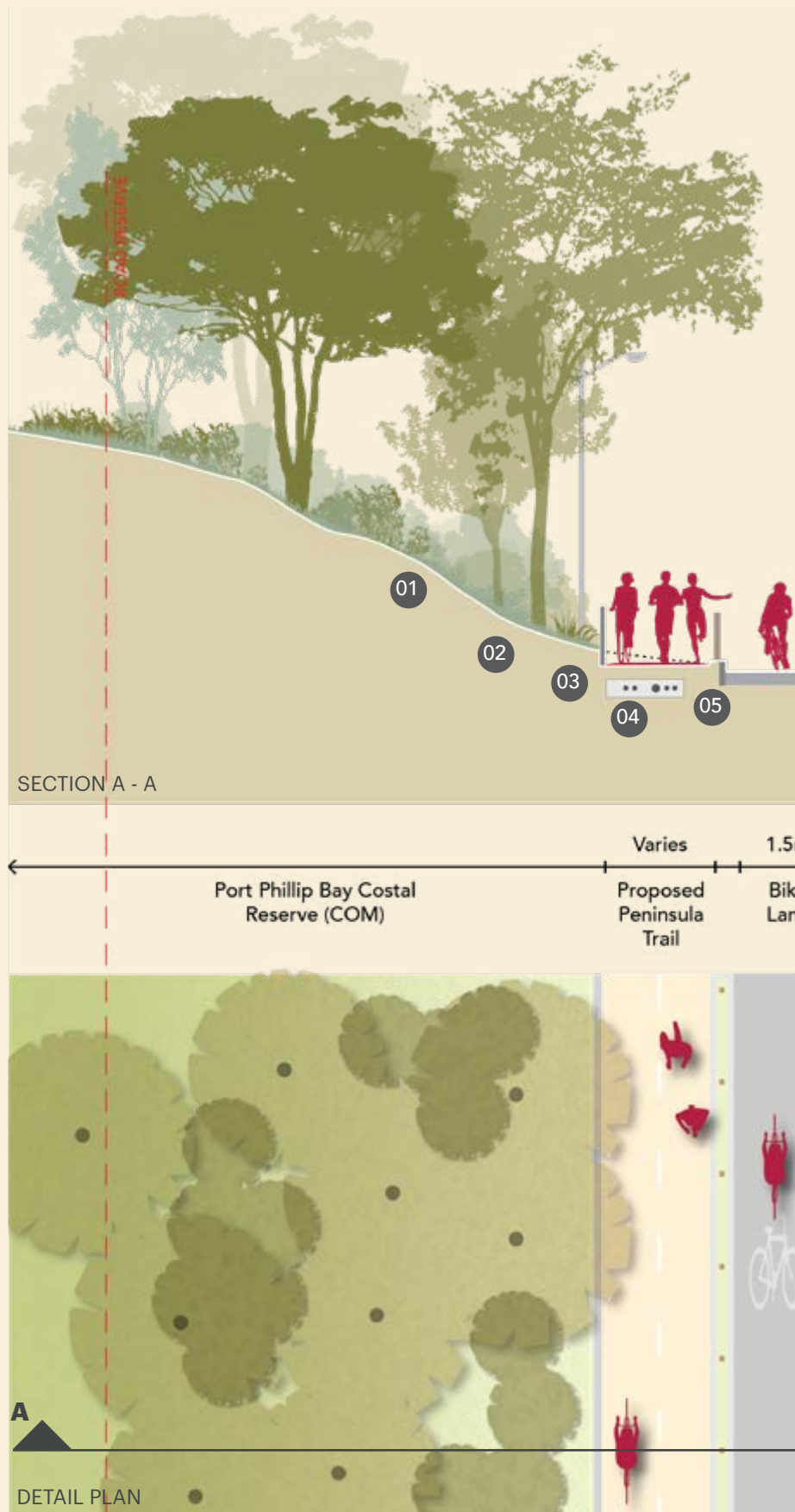
195 m

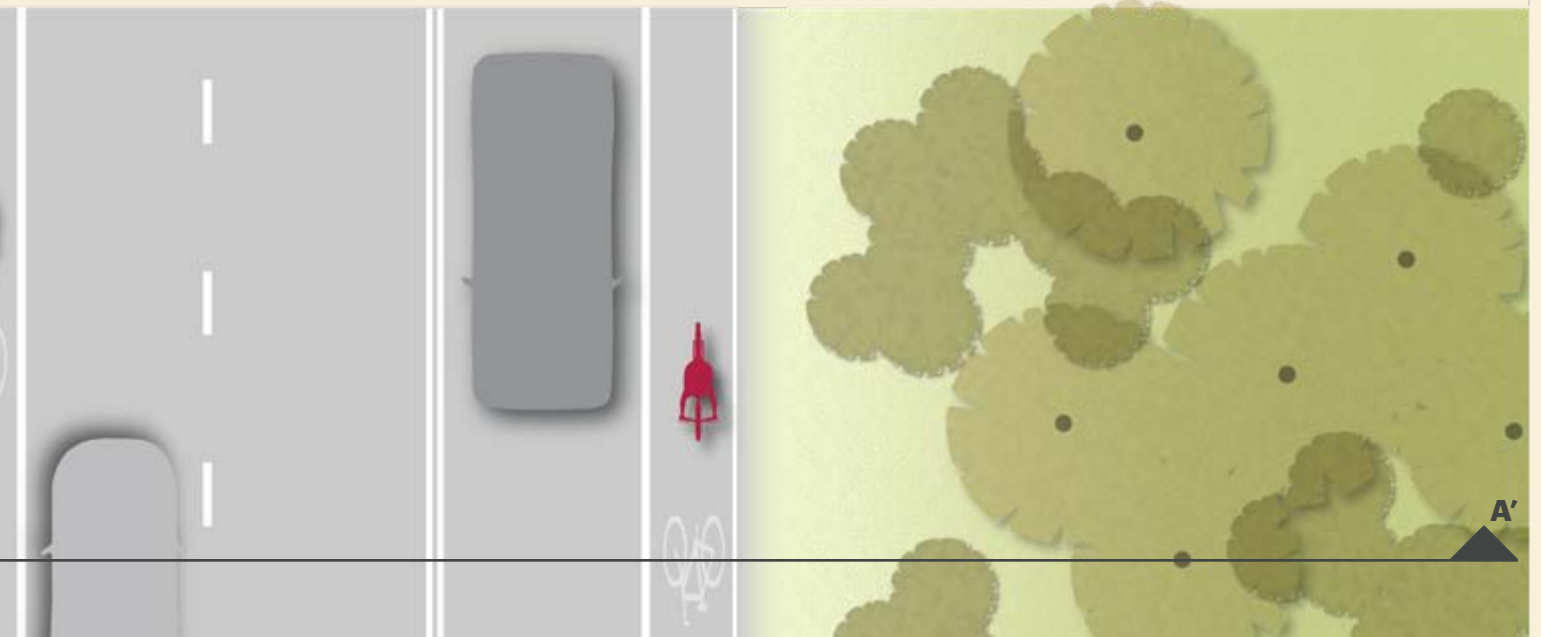
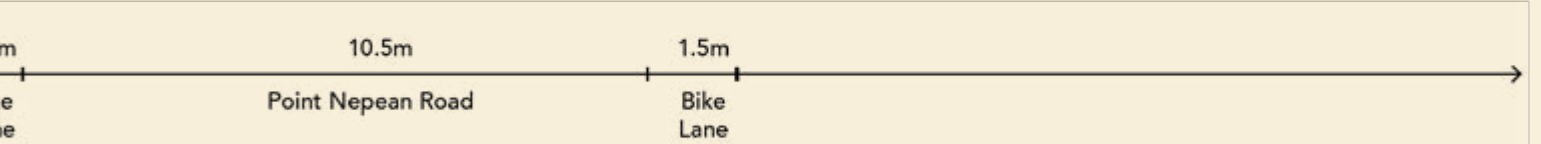
#### Implementation Phase

Phase 2 (next 5 years)

### CONSIDERATIONS

- 01 Protection of dune ecosystem and revegetation of disturbed landscape.
- 02 Consideration of tree protection and tree planting according to Urban Forest Strategy.
- 03 Cut and retaining wall required.
- 04 New underground Power line Service
- 05 Collapsible bollard with grade separation.





# 06 Hughes Road Highest ranked vision

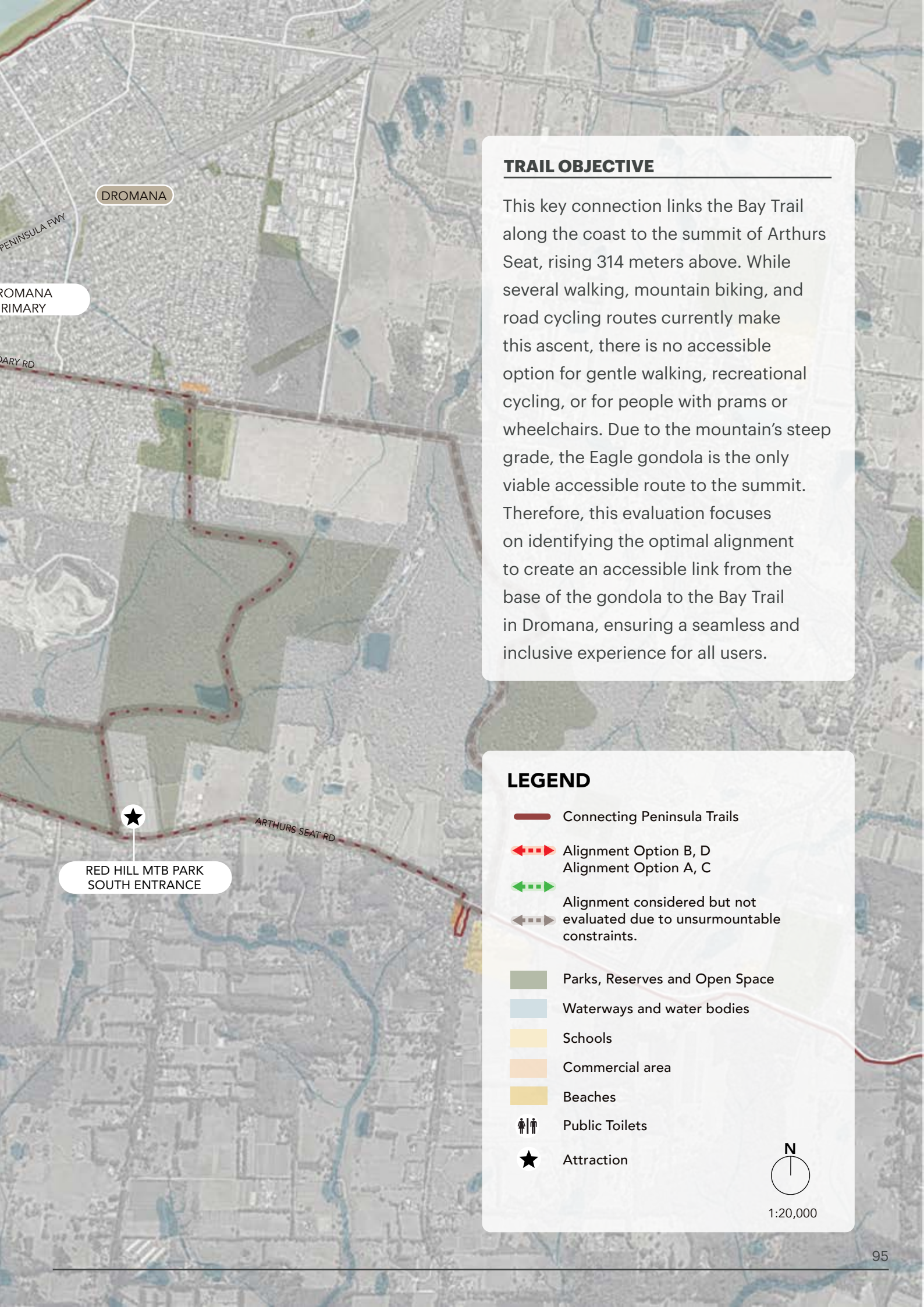




**Artist impression of the Hughes Road connection  
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

# 07 Point Nepean Road to Arthurs Seat Alignment Options





### TRAIL OBJECTIVE

This key connection links the Bay Trail along the coast to the summit of Arthurs Seat, rising 314 meters above. While several walking, mountain biking, and road cycling routes currently make this ascent, there is no accessible option for gentle walking, recreational cycling, or for people with prams or wheelchairs. Due to the mountain's steep grade, the Eagle gondola is the only viable accessible route to the summit. Therefore, this evaluation focuses on identifying the optimal alignment to create an accessible link from the base of the gondola to the Bay Trail in Dromana, ensuring a seamless and inclusive experience for all users.

### LEGEND

- Connecting Peninsula Trails
- Alignment Option B, D  
Alignment Option A, C
- Alignment considered but not evaluated due to unsurmountable constraints.
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction

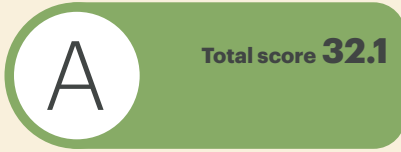


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# 07 Point Nepean Road to Arthurs Seat Alignment Evaluation

## Zone 1

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### Alignment Description

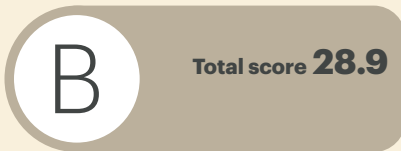
From the bottom of the gondola this trail crosses Arthurs seat Rd to the east side and connects with Glennone Ave as a shared use road and onto Tower Hill Rd as a shared use road.

### User Groups

Walking, Running, Cycling

### Trail construction specification

Shared use road



### Alignment Description

From the bottom of the gondola this trail crosses Arthurs seat Rd to the east side and continues along the road past Glennone Ave to the fwy underpass. To avoid significant slopes and vegetation loss it is proposed that the existing kerb on the east side of Arthurs Seat Rd is realigned to create more space for the trail.

### User Groups

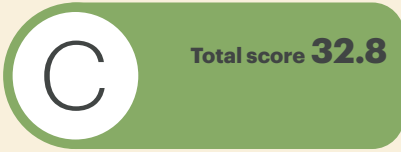
Walking, Running, Cycling

### Trail construction specification

2.5 to 3m wide decorative concrete path

## Zone 2

---



### User Groups

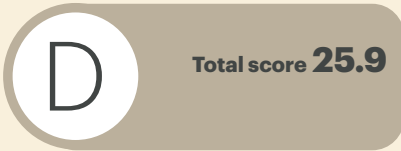
Walking, Running, Cycling

### Trail construction specification

Mostly shared use road

### Alignment Description

Crossing under the Mornington Peninsula Fwy using an existing pedestrian tunnel. It then travels down Codrington St (with a side connection to Dromana Primary School). The trail then passes by the Mornington Peninsula Visitor Centre where it crosses Pt Nepean Rd at an existing pedestrian crossing.



### User Groups

Walking, Running, Cycling

### Trail construction specification

2.5 to 3m wide decorative concrete path along Arthurs Seat Rd and existing footpath and semi-separated bike path on McCulloch St

### Alignment Description

Following Arthurs Seat Rd on the south side to meet Boundary Rd and McCulloch St. Along this stretch of Arthurs Seat Rd there is an opportunity to provide a grade separated SUP within the existing carriage way (subject to traffic engineering advice). The trail then crosses under the freeway and travels north along McCulloch St. McCulloch St is redesigned to provide semi-separated bike paths that connects to Pt Nepean Rd and the Bay Trail.

# 07 Point Nepean Road to Arthurs Seat

## Highest ranked alignment plan

This trail forms an essential link between the Bay and the 314m summit of Arthurs Seat, providing a spectacular, accessible journey that utilises the Eagle Gondola. Extending from the gondola base, the trail enhances pedestrian and cycling connectivity to the Bay Trail, weaving through Dromana and strengthening community access points, including Dromana Primary School. Improvements to the pedestrian crossing over Point Nepean Road, will offer a safer and more direct connection between Dromana Park and the beach. Alternative routes up Arthur's Seat, like the Two Bays Trail, will continue to offer valuable connections within the trail network. Whilst the focus will be on improving active transport infrastructure within Dromana.

### KEY CONSIDERATIONS

- 01 For fit bush walkers the Two Bays Trail offers a scenic connection. The trail also passes by Diggers Heronswood Historic Garden.
- 02 Eagle Gondola offers accessible trail connection as well as unique experience.
- 03 Opportunity to renovate heritage stone gateway to improve arrival experience into state park.
- 04 Shared use road on Glenone and Tower Hill Rd proposed.
- 05 Freeway underpass tunnel utilised to connect Dromana to Arthurs Seat.
- 06 Opportunity for connection to Dromana Primary School.
- 07 Proposed trail to connect with Dromana Recreation Reserve before crossing Point Nepean Rd to the Bay Trail.
- 08 Proposed new pedestrian crossing to provide safe crossing for trail users and better connect Dromana Park to the beach.





DROMANA

DROMANA  
INFO CENTRE

DROMANA  
PRIMARY

**LEGEND**

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment

- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches

- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node

N  
1:5,000

**DETAILED PLAN**

**VIEW**

# 07 Point Nepean Road to Arthurs Seat

## Highest ranked alignment detail

### KEY METRICS

#### Trail Type

Event, Short break, International

#### User Groups

Recreational Walkers and Cycling

#### Proposed Surface Finish

Concrete from Eagle Gondola to the Bay Trail.

#### Proposed Trail Width

2.5-3m from Eagle Gondola to the Bay Trail.

#### Proposed Trail Length

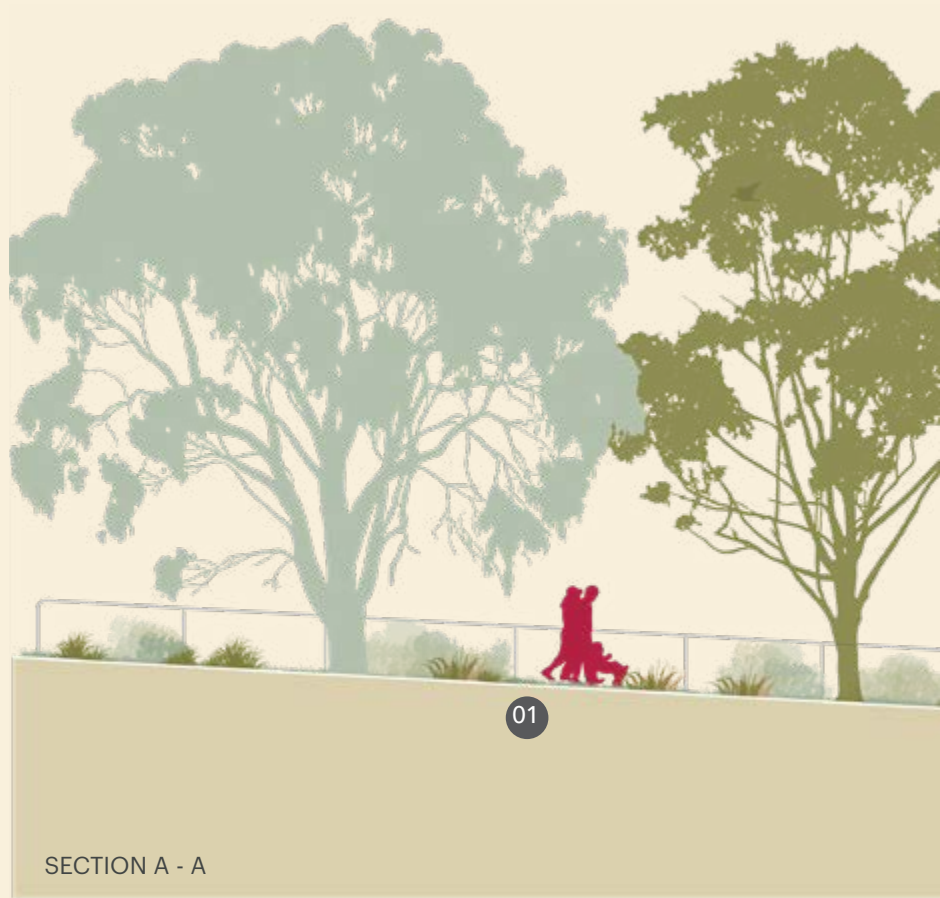
1.3 km

#### Implementation Phase

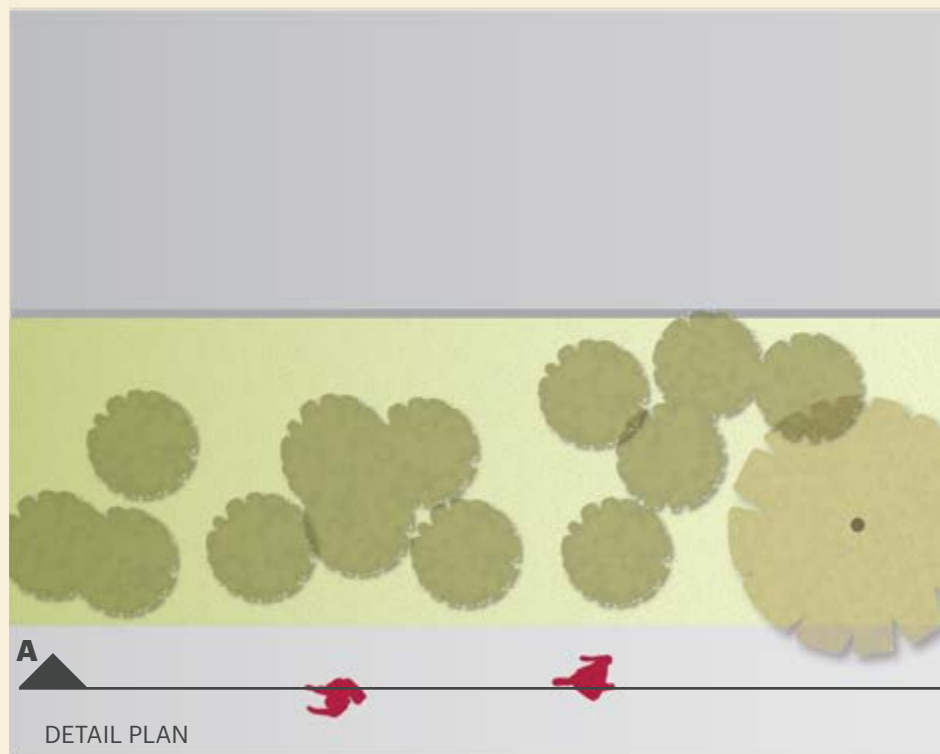
Phase 3 (next 5-10 years)

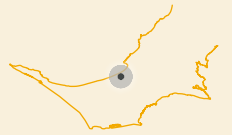
### CONSIDERATIONS

- 01 Connect existing pedestrian connection from the Eagle Gondola to Arthurs Seat Rd.
- 02 Pedestrian crossing Arthurs Seat Rd.
- 03 Kerb and channel of Arthurs Seat Rd relocated to provide greater width in road verge.
- 04 Planting under power lines between Peninsula Trail and residential fencing.



← Pedestrian Path to Eagle Base Station





02

03

04

10.5m

3m

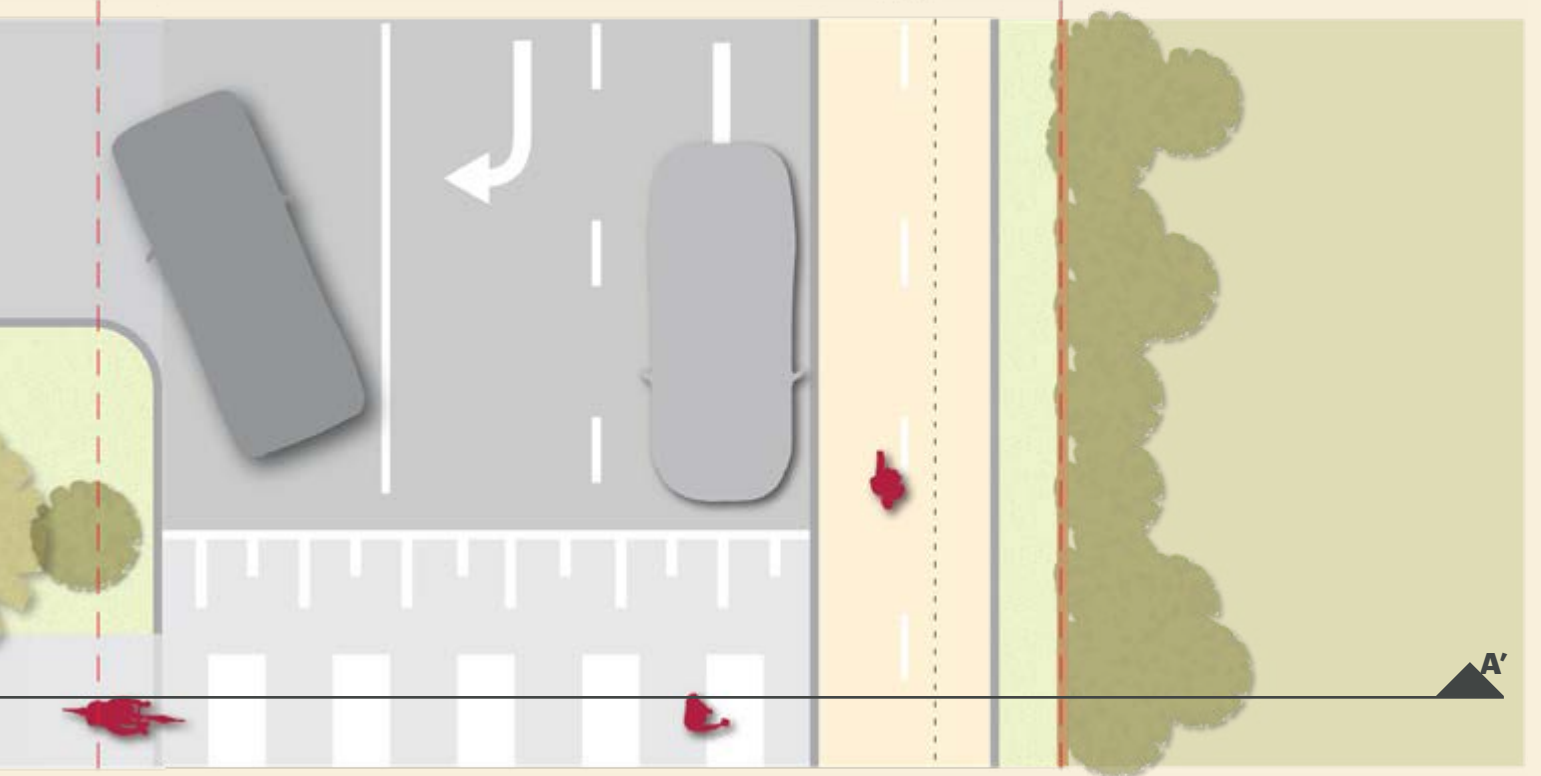
1m

Arthurs Seat Road

Proposed Peninsula Trail

Green Buffer

Residential Area



07

Point Nepean Road to Arthurs Seat  
Highest ranked Vision





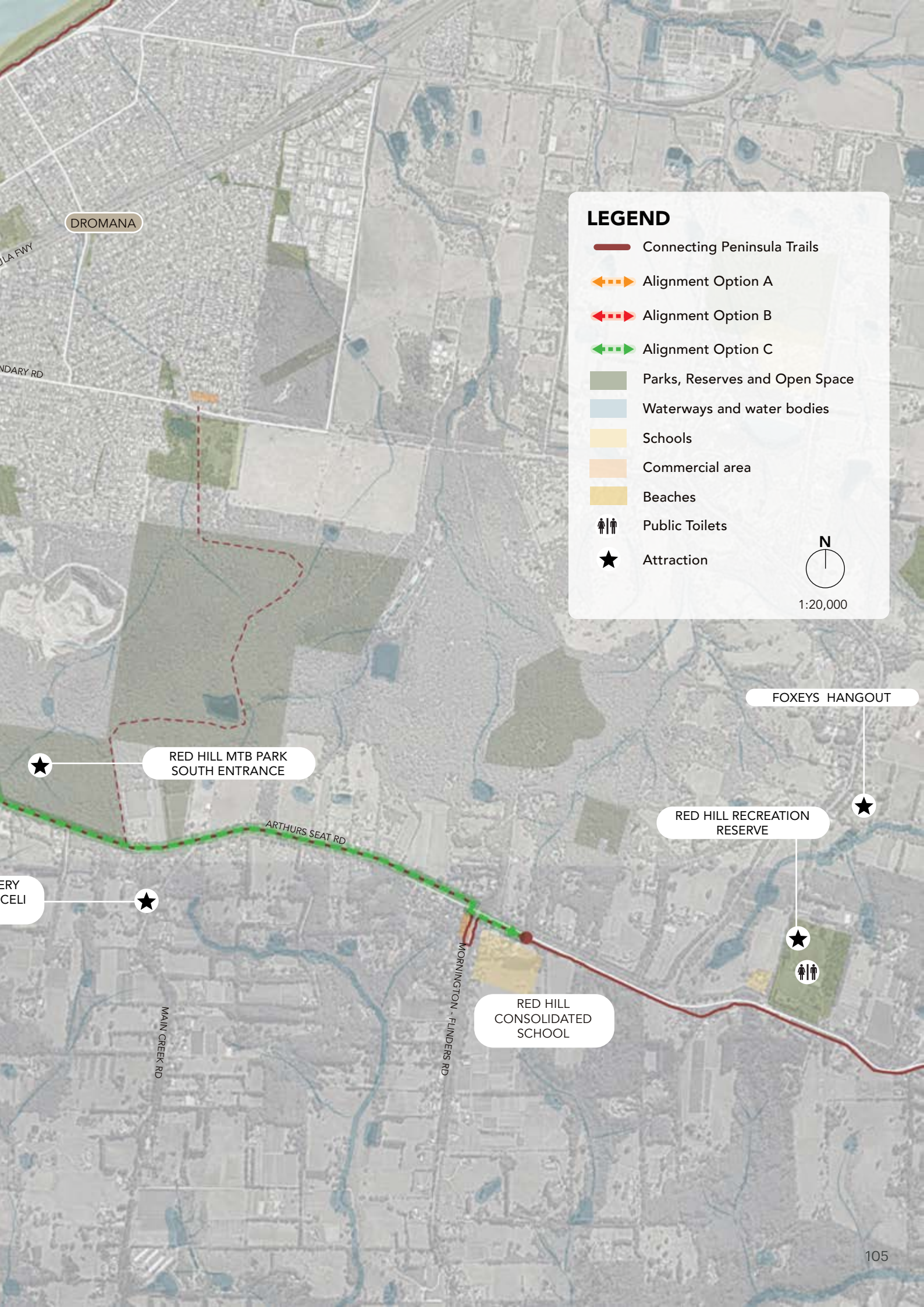
**Artist impression of Arthurs Seat Road  
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.**

# 08 Arthurs Seat to Red Hill Alignment Options












## TRAIL OBJECTIVE

The objective is to extend the Red Hill Rail Trail and shared use path up to the Arthurs Seat Summit, creating a scenic route through this hilly precinct of the Peninsula. The existing trail network in this area comprises varied surfaces, including gravel, asphalt, and boardwalks of different widths, so strict shared use path guidelines will be relaxed to preserve the landscape character and manage construction complexity. East of Pandara Road, the ideal alignment follows the north side of Arthurs Seat Road, while west of Pandara Road, three alignment options are under evaluation.





### LEGEND

-  Connecting Peninsula Trails
-  Alignment Option A
-  Alignment Option B
-  Alignment Option C
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
-  Public Toilets
-  Attraction



1:20,000

DROMANA

LA FWY

NDARY RD

FOXEYS HANGOUT

RED HILL MTB PARK SOUTH ENTRANCE

RED HILL RECREATION RESERVE

RED HILL CONSOLIDATED SCHOOL

ERY CELI

MAIN CREEK RD

MORNINGTON - FLINDERS RD

ARTHURS SEAT RD

# 08 Arthurs Seat to Red Hill Alignment Evaluation

**A** Total score **29.1**

## User Groups

Walking, Running, Cycling,  
MTN, Gravel Biking

## Trail construction specification

Gravel shared use road  
on Pindara Rd and 2-2.5m  
decorative concrete shared use  
path along Purves Rd

## Alignment Description

Follow Pindara Rd to Purves Rd where it joins an existing track that connects to the Arthurs Seat Eagle Car Park. This track will require some improvement through minor grading and resurfacing. The challenge of this alignment is creating a safe shared use environment along Pindara Rd. The road is gravel and winding with some blind corners and crests. The road reserve has significant woodland vegetation that should not be removed. Therefore the best approach would be to implement traffic calming measures to slow vehicular traffic.

**B** Total score **25.7**

## User Groups

Walking, Running, Cycling,  
MTN, Gravel Biking

## Trail construction specification

2-2.5m gravel and decorative  
concrete (in sections) shared use  
path

## Alignment Description

Follow Arthurs Seat Rd within the road reserve all the way to the summit. This alignment will require a crossing to the south side of the road to utilise the wider road verge. Significant cutting will be required to deal with the sloping cross fall. It will be challenging to provide a good quality trail due to driveway crossovers where ground works are limited. There are also power lines and vegetation that will need to be worked around. It is recommended that as a part of this trail alignment the power lines are placed underground.

**C** Total score **31.3**

## User Groups

Walking, Running, Cycling,  
MTN, Gravel Biking

## Trail construction specification

Gravel shared use road on Nestle  
Ct and 2-2.5m gravel shared use  
path along Arthurs Seat Rd

## Alignment Description

Follow Arthurs Seat Rd to the summit within the north side of the road reserve to Nestle Court where the trail continues along Nestle Court and connects into the Arthurs Seat State Park trail network. Nestle Court is a quiet residential street where a relatively safe shared use environment could be created.



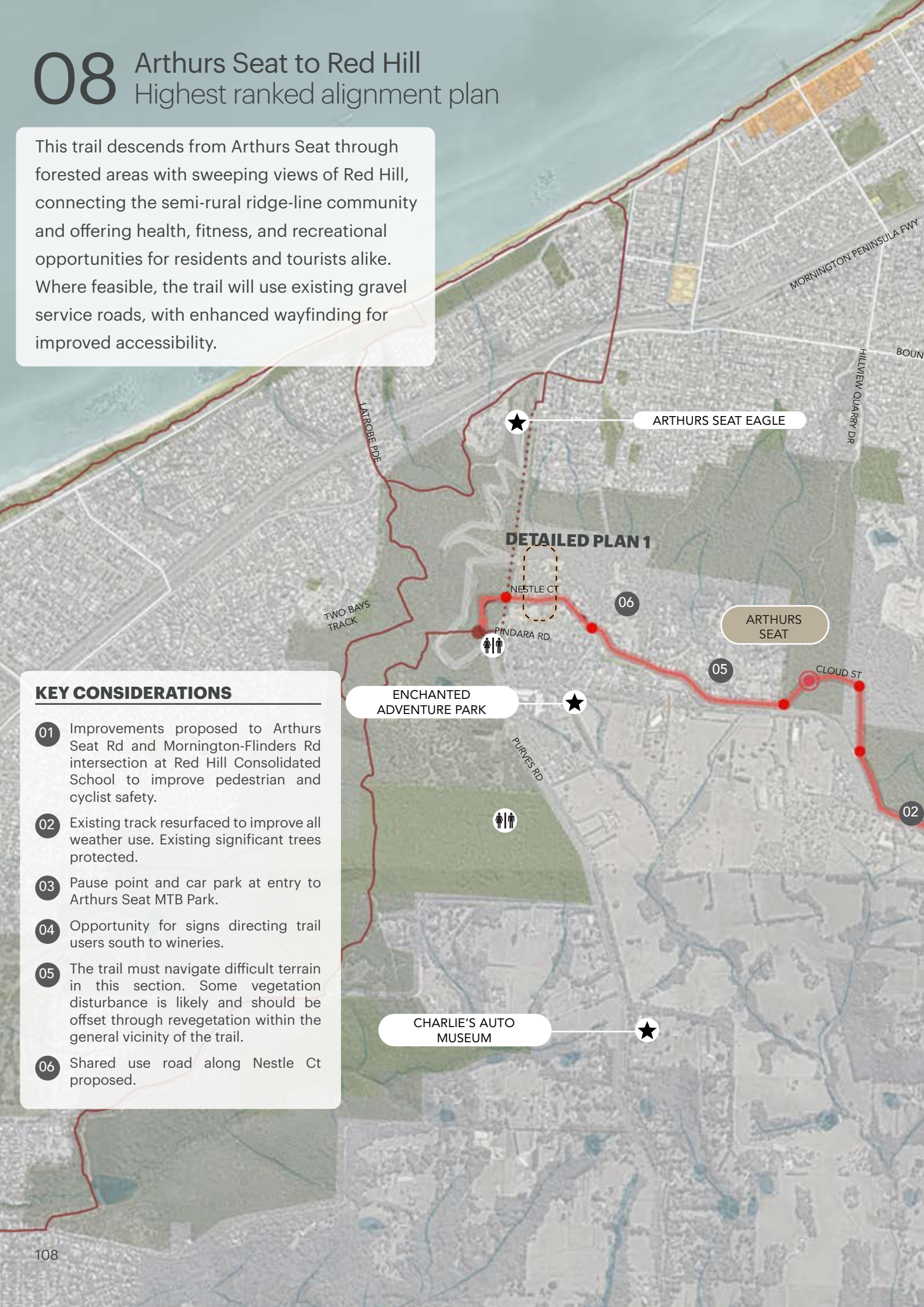
# 08 Arthurs Seat to Red Hill

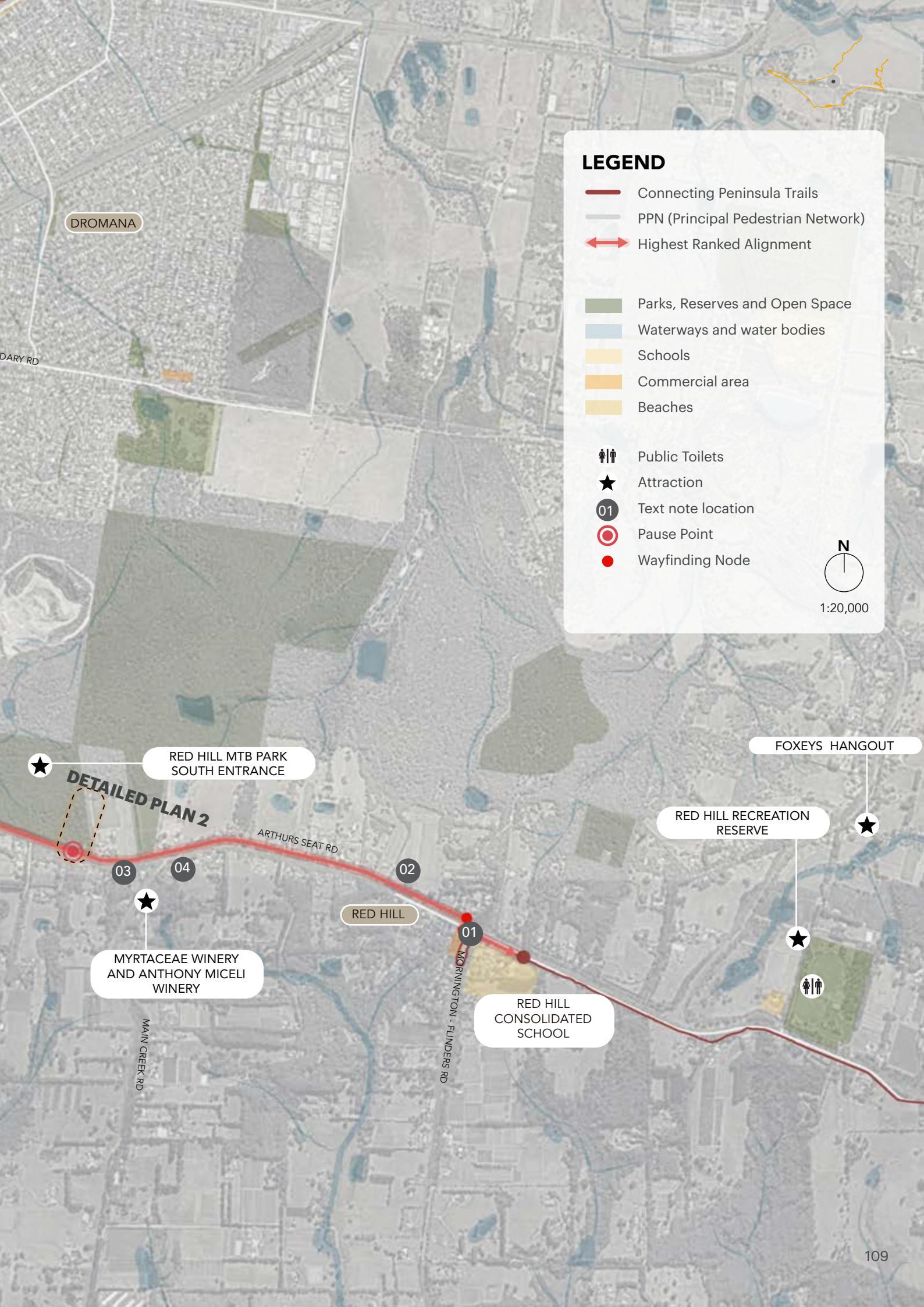
Highest ranked alignment plan

This trail descends from Arthurs Seat through forested areas with sweeping views of Red Hill, connecting the semi-rural ridge-line community and offering health, fitness, and recreational opportunities for residents and tourists alike. Where feasible, the trail will use existing gravel service roads, with enhanced wayfinding for improved accessibility.

## KEY CONSIDERATIONS

- 01 Improvements proposed to Arthurs Seat Rd and Mornington-Flinders Rd intersection at Red Hill Consolidated School to improve pedestrian and cyclist safety.
- 02 Existing track resurfaced to improve all weather use. Existing significant trees protected.
- 03 Pause point and car park at entry to Arthurs Seat MTB Park.
- 04 Opportunity for signs directing trail users south to wineries.
- 05 The trail must navigate difficult terrain in this section. Some vegetation disturbance is likely and should be offset through revegetation within the general vicinity of the trail.
- 06 Shared use road along Nestle Ct proposed.


















DROMANA

DARY RD

### LEGEND

-  Connecting Peninsula Trails
-  PPN (Principal Pedestrian Network)
-  Highest Ranked Alignment
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
-  Public Toilets
-  Attraction
-  Text note location
-  Pause Point
-  Wayfinding Node



1:20,000



RED HILL MTB PARK SOUTH ENTRANCE

**DETAILED PLAN 2**

03

04



MYRTACEAE WINERY AND ANTHONY MICELI WINERY

MAIN CREEK RD

ARTHURS SEAT RD

02

RED HILL

MORNINGTON - FLINDERS RD

01

RED HILL CONSOLIDATED SCHOOL

FOXEYS HANGOUT

RED HILL RECREATION RESERVE



# 08 Arthurs Seat to Red Hill

Highest ranked alignment detail

## KEY METRICS

### Trail Type

Event, Short break, International

### User Groups

Walking, Running, Recreational  
Cycling

### Proposed Surface Finish

Gravel

### Proposed Trail Width

2-3m

### Proposed Trail Length

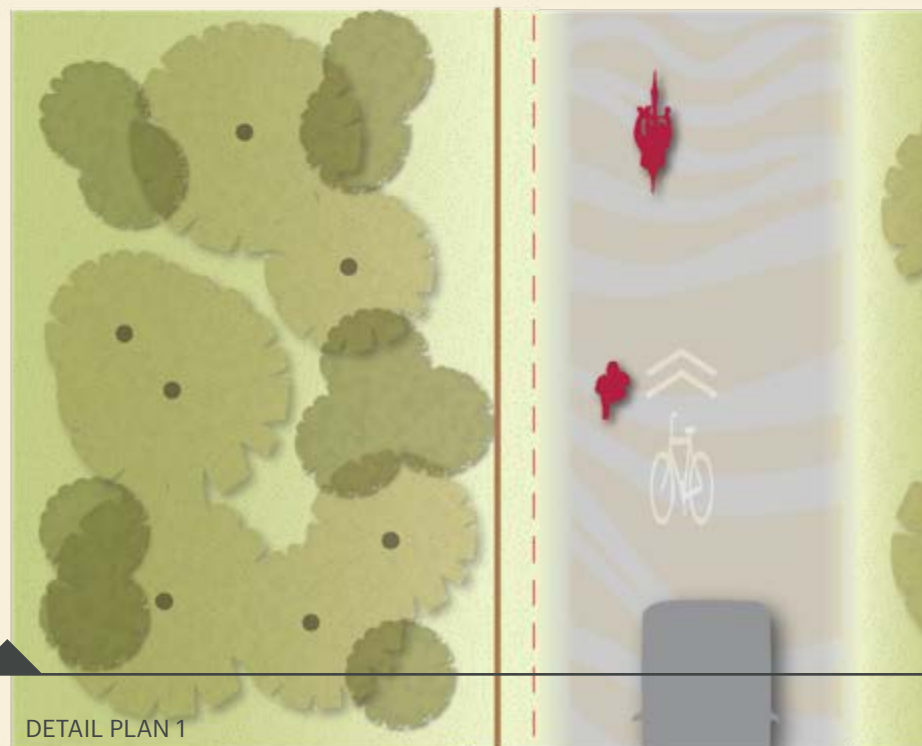
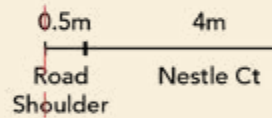
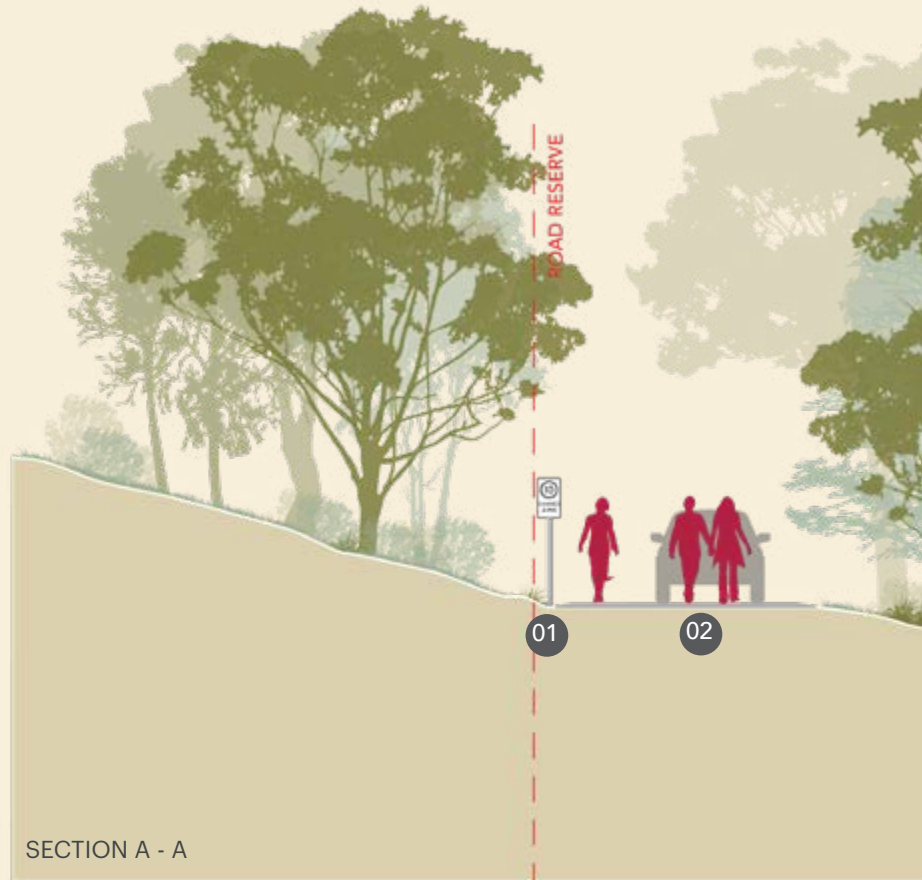
5 km

### Implementation Phase

Phase 3 (next 5-10 years)

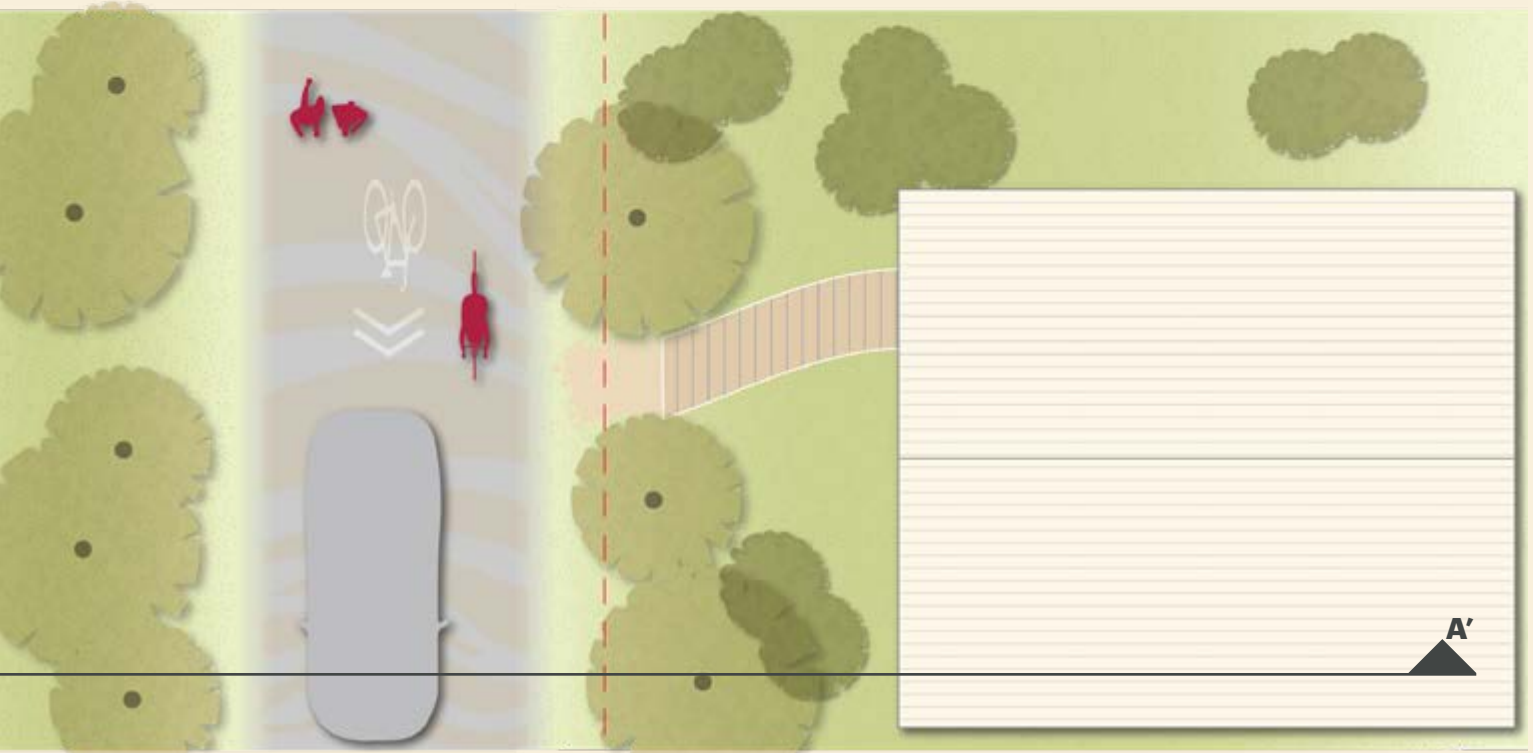
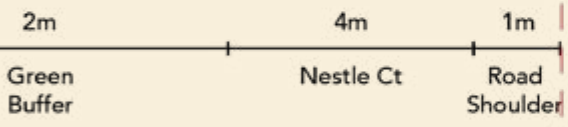
## CONSIDERATIONS

- 01 Shared use road 10km/h speed limit
- 02 Provide signage and resurface road to improve accessibility to all users.
- 03 Planting of native hills vegetation within central median.





03



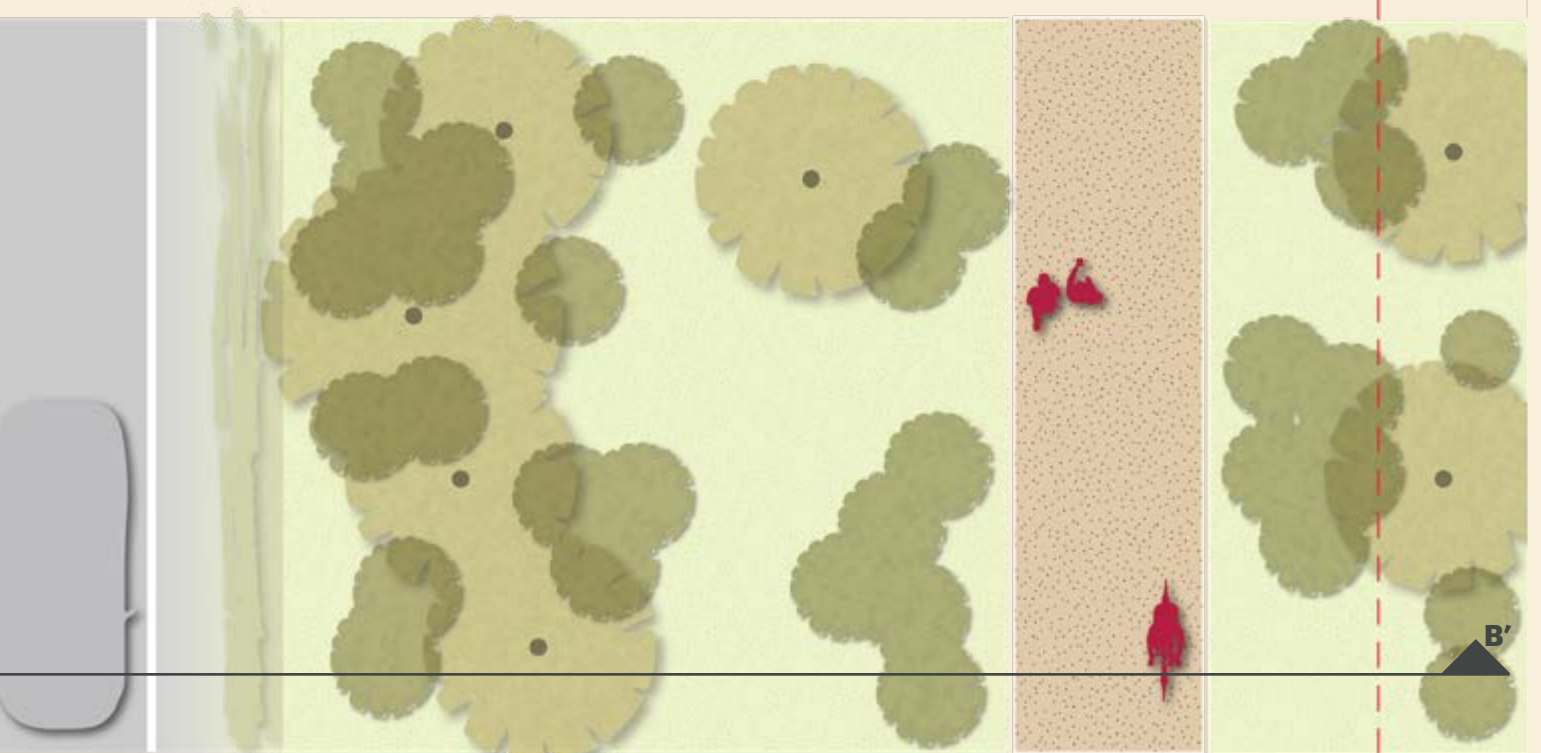
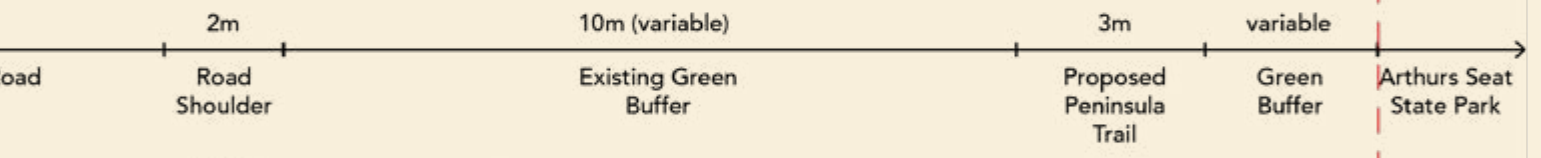
# 08 Arthurs Seat to Red Hill

## Highest ranked alignment detail

### CONSIDERATIONS

- 01 Improve surface of existing gravel service vehicle track for all weather use.
- 02 Significant established trees to be protected.



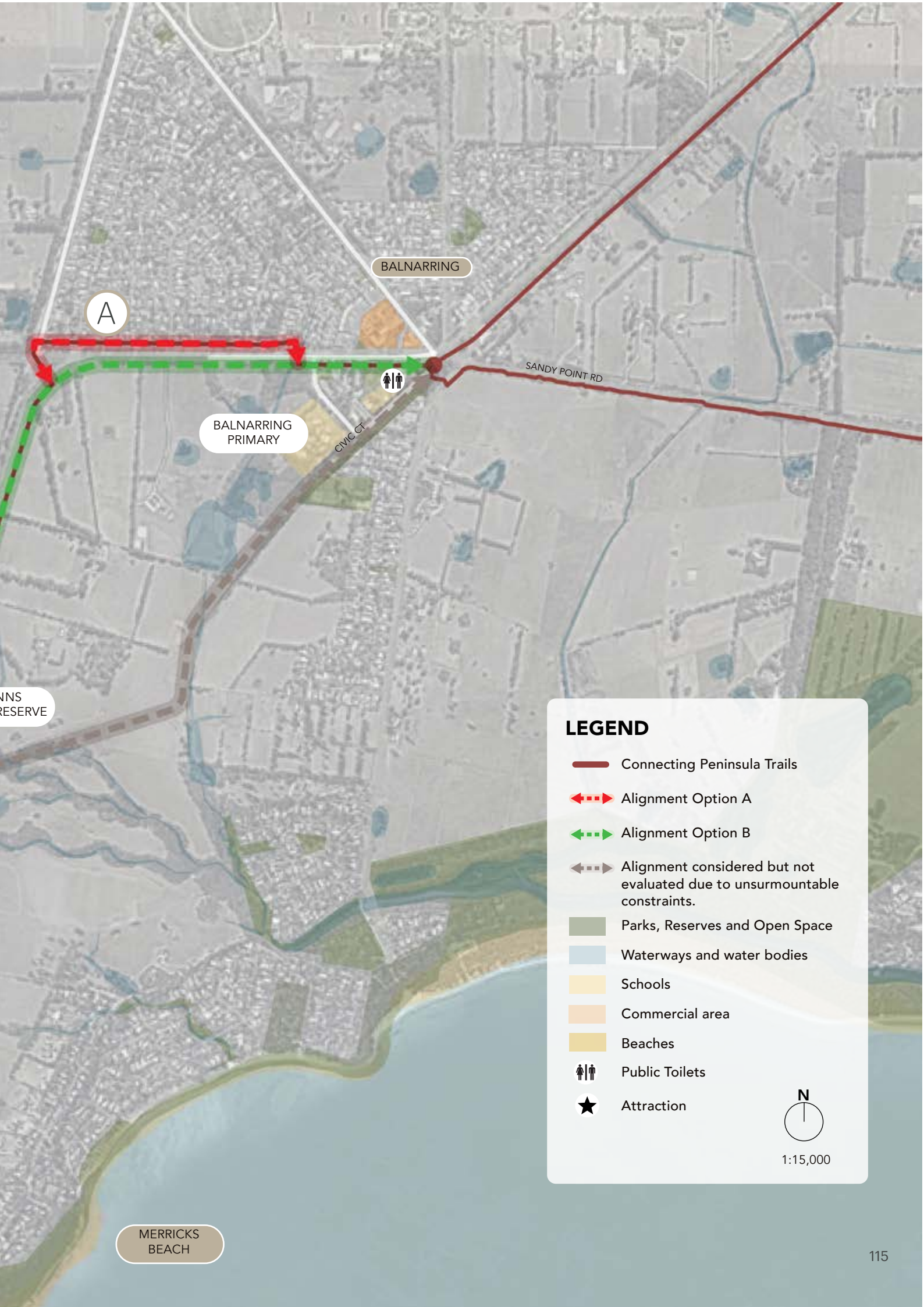


# 09 Merricks to Balnarring Alignment Options

## TRAIL OBJECTIVE

The objective for this key connection is to establish a trail linking Merricks to Balnarring via a shared use path accommodating pedestrians, cyclists, and the existing informal bridle trail. Within Balnarring, two alignment options are under consideration: Alignment A, located on the north side of Frankston-Flinders Road, and Alignment B, positioned on the south side. Beyond Balnarring, the trail continues on a single alignment along the south side of Frankston-Flinders Road. A third alignment along an old rail reserve was considered but excluded due to its conversion to freehold land.





BALNARRING

A

BALNARRING  
PRIMARY

CVIC CT

SANDY POINT RD

MERRICKS  
RESERVE

MERRICKS  
BEACH

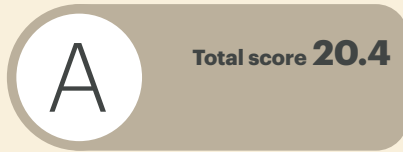
**LEGEND**

- Connecting Peninsula Trails
- Alignment Option A
- Alignment Option B
- Alignment considered but not evaluated due to unsurmountable constraints.
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction



1:15,000

# 09 Merricks to Balnarring Alignment Evaluation



## User Groups

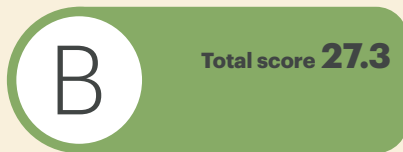
Walking, Running, Cycling,  
Horse riding (especially west of  
Merricks Beach Rd)

## Trail construction specification

2.5-3m wide decorative concrete  
shared use path with gravel  
bridal trail where possible and  
appropriate

## Alignment Description

This alignment utilises an existing SUP on the north side of Frankston-Flinders Rd in Balnarring. A crossing would be required at Hurley Ct near Balbirooroo Wetlands Walk. This connects with the existing SUP that travels west towards Stanley's Rd. Another crossing would be required at the intersection with Stanley's Rd and Warrawee Rd. Finally a 3rd crossing would be required of Frankston-Flinders Rd back onto the South/East side of the road. Once out of Balnarring the trail continues south on Frankston-Flinders Rd along the same path as alignment option B.



## User Groups

Walking, Running, Cycling,  
Horse riding (especially west of  
Merricks Beach Rd)

## Trail construction specification

2.5-3m wide decorative concrete  
shared use path with gravel  
bridal trail where possible and  
appropriate

## Alignment Description

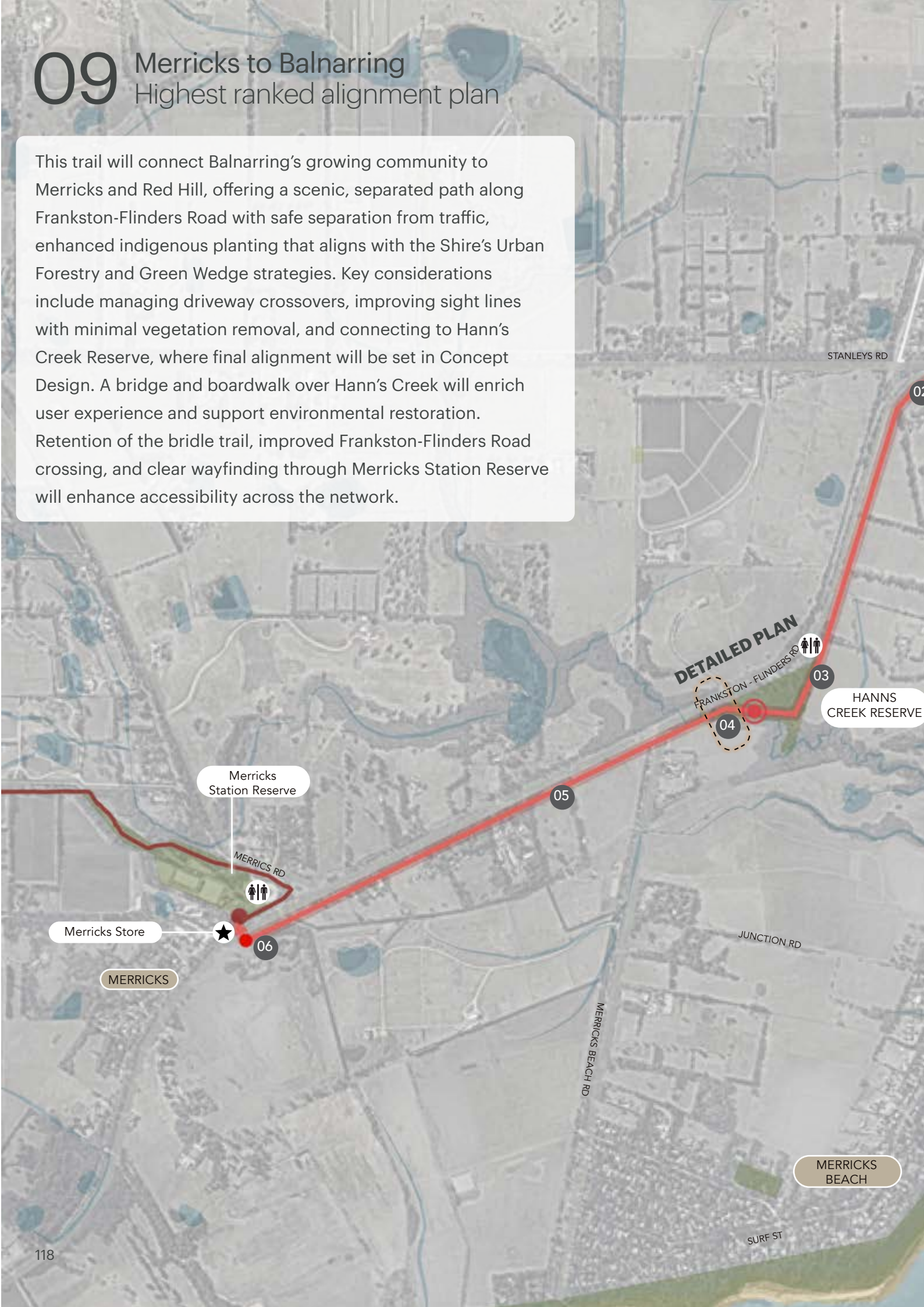
This alignment avoids road crossings by staying on the south side of Frankston-Flinders Rd in Balnarring. The challenge with this strategy is that there are several driveway crossings and privatised road verges that the path will need to travel through. The other challenge is where Frankston-Flinders Rd turns south. Around this corner the road reserve is very narrow and visibility is poor due to vegetation and topography. Furthermore around this corner the narrow road verge has dense vegetation that will require some clearing.



# 09 Merricks to Balnarring

Highest ranked alignment plan

This trail will connect Balnarring’s growing community to Merricks and Red Hill, offering a scenic, separated path along Frankston-Flinders Road with safe separation from traffic, enhanced indigenous planting that aligns with the Shire’s Urban Forestry and Green Wedge strategies. Key considerations include managing driveway crossovers, improving sight lines with minimal vegetation removal, and connecting to Hann’s Creek Reserve, where final alignment will be set in Concept Design. A bridge and boardwalk over Hann’s Creek will enrich user experience and support environmental restoration. Retention of the bridle trail, improved Frankston-Flinders Road crossing, and clear wayfinding through Merricks Station Reserve will enhance accessibility across the network.





## KEY CONSIDERATIONS

- 01 The trail will cross several driveway crossovers in this location.
- 02 Some vegetation removal will be required to open up sight lines for safety.
- 03 Opportunity to connect Balnarring to Hann's Creek Reserve. The specific alignment within Hann's Creek Reserve will be determined during Concept Design.
- 04 A bridge and boardwalk is required in this area to cross Hann's Creek. This will create a great experience and is an opportunity to improve incised creek banks and remove invasive weeds.
- 05 Popular bridal trail in this location will be retained where space allows. The trail can accommodate horses where no alternative bridal trail can be provided.
- 06 Improved crossing of Frankston-Flinders Rd and wayfinding through Merricks Station Reserve to trail beyond.

## LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



1:15,000

# 09 Merricks to Balnarring

Highest ranked alignment detail

## KEY METRICS

### Trail Type

Event, Short break, Connector

### User Groups

Walking, Running, Recreational  
Cycling, Horse Riding

### Proposed Surface Finish

Gravel and decorative concrete  
with sections of boardwalk

### Proposed Trail Width

2-3m

### Proposed Trail Length

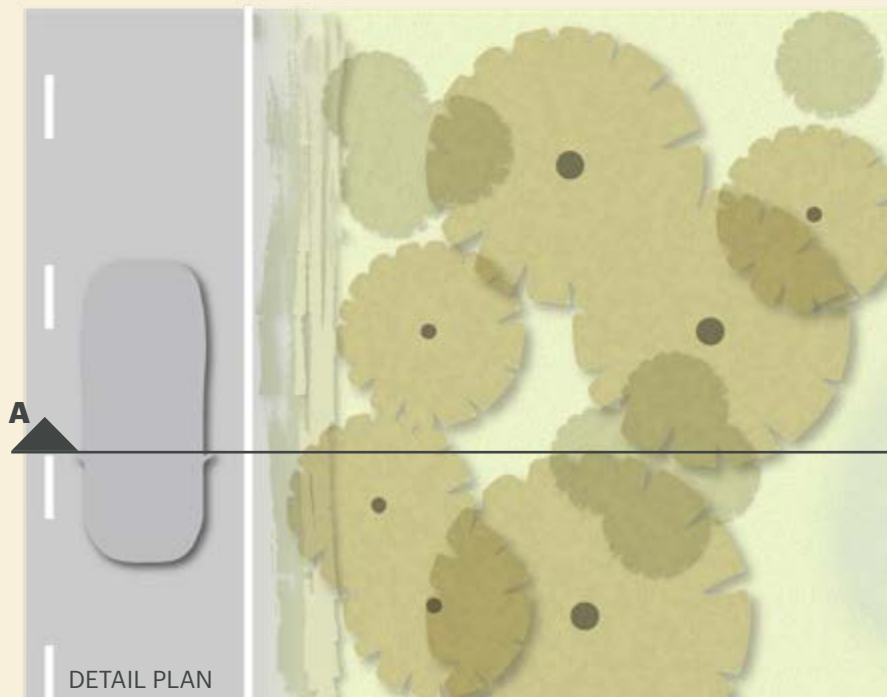
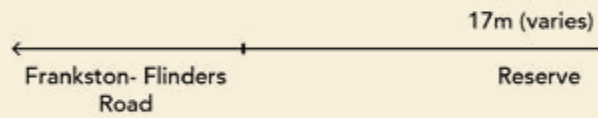
4.4km

### Implementation Phase

Phase 3 (next 5-10 years)

## CONSIDERATIONS

- 01 Elevated boardwalk over paperbark swamp.
- 02 Remove weeds and plant swamp scrub vegetation.

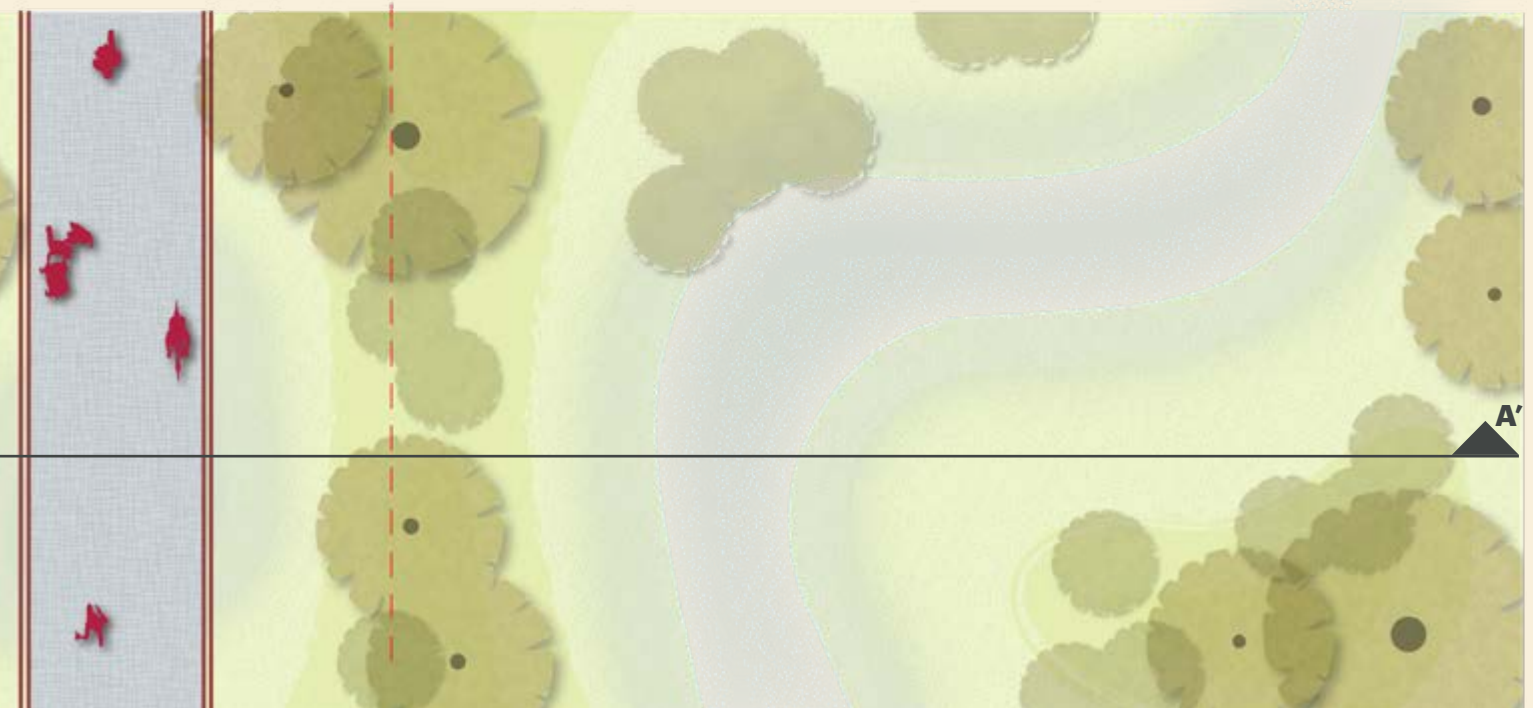




3m

Proposed Peninsula Trail

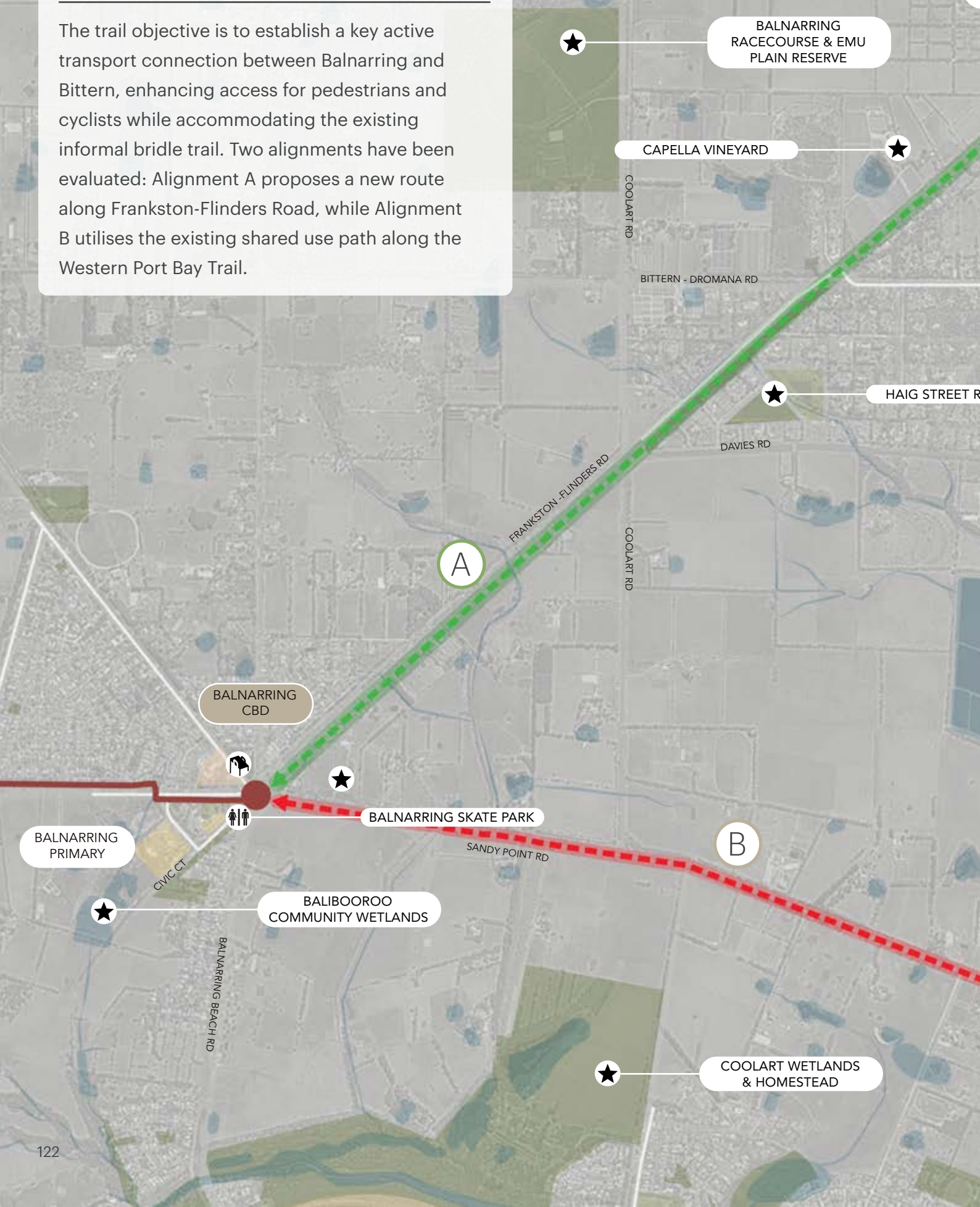
Balnarring G96 Bushland Reserve

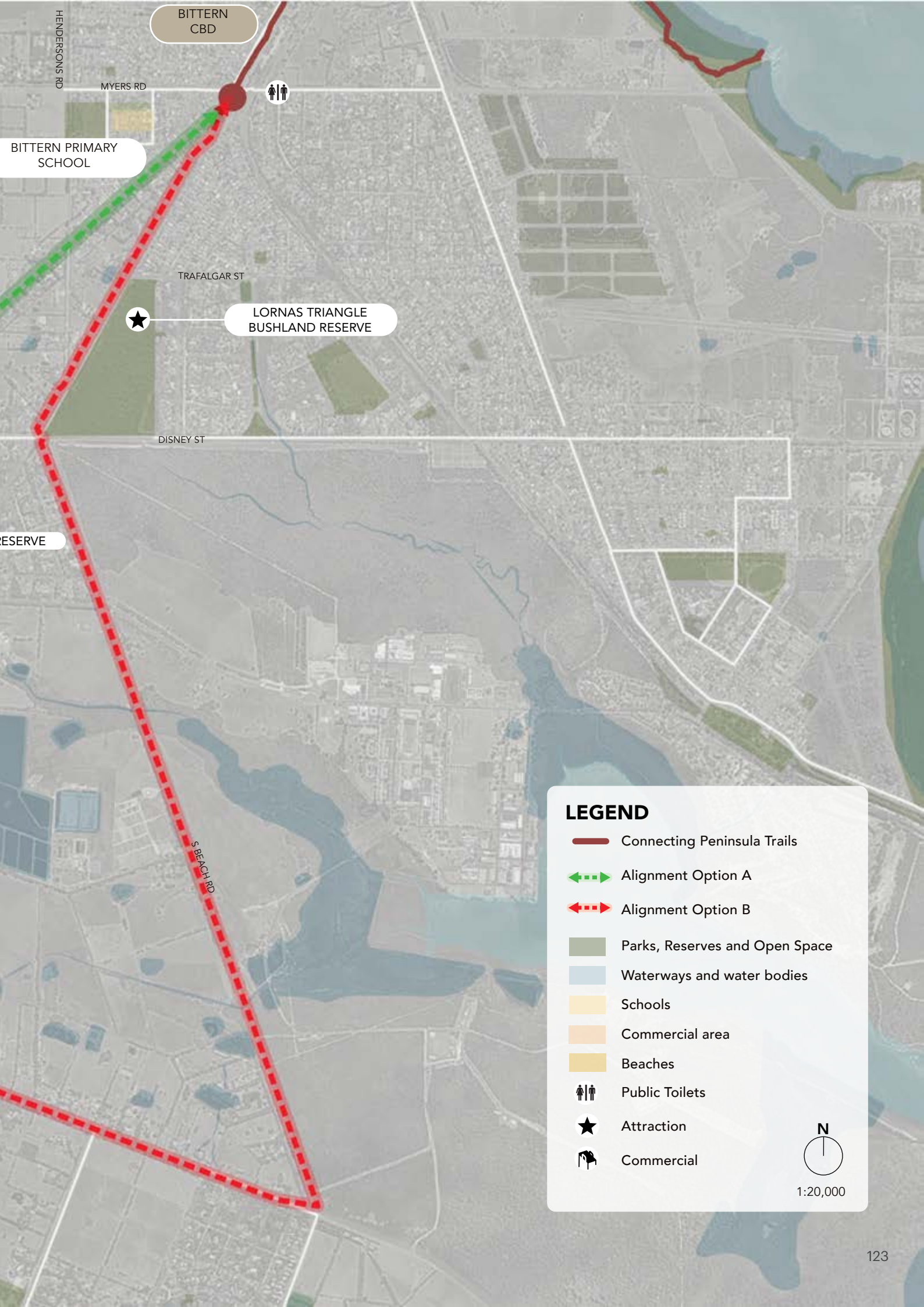


# 10 Balnarring to Bittern Alignment Options

## TRAIL OBJECTIVE

The trail objective is to establish a key active transport connection between Balnarring and Bittern, enhancing access for pedestrians and cyclists while accommodating the existing informal bridle trail. Two alignments have been evaluated: Alignment A proposes a new route along Frankston-Flinders Road, while Alignment B utilises the existing shared use path along the Western Port Bay Trail.





BITTERN  
CBD

HENDERSONS RD

MYERS RD



BITTERN PRIMARY  
SCHOOL

TRAFALGAR ST

LORNAS TRIANGLE  
BUSHLAND RESERVE



DISNEY ST

RESERVE

S BEACH RD

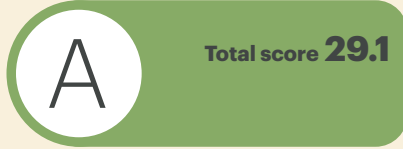
**LEGEND**

- Connecting Peninsula Trails
- Alignment Option A
- Alignment Option B
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Commercial



1:20,000

# 10 Balnarring to Bittern Alignment Evaluation



## User Groups

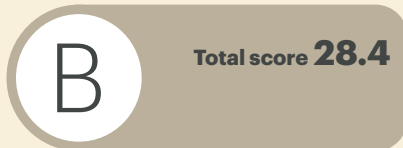
Walking, Running, Recreational  
Cycling

## Trail construction specification

Decorative concrete, 2.5-3m  
wide

## Alignment Description

Following the south (east) side of Frankston-Flinders Rd. This trail will be located within the generous road reserve. The main challenges will be navigating existing trees, wet conditions near Disney St, crossfall issues north of Balnarring and engaging with private property owners many of whom have privatised street verge with planting. This alignment will connect well into the existing trail in Bittern and Balnarring Village Reserve.



## User Groups

Walking, Running, Recreational  
Cycling

## Trail construction specification

Existing 2m wide shared use  
path

## Alignment Description

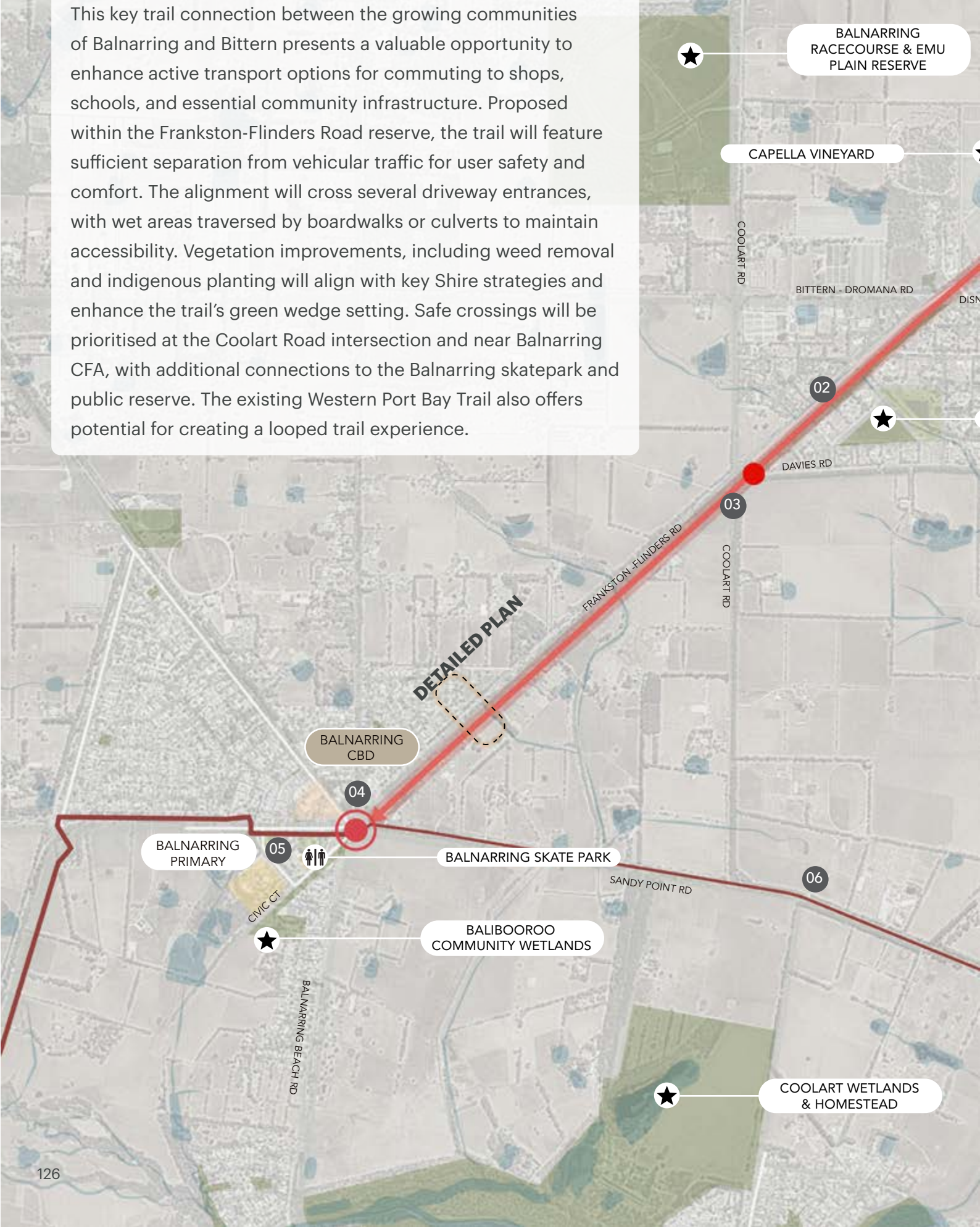
Following an existing shared use path along S Beach Rd and Sandy Point Rd. This trail is part of the Western Port Bay Trail and is in adequate condition. Some of the road crossings could benefit from safety improvements. In general the paths surface is deteriorating and could be improved along with wayfinding. This does provide a connection between Bittern and Balnarring but it is indirect and therefore will not accommodate commuters and day to day transport users who value convenience.

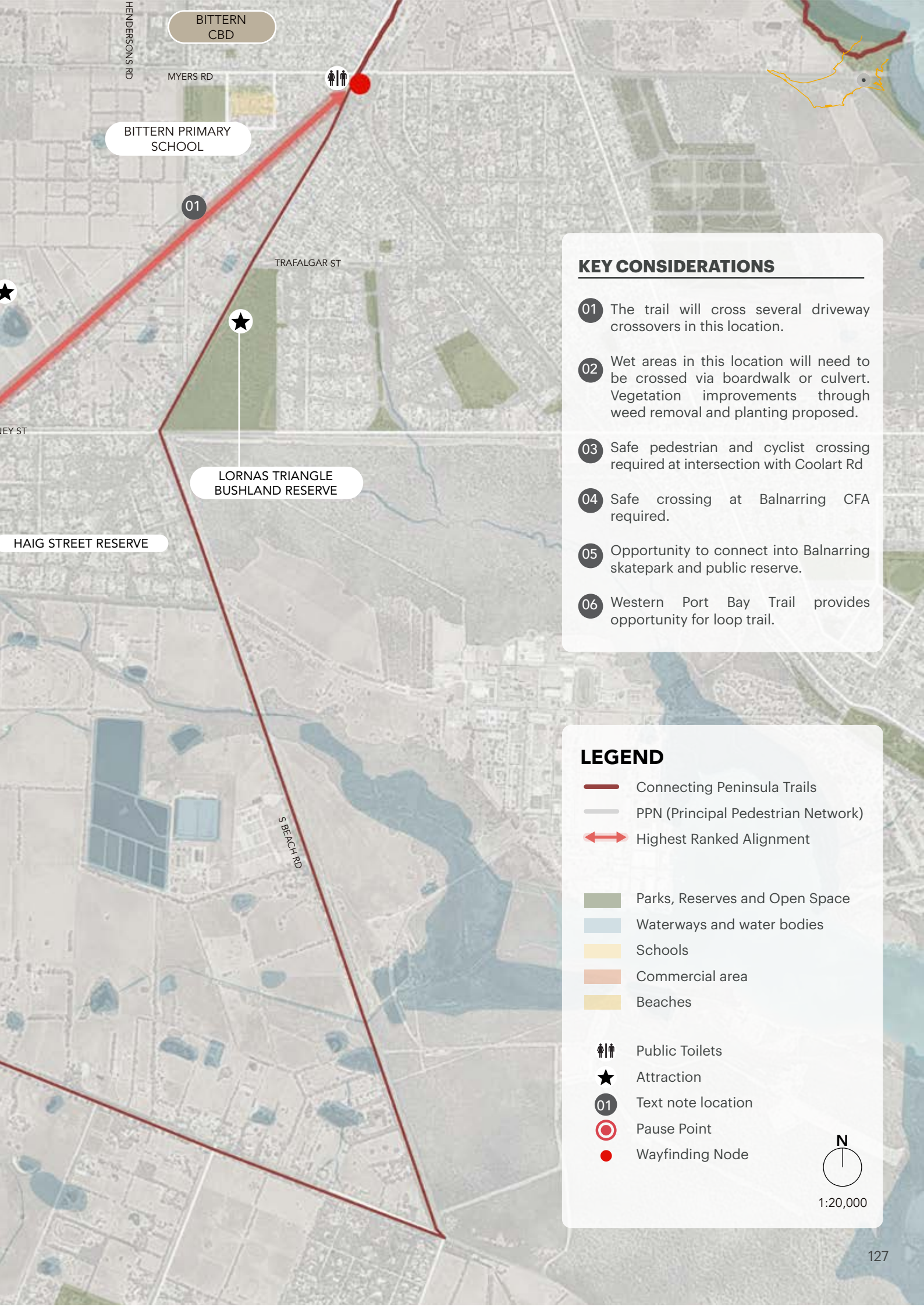


# 10 Balnarring to Bittern

## Highest ranked alignment plan

This key trail connection between the growing communities of Balnarring and Bittern presents a valuable opportunity to enhance active transport options for commuting to shops, schools, and essential community infrastructure. Proposed within the Frankston-Flinders Road reserve, the trail will feature sufficient separation from vehicular traffic for user safety and comfort. The alignment will cross several driveway entrances, with wet areas traversed by boardwalks or culverts to maintain accessibility. Vegetation improvements, including weed removal and indigenous planting will align with key Shire strategies and enhance the trail's green wedge setting. Safe crossings will be prioritised at the Coolart Road intersection and near Balnarring CFA, with additional connections to the Balnarring skatepark and public reserve. The existing Western Port Bay Trail also offers potential for creating a looped trail experience.





BITTERN  
CBD

HENDERSONS RD

MYERS RD

BITTERN PRIMARY  
SCHOOL

01

TRAFALGAR ST

LORNAS TRIANGLE  
BUSHLAND RESERVE

HAIG STREET RESERVE

S BEACH RD

### KEY CONSIDERATIONS

- 01 The trail will cross several driveway crossovers in this location.
- 02 Wet areas in this location will need to be crossed via boardwalk or culvert. Vegetation improvements through weed removal and planting proposed.
- 03 Safe pedestrian and cyclist crossing required at intersection with Coolart Rd
- 04 Safe crossing at Balnarring CFA required.
- 05 Opportunity to connect into Balnarring skatepark and public reserve.
- 06 Western Port Bay Trail provides opportunity for loop trail.

### LEGEND

- Connecting Peninsula Trails
- PPN (Principal Pedestrian Network)
- Highest Ranked Alignment
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node

N  
1:20,000

# 10 Balnarring to Bittern

Highest ranked alignment detail

## KEY METRICS

### Trail Type

Event, Short break, Connector

### User Groups

Walking, Running, Recreational Cycling, Horse Riding

### Proposed Surface Finish

Gravel and decorative concrete in sections

### Proposed Trail Width

2-3m

### Proposed Trail Length

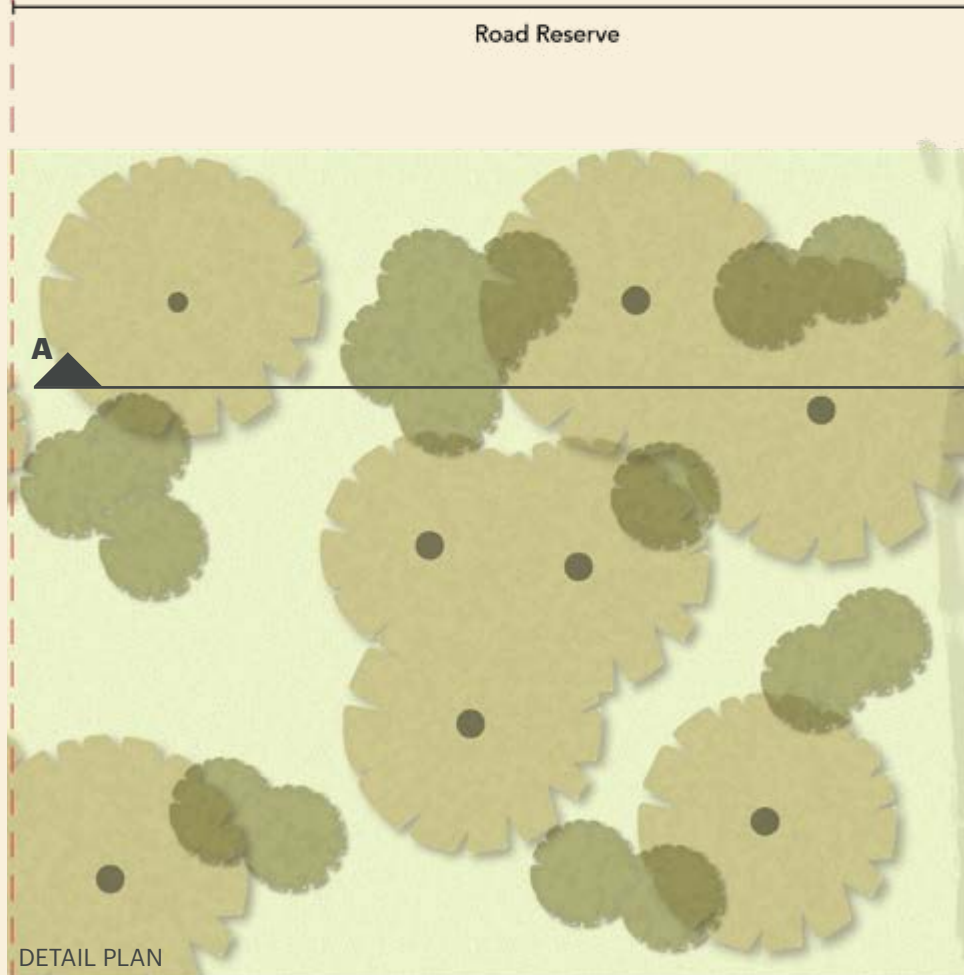
5.6 km

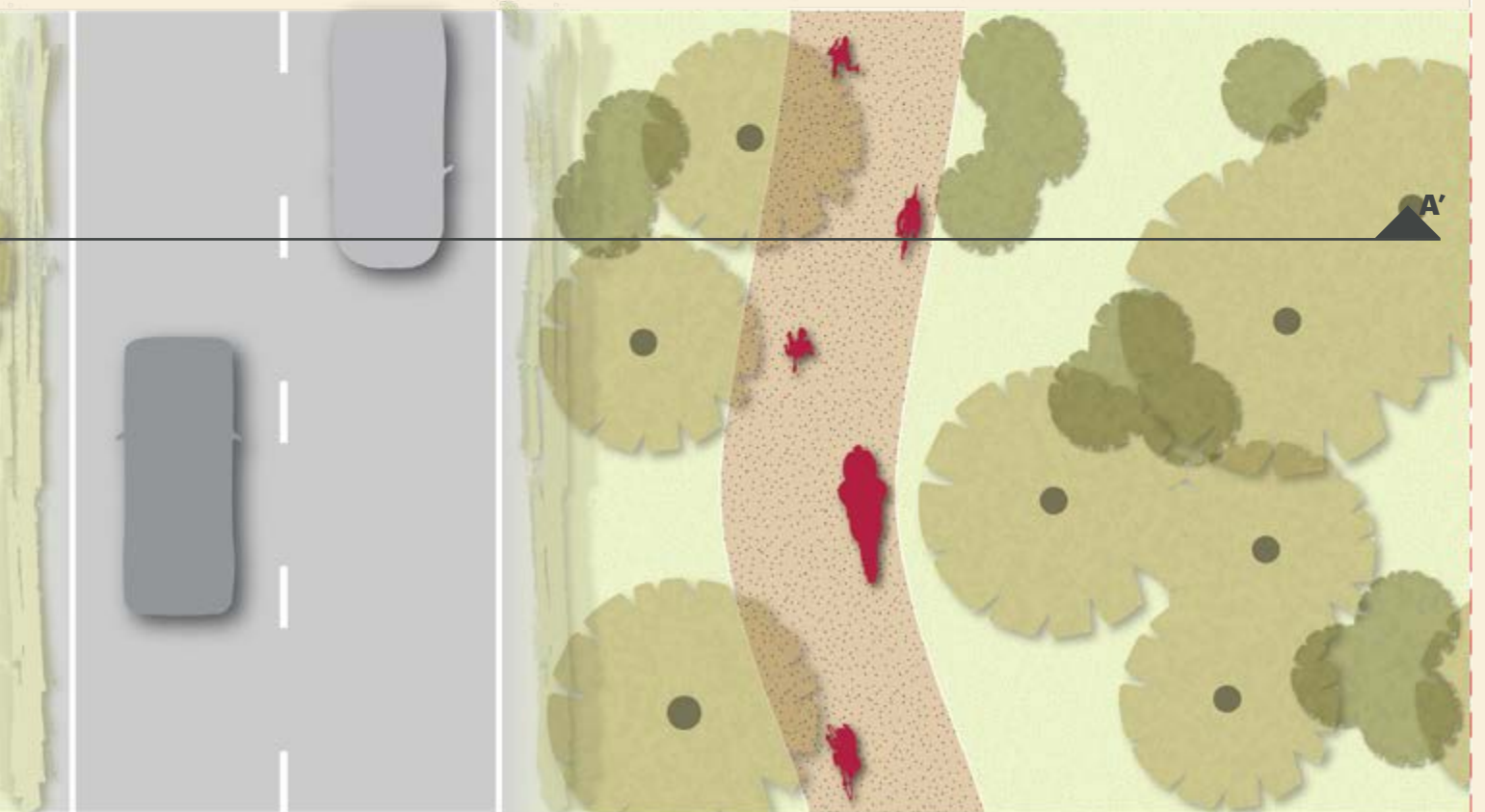
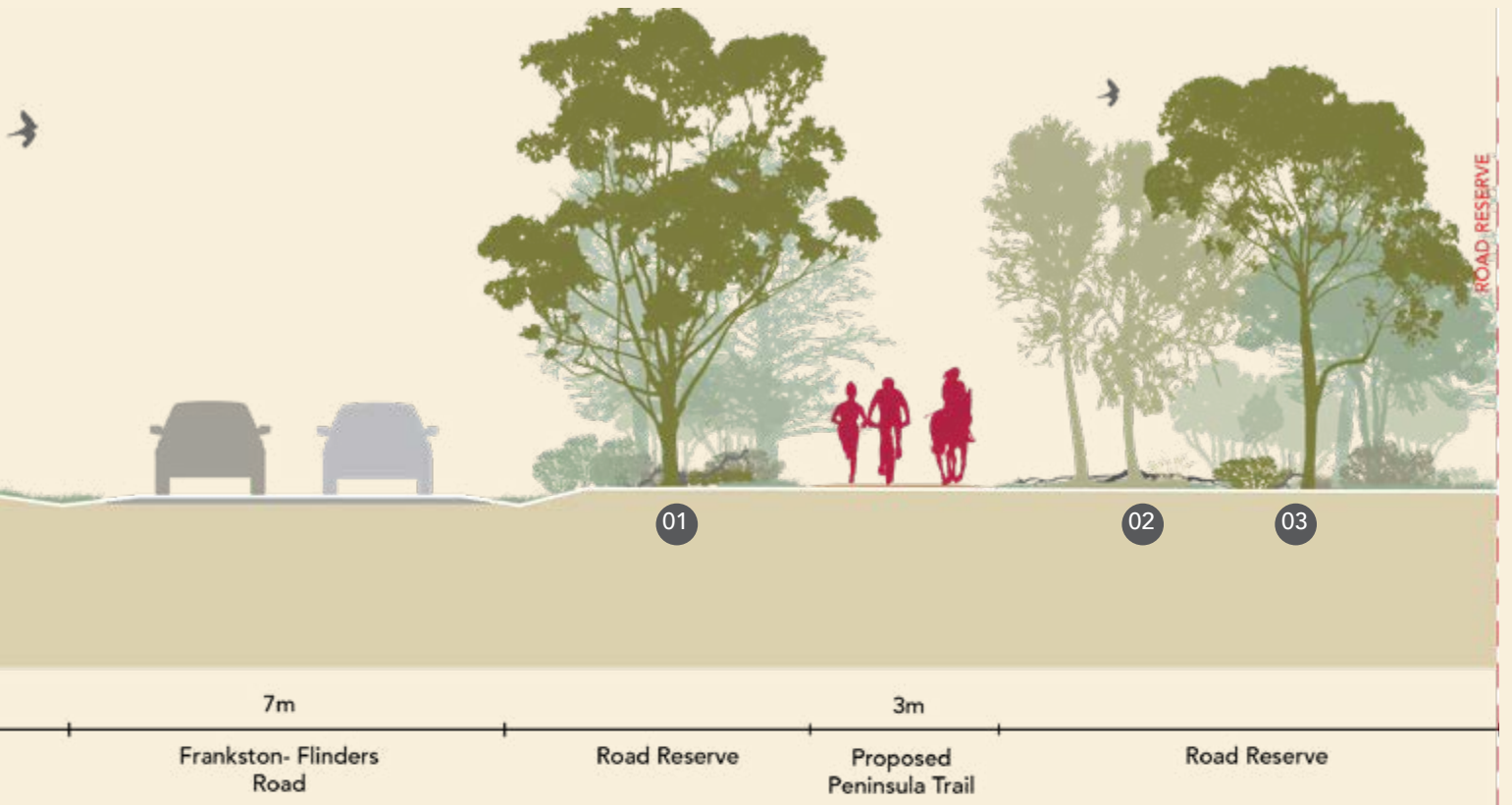
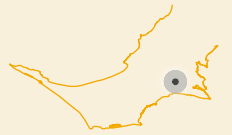
### Implementation Phase

Phase 3 (next 5-10 years)

## CONSIDERATIONS

- 01 Trail to navigate around existing trees to retain and protect their root zones.
- 02 Separated bridal trail where space allows.
- 03 Planting of native lowlands forest vegetation.





# 4 Trail Details



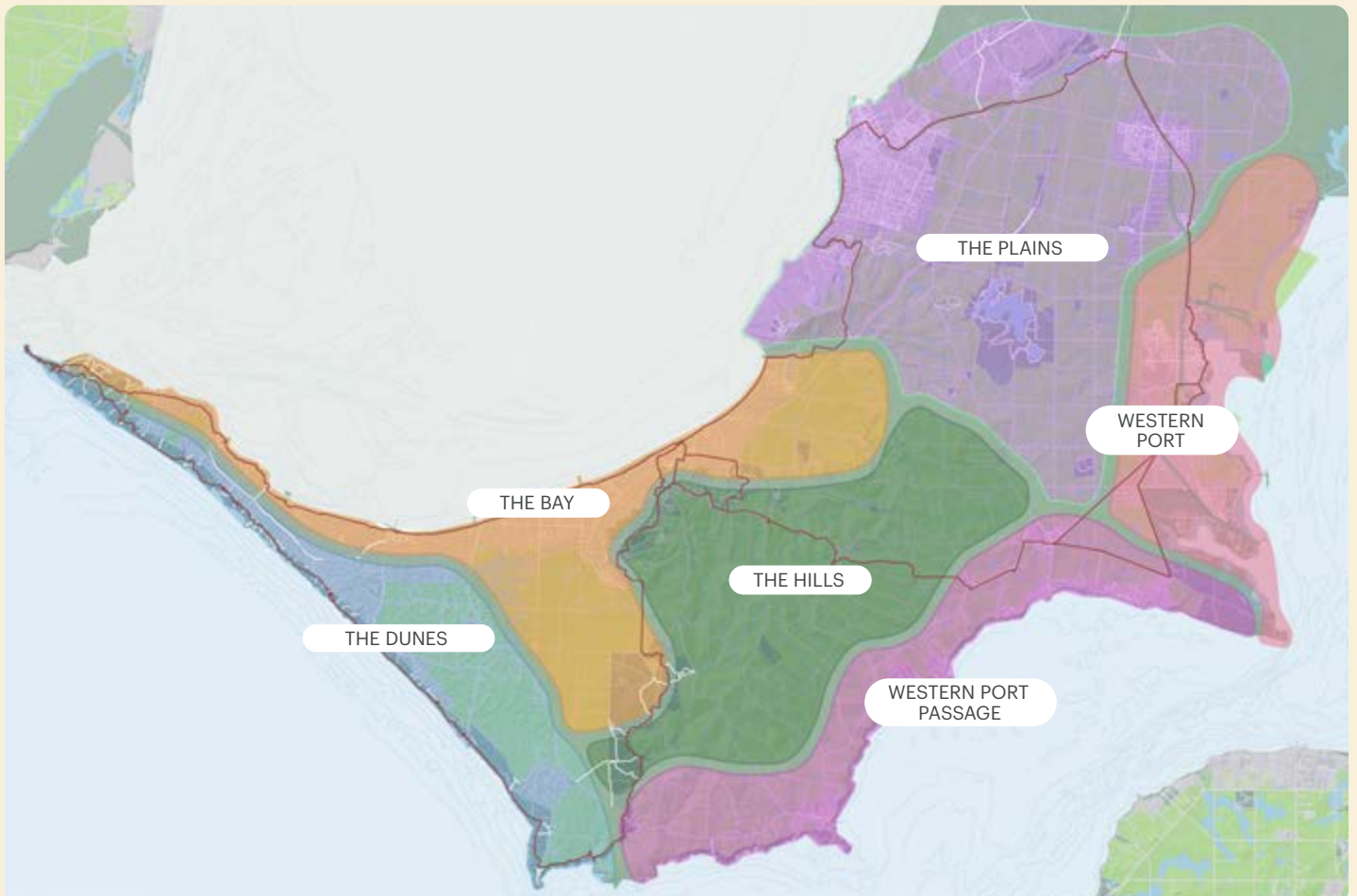




## 4.1 Materials: Landscape Character zone

As a part of the strategic plan landscape character zones were developed. These zones provide the ability to look at the attractions, connections and key features of the Trails at a scale that is observant of the particulars of place, climate, geology, and landform. These landscape character zones contribute to what makes the Peninsula unique and diverse. Through the planting and use of construction materials the trails will support this uniqueness and diversity whilst maintaining aesthetic continuity across all the trails.

- 01 The Bay
- 02 The Dunes
- 03 The Hills
- 04 Western Port Passage
- 05 Western Port
- 06 The Plains



**Landscape character zones around the Peninsula. Refer to the Strategic Plan for more detail**

# 1 The Bay

From Dromana and Safety Beach west to Portsea along the Port Phillip Bay Coastline is characterised by sandy calm beaches, busy seasonal visitation and strong growing urban communities. This area features coastal scrub and woodlands with Coastal Banksias and Moona.

## VEGETATION

### Canopy



*Banksia integrifolia*  
Coastal Banksia

### Midstorey



*Leucopogon parviflorus*  
Coast Beard Heath

### Groundcovers



*Dichondra repens*  
Kidney Weed



*Leptospermum laevigatum*  
Coast Tea Tree



*Rhagodia candolleana* ssp. *candolleana*  
Seaberry Saltbush



*Austrostipa stipoides*  
Coast Spear Grass



*Melaleuca lanceolata*  
Moona



*Pomaderris paniculosa*  
Shining Dogwood



*Ficinia nodosa*  
knotted club-rush

# 2 The Dunes

The ocean side of the Peninsula from Cape Schanck to Point Nepean is characterised by wild beaches, sand dunes, National Park and low density residential housing. Remnant vegetation in this area includes Coastal headland scrub and woodlands.

## VEGETATION

### Canopy



*Banksia integrifolia*  
Coastal Banksia

### Midstorey



*Acacia longifolia* ssp. *sophorae*  
Coastal Wattle

### Groundcovers



*Leucophyta brownii*  
Silver Cushion Bush



*Leptospermum laevigatum*  
Coast Tea Tree



*Rhagodia candolleana* ssp. *candolleana*  
Seaberry Saltbush



*Dianella brevicaulis*  
Short Stem Flax Lily



*Melaleuca lanceolata*  
Moona



*Leucopogon parviflorus*  
Coast Beard Heath



*Poa poiformis*  
Coastal Tussock Grass

# 3 The Hills

From Balnarring up to Red Hill and Arthurs Seat, the hills are characterised by small acreages, wineries, tall forest and spectacular views. This areas remnant vegetation includes wet and dry sclerophyllous forests.

## VEGETATION

### Canopy



*Eucalyptus obliqua*  
Messmate Stringybark

### Midstorey



*Banksia marginata*  
Silver Banksia

### Groundcovers



*Hibbertia riparia*  
Erect Guinea-flower



*Eucalyptus radiata*  
Narrow-leafed Peppermint Gum



*Acacia verticillata*  
Prickly Moses



*Microlaena stipoides*  
Microlaena or Weeping grass



*Eucalyptus cephalocarpa*  
Silver-leaf or Mealy Stringybark



*Cassinia arcuata*  
Drooping Cassinia



*Lomandra longifolia*  
Spiny-head Mat-rush

# 4 Western Port Passage

The entrance to Western Port Bay from Cape Schanck to Somers. Coastal access is via the several small communities of Flinders, Shoreham, Merricks Beach, Balnarring Beach and Somers with a mix of cleared agricultural land, coastal tourism communities and wild coastline. This area is characterised by grassy woodlands and swampy riparian woodland along with coastal vegetation.

## VEGETATION

### Canopy



*Eucalyptus ovata*  
Swamp Gum

### Midstorey



*Acacia paradoxa*  
Kangaroo Thorn

### Groundcovers



*Gahnia sieberiana*  
Red-Fruit Saw-Edge.



*Acacia melanoxylon*  
Blackwood



*Cassinia aculeata*  
Common Cassinia



*Microlaena stipoides*  
Weeping grass



*Melaleuca ericaefolia*  
Swamp Paperbark



*Leptospermum lanigerum*  
Silky Tea Tree



*Poa labillardieri*  
Tussock Grass

# 5 Western Port

From Somers north along the Western Port Bay coastline to Hastings, the coastline features intertidal mud flats and mangroves. Hastings is a large community with significant industrial facilities. This area is characterised by grassy woodlands, swamp scrub and salt marsh.

## VEGETATION

### Canopy



*Allocasuarina verticillata*  
Drooping Sheoak (Southern Lofty)

### Midstorey



*Acacia paradoxa*  
Kangaroo Thorn

### Groundcovers



*Acaena novae-zelandiae*  
Bidgee-widgee



*Eucalyptus radiata*  
Narrow-leaved Peppermint Gum



*Bursaria spinosa*  
Native Blackthorn, or Sweet Bursaria



*Carex appressa*  
Tall Sedge



*Melaleuca ericaefolia*  
Swamp Paperbark



*Coprosma quadrifida*  
Prickly Currant-bush



*Themeda triandra*  
Kangaroo Grass

# 6 The Plains

The northern end of the Peninsula with gently rolling hills at the door step of Melbourne's growing fringe. The communities within this area are growing rapidly as agricultural land is being subdivided. The coast is not a defining feature of this landscape. Remnant vegetation is characterised by lowland forest and woodlands.

## VEGETATION

### Canopy



*Eucalyptus viminalis* ssp. *Pryoriana*  
Gippsland Manna Gum

### Midstorey



*Leptospermum continentale*  
Prickly Teatree

### Groundcovers



*Xanthorrhoea minor* ssp. *lutea*  
Small Grass-tree



*Eucalyptus camaldulensis*  
River Red Gum



*Hakea ulicina*  
Furze Hakea



*Microlaena stipoides*  
Microlaena or Weeping grass



*Acacia melanoxylon*  
Blackwood



*Banksia marginata*  
Silver Banksia



*Themeda triandra*  
Kangaroo Grass

## 4.2 Materials

The trails materiality should provide robustness, continuity and a sense of place through the use of natural and local (where possible) materials and colours. This approach aligns with Shire policies and strategies like the Green Wedge Management Plan and ESD Policy for Council Buildings and Civil Works, 2022.

### Wayfinding



Mass timber lower wayfinding elements

### Elements



Concrete and steel for durability.  
Timber to provide tactility and comfort



Robust, natural timber bench



Water with bottle filling capability  
140



Stainless steel bike racks



Bike service station

## Boardwalks & Balustrade



Fibre reinforced plastic (FRP) boardwalks



Balustrade in stainless steel and weathering steel



Transparent and light weight design to blend in with landscape.

## Pavements

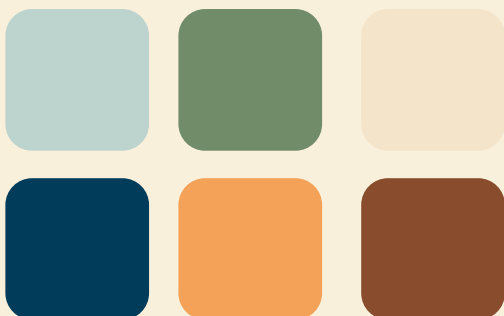


Exposed aggregate



Dromana topping

## Colours palette



Inspired by the landscape with some vibrancy to aid in wayfinding



# 5 Appendix 1

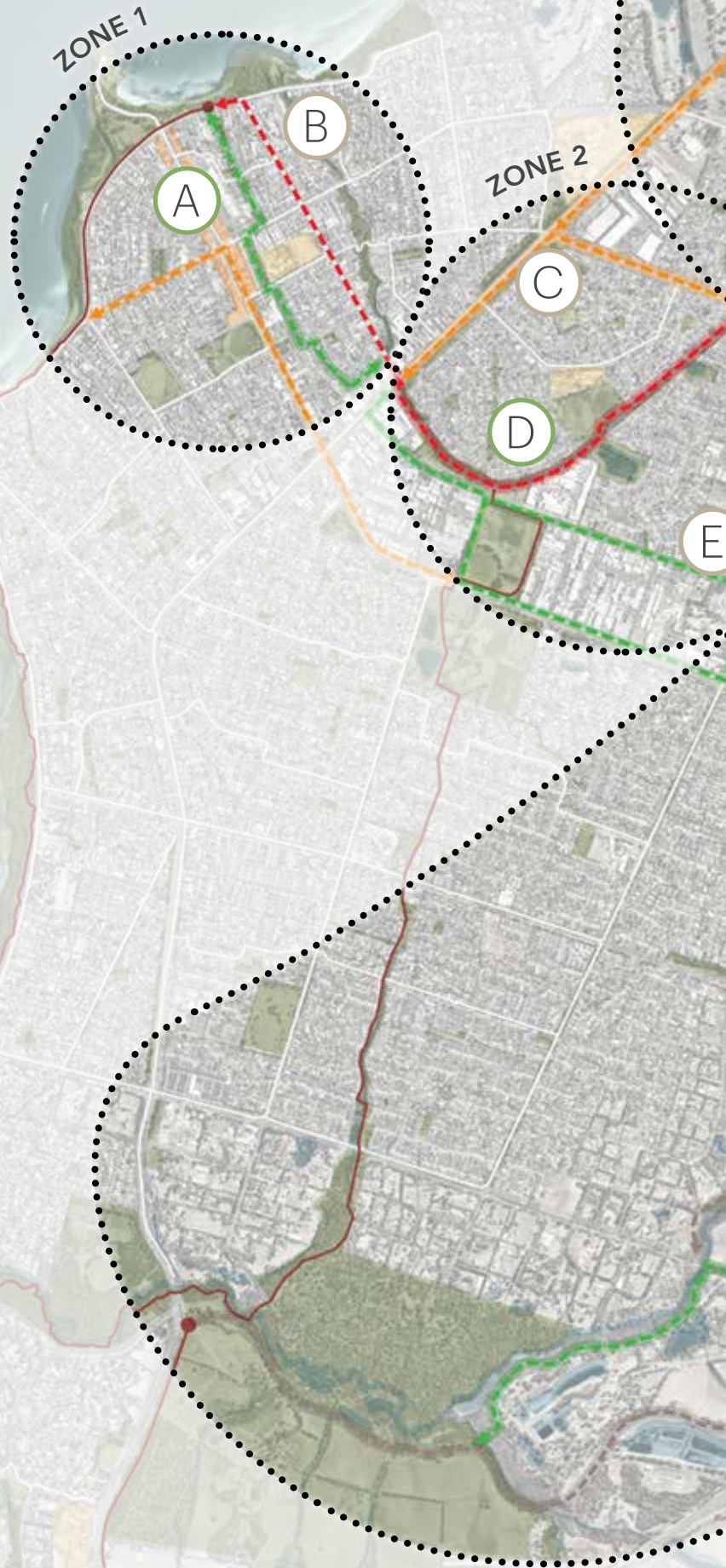
## Moorooduc to Mornington

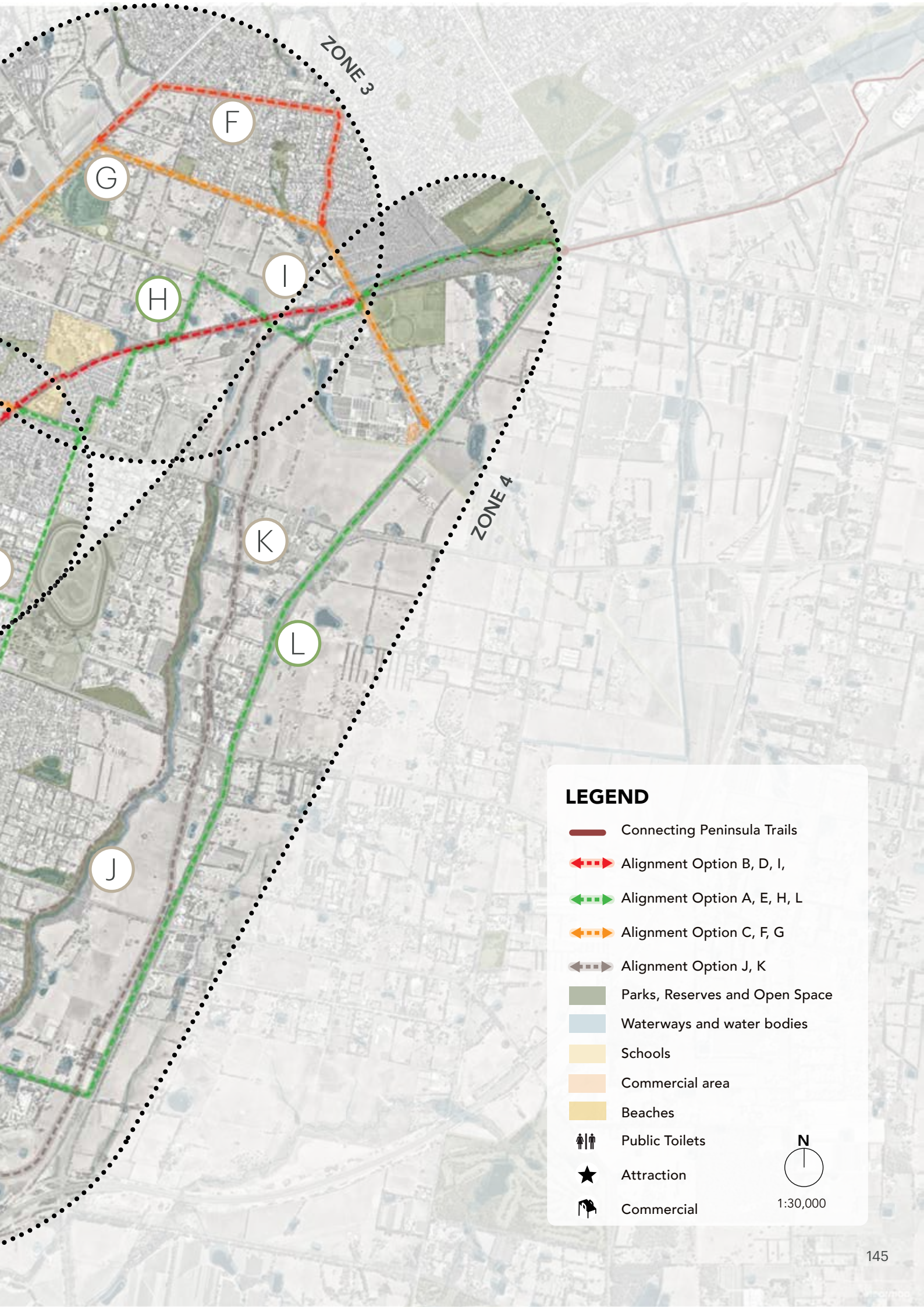


# 01 Moorooduc to Mornington Alignment Options

## TRAIL OBJECTIVE

This key connection is complex and therefore has been broken into 4 zones to better isolate comparable alignments.





ZONE 3

ZONE 4

F

G

H














I

K

L

J

**LEGEND**

-  Connecting Peninsula Trails
-  Alignment Option B, D, I,
-  Alignment Option A, E, H, L
-  Alignment Option C, F, G
-  Alignment Option J, K
-  Parks, Reserves and Open Space
-  Waterways and water bodies
-  Schools
-  Commercial area
-  Beaches
-  Public Toilets
-  Attraction
-  Commercial



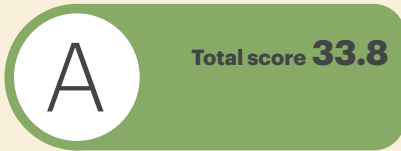
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# 01 Moorooduc to Mornington Alignment Evaluation

## Zone 1

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This zone aims to provide a safe cycle and pedestrian connection from the Nepean Hwy through Mornington to the Esplanade. Much of this connection may include on-road cycle lanes. In these cases semi-separation design should be utilised.



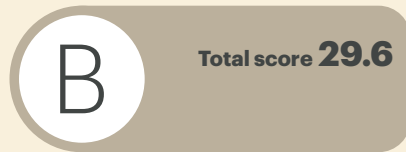
### User Groups

Walking, Running, Recreational  
Cycling

### Trail construction specification

Shared use path. 2.5 to 3m  
decorative concrete

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### User Groups

Cycling on road, walking and  
running on existing footpath

### Trail construction specification

Semi-protected bike path on  
road. 1 to 1.5m wide asphalt with  
Chevron painted separator  
islands with 300mm wide plastic  
kerbs. Refer to Bike Lane Design  
Guidelines, City of Melbourne  
2019

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### Alignment Description

Following a series of easements connecting into the centre of Mornington and the Mornington Foreshore beyond. Within the easements and public open spaces a shared use path is possible.

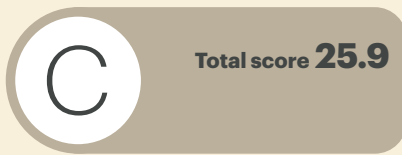
### Alignment Description

Following Tanti Ave this alignment bypasses Mornington Main St. It connects with the coast at the Mornington Foreshore Reserve.

## Zone 2

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This zone aims to provide a safe cycle and pedestrian connection from Bungower Rd to the Nepean Hwy. There are a number of different options here and diverse opportunities and constraints for all of them. Given the number of schools and open space reserves in this area a fully separated shared use path should be the priority.



### User Groups

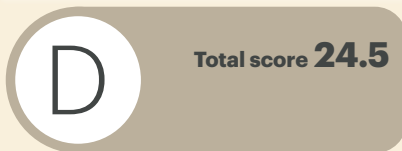
Walking, Running Cycling

### Trail construction specification

Shared use path. 2.5 to 3m decorative concrete as per trail guidelines

### Alignment Description

Following Bungower Rd west towards Nepean Hwy where it will join a proposed trail running down the Nepean Hwy. The south side of Bungower Rd is the preferred side for this connection. However, several existing mature street trees exist.



### User Groups

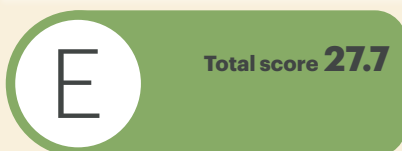
Walking, Running,  
Recreational Cycling

### Trail construction specification

Shared use path. 2.5 to 3m decorative concrete as per trail guidelines. A 1.8m high fence will be required by railway authorities

### Alignment Description

Following the north side within the rail reserve to Narambi Reserve where the trail crosses to the south side at an existing rail crossing. The trail continues on the south side of the reserve avoiding some sensitive habitat between Narambi Reserve and Brim Brim Wetland. At Mornington Rail Station the trail moves north and crosses Tanti Creek on an existing footbridge that should be upgraded as a part of the trail works. The trail meets Nepean Hwy where an existing signalled pedestrian crossing is located.



### User Groups

Walking, Running,  
Recreational Cycling

### Trail construction specification

Existing and widened shared use path. 2.5 to 3m decorative concrete as per trail guidelines with a short length of on road cycle lane

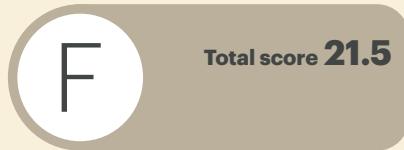
### Alignment Description

Following Racecourse Rd on the west side. An existing shared use path can be followed from Bungower Rd to Booker Ave. South of Booker Ave the SUP becomes a 1.5m wide footpath that is too narrow to accommodate cyclists. This footpath would be widened to 2.5m-3m. The path continues to Mornington-Tyabb Rd where it crosses to an existing SUP on the south side of the road. This existing SUP continues to Flinders Park where it terminates at Yuilles Rd. Beyond here an on road cycle lane would accommodate cyclists.

### Zone 3

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This zone investigates a connection between Wooralla Dr and Bungower Rd. Much of this section is Green Wedge Zone and therefore does not contribute significantly to local community connections therefore a trail that is sympathetic to the landscape and ecological conditions is important. This connections target user group are recreational cyclists who are not currently served in this location.



#### User Groups

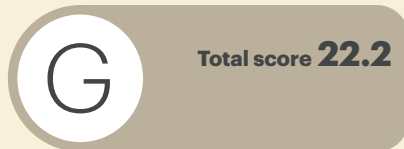
Walking Running Cycling

#### Trail construction specification

Existing 1.5m wide footpath widened where possible connecting with a new 2.5m wide concrete SUP along Tower Rd

#### Alignment Description

North up Wooralla Dr on the east side along an existing footpath. This trail should be widened where possible to accommodate cyclists. At Tower Rd turn left and travel west on the north side of the road to the Nepean Hwy where the trail meets a proposed SUP on the west side of Nepean Hwy. A signalled crossing at Nepean Hwy will be required.



#### User Groups

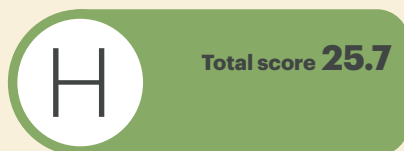
Walking, Running, Cycling

#### Trail construction specification

Existing 1.5m wide footpath widened where possible connecting with shared road environment along Cobb Rd

#### Alignment Description

North up Wooralla Dr on the east side along an existing footpath. This trail should be widened where possible to accommodate cyclists. At Cobb Rd turn left and travel west along the road in a shared road environment. This will require some traffic calming and changes to road conditions. Cross the Nepean Hwy where the trail meets a proposed SUP on the west side of Nepean Hwy. A signalled crossing at Nepean Hwy will be required.



#### User Groups

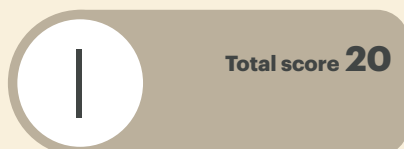
Walking Running Cycling

#### Trail construction specification

3m wide concrete SUP as per trail guidelines

#### Alignment Description

Follow the services easement that criss-crosses the railway reserve. This alignment follows land that has unknown private use rights that may need to be negotiated. It will also require one new crossing of the rail line. At Baldock Rd connect with an existing SUP and travel south connecting with an existing SUP on the north side of Bungower Rd.



#### User Groups

Walking Running Cycling

#### Trail construction specification

3m wide concrete SUP west of Baldock Rd. 2.5m wide gravel path east of Baldock with some areas of boardwalk.

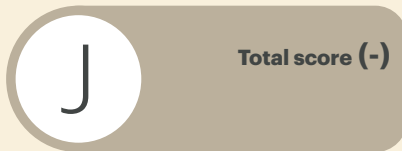
#### Alignment Description

Follow the railway line on the south side of the tracks traveling west. At Baldock Rd connect with an existing SUP and continue west into the easement north of Beleura Village. A crossing of the tracks could be required near Padua College to connect with an existing SUP on the north side of the tracks. However, with further feature, arborist and vegetation survey a trail may continue on the south side of the tracks. Whilst within the rail reserve the trail will need to be a minimum of 3m from the tracks and have a 1.8m high fence between it and the tracks.

## Zone 4

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Unlike the objective stated for zones 1-3, zone 4 does not connect into Mornington. Zone 4's objective is to connect to the Briars where the Peninsula Trails will continue south to Safety Beach and the Bay Trail. These alignments should therefore be considered as an alternative and different proposition to those of zones 1-3.



### User Groups

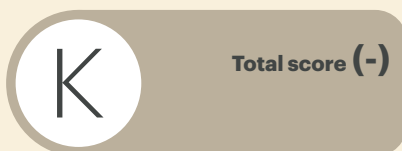
Walking, Running Cycling

### Trail construction specification

Shared use path. 3m decorative concrete as per trail guidelines

### Alignment Description (Not viable due to land tenure and stakeholder conflict)

Following Balcombe Creek south to the Briars. Between Wooralla Rd and Bungower Rd this alignment is on private land because no public reserve along the creek exists. In the future a public reserve may be established along the creek as land is subdivided. However at this time the land is zoned GWZ3. For this reason this alignment will not be evaluated at this time. Should current GWZ3 land be rezoned and a public reserve established along the creek between Moorooduc and the Briars a SUP should be considered.



### User Groups

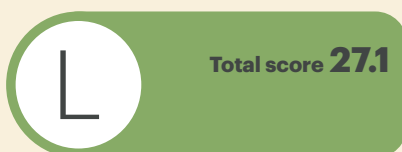
Walking, Running, Cycling

### Trail construction specification

Shared use path. 3m decorative concrete as per trail guidelines

### Alignment Description (Not viable due to land tenure and stakeholder conflict)

Following a sewer easement south to the South East Water Mt Martha Water Recycling Plant before crossing Balcombe Creek into the Briars. This alignment follows an existing service vehicle track for most of its length and will offer an immersive agricultural experience. Challenges include establishing safe crossings of major roads (Bungower, Mornington-Tyabb, Bentons, Craigie), crossing Balcombe Creek and establishing use rights that will be in conflict with adjacent private landowners.



### User Groups

Walking, Running, Recreational Cycling

### Trail construction specification

Shared use path. 3m decorative concrete as per trail guidelines

### Alignment Description

Following Moorooduc Highway along the west side of the road reserve. The road reserve is wide and there is plenty of space for a well separated trail. However, there are a number of high speed roundabout intersections that will generate the main challenge for this alignment.

\*Although this alignment is the highest ranked alignment within this zone it does not connect into Mornington and therefore does not meet the overall objective for this key connection of connecting Mornington to Moorooduc.



# Appendix 2

## Evaluation Matrix



## KEY CONNECTION: Mornington to Moorooduc

Evaluation Criteria		ZONE 1										ZONE 2									
		Alignment A		Alignment B		Alignment C		Alignment D		Alignment E		Alignment A		Alignment B		Alignment C		Alignment D		Alignment E	
Field Assessment Criteria	Weighting	Description	Rating Method	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating
<b>Key alignment objectives</b>	NA	NA	NA	This zone aims to provide a safe cycle and pedestrian connection from the Nepean Hwy through Mornington to the Esplanade. Much of this connection may include on-road cycle lanes. In these case semi-separated design should be utilized.									This zone aims to provide a safe cycle and pedestrian connection from Bungower Rd to the Nepean Hwy. There are a number of different options here and diverse opportunities and constraints for each of them. Given the number of schools and open space reserves in this area a fully separated shared use path should be the priority.								
<b>Alignment Description</b>	NA	Describe the trail, where it goes, what it intersects and any challenging or unique features.	NA	Following a series of assessments and paths connecting into the centre of Mornington and the Mornington Forebears Reserve. Within the assessments and public open space reserves a shared use path is possible.			Following Tait Ave this alignment bypasses Mornington Mall St. It connects with the coast at the Mornington Forebears Reserve.			Following Bungower Rd west towards Nepean Hwy where it will join a proposed trail running down the Nepean Hwy. The south side of Bungower Rd is the preferred path for this connection. However, several existing mature street trees exist.			Following Bungower Rd west towards Nepean Hwy where it will join a proposed trail running down the Nepean Hwy. The south side of Bungower Rd is the preferred path for this connection. However, several existing mature street trees exist.			Following Bungower Rd west towards Nepean Hwy where it will join a proposed trail running down the Nepean Hwy. The south side of Bungower Rd is the preferred path for this connection. However, several existing mature street trees exist.			Following Bungower Rd west towards Nepean Hwy where it will join a proposed trail running down the Nepean Hwy. The south side of Bungower Rd is the preferred path for this connection. However, several existing mature street trees exist.		
<b>Trail Typology</b>	NA	Connector Trail Short Break International Event	NA	Short Break International Event			Connector Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event		
<b>Trail User Group</b>	NA	Who is this trail designed for?	NA	Walking Running Cycling MTH biking Horse riding			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling		
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	Shared use path. 2.5 to 3m decorative concrete as per trail guidelines.			Semi-protected bike path on road. 1 to 1.5m wide asphalt with Chevron painted separate islands with 300mm wide plastic kerbs. Refer to State Lane Design Guidelines, City of Melbourne 2019			Shared use path. 2.5 to 3m decorative concrete as per trail guidelines.			Shared use path. 2.5 to 3m decorative concrete as per trail guidelines. A 1.8m fence will be required by railway authorities.			Shared use path. 2.5 to 3m decorative concrete as per trail guidelines. A 1.8m fence will be required by railway authorities.			Shared use path. 2.5 to 3m decorative concrete as per trail guidelines. A 1.8m fence will be required by railway authorities.		
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through an area with high quality and diverse native vegetation with minimal disturbance. 2 - The trail does not pass through a sensitive landscape and the present vegetation is present. The trail may require existing biodiversity but this can be mitigated. 3 - The trail does not pass through a sensitive landscape and there is no permanent vegetation. Trail works will have little to no impact on existing biodiversity.	Very little biodiversity value is present along the alignment. The trail construction could be a catalyst for improving biodiversity outcomes.	5	5	Very little biodiversity value is present along Tait Ave except for some significant street trees that can be retained and protected. There is limited opportunity to improve biodiversity outcomes.	4	4	Some existing street trees may need to be removed.	4	4	There are some wet areas that may be impacted by the trail. These could be passed over with boardwalks or culverts. Most existing mature trees that can be avoided. Some ecological impact is likely given the requirement for fencing in areas and sensitivity of the vegetation.	2	2	Mostly existing trail with little impact to any biodiversity value.	5	5	Mostly existing trail with little impact to any biodiversity value.	5	5
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no relevant cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 2 - The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 3 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to occur.	Given the assessments history of disturbance, it is likely that very little cultural heritage artifacts existing within the ground. Furthermore the works would not require significant excavation.	5	5	Given the roads history of disturbance, it is likely that very little cultural heritage artifacts existing within the ground. Furthermore the works would not require significant excavation.	5	5	Highly disturbed area with limited earthworks required.	5	5	Moderately disturbed site with limited earthworks required.	3	3	Highly disturbed area with limited earthworks required.	5	5	Highly disturbed area with limited earthworks required.	5	5
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment travels through complex terrain and construction is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is strong. 3 - This trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	The most difficult construction element of this trail will be at the intersections in particular. As such conflict here may arise. Engagement with utility agencies should be done early.	4	3.6	This alignment will require realigning road line markings and removing car parking. If kerb and channel works are required constructability would be more difficult.	4	3.6	Bungower Rd is busy. Construction may require some traffic disruption. A crossing on Bungower Rd will be required.	3	2.7	Some wet areas will need to be navigated. A fence will also be required to separate the trail from the rail line. Access will also be challenging during the construction period.	1	0.9	Weathering the footpath will be challenging in some locations and may require the removal of existing trees but most of the trail already exists.	4	3.6	Weathering the footpath will be challenging in some locations and may require the removal of existing trees but most of the trail already exists.	4	3.6
<b>Stakeholder Complexity</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - This trail alignment will generate conflict with some of our stakeholders. 2 - This trail alignment will generate some conflict with stakeholders, but this conflict can be managed and mitigated. 3 - All stakeholders support this trail alignment.	The path will pass by residents back fences. As such conflict here may arise. Engagement with utility agencies is also important.	4	2	Parking will be impacted and vehicular traffic should be slowed. This may generate some stakeholder conflict.	3	1.5	School issues utilize an informal parking area on the south side of Bungower Rd. This area may be affected by the trail.	4	2	Residential backyards interface with the rail reserve. They may not be happy about more people in the rail reserve. Environmental groups may not be happy but this length of trail does not appear to have high biological values. Mornington Tourist Railway have identified that they support the trail within the rail reserve.	1	0.5	Local residents may be concerned with the loss of existing trees.	4	2			
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 2 - Council does not manage the land but they have a good working relationship with the land manager who shares similar values with Council. 3 - Council is the land manager.	Utility agencies	4	2	Council Road	5	2.5	Council Road	5	2.5	ViTrack	1	0.5	Council and State Road	3	1.5			
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known OPTED issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 2 - The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult. 3 - There are no unique safety issues or emergency egress issues beyond best practice space conditions.	The easements are narrow with high back fences. Unacceptable behaviour may occur.	3	2.1	Sharing the road with cars is dangerous for cyclists. This can be mitigated by using plastic kerbs and bollards to create separation.	3	2.1	Proximity to busy road introduces increased risk.	2	1.4	The reserve is isolated in locations with poor sight lines. Unacceptable behaviour may occur.	3	2.1	Proximity to roads may cause safety issues.	2	1.4			
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 2 - The trail is close to a road but it is not busy or there is a sufficient buffer between the trail and the road. Some views may exist. 3 - The trail is isolated from the road network and has limited vehicular noise at all locations. There is significant native vegetation and views across the landscape.	Limited existing character but there may be potential to improve the character.	2	1.4	Some existing significant trees and views. For much of this alignment it is a streetscape.	2	1.4	Busy road interface	1	0.7	Isolated from road with the opportunity to improve landscape character.	3	2.1	Road interface	1	0.7			
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. beaches, sports etc).	1 - The trail does not connect to any existing or potential attractions. 2 - The trail connects to some attractions that may be of some interest to some people. 3 - The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	This alignment connects with the Mornington CBD	5	3.5	This alignment connects with the Mornington Forebears precinct.	4	2.8	No special connections	3	2.1	No special connections	3	2.1	No special connections	3	2.1			
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure and amenities (i.e. schools, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will alleviate existing transport strains.	Good connection with shops and Mornington CBD	5	3.5	Less connected to shops and community infrastructure.	4	2.8	No increased value beyond the trail	2	1.4	Connects several public open spaces and nearby schools.	4	2.8	Connects some shopping areas and public open space.	3	2.1			
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 2 - This trail alignment will have a neutral impact on commercial opportunities. 3 - There are few commercial opportunities that this trail alignment generates but none will be impacted. 4 - There are some commercial opportunities that will be facilitated by this trail alignment.	No clear advantage of this alignment over the other in terms of commercial activation.	3	1.5	No clear advantage of this alignment over the other in terms of commercial activation.	3	1.5	No unique opportunities	1	0.5	Opportunity to consider the trail in terms of marketable retail trail - if the preferred alignment is along the entire length of the Mornington to Moorooduc railway corridor.	4	2	No unique opportunities	2	1			
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1 - There are no trail amenities. 2 - There are some trail amenities and/or all key amenities are within 500m. 3 - The trail connects to important community infrastructure and will alleviate existing transport strains. 4 - All trail amenities are within proximity to this trail alignment.	No clear advantage for this alignment over the other option.	3	1.5	No clear advantage for this alignment over the other option.	3	1.5	Nearby shops and urban context	2	1	Well serviced public open space.	4	2	Nearby shops and urban context	3	1.5			
<b>Accessibility</b>	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1 - This trail alignment travels through complex terrain and construction access is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is strong. 3 - This trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Cyclists will be required to use an on-road bike path.	3	2.7	Cyclists will be required to use an on-road bike path.	1	0.9	Adequate accessibility could be achieved.	4	3.6	Adequate accessibility could be achieved.	4	3.6	Some areas of on road cycle path required.	2	1.8			
<b>TOTAL (GENERAL COMMENTS)</b>					<b>46</b>	<b>33.8</b>		<b>41</b>	<b>29.6</b>		<b>36</b>	<b>26.9</b>		<b>33</b>	<b>23.6</b>		<b>37</b>	<b>27.1</b>			

ZONE 3												ZONE 4											
Alignment F			Alignment G			Alignment H			Alignment I			Alignment J			Alignment K			Alignment L					
Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating			
This zone investigates a connection between Wooralla Dr and Bungower Rd. Much of this section is Green Wedge Zone and therefore does not contribute significantly to local community connections therefore a trail that is sympathetic to the landscape and ecological conditions is important. This connections target user group are recreational cyclists who are not currently served in this location.																							
North up Wooralla Dr on the east side along an existing footpath. This trail should be widened where possible to accommodate cyclists. At Tower Rd turn left and travel west on the north side of the road to the Nepean Hwy where the trail meets a proposed SUIP on the west side of Nepean Hwy. A signalled crossing at Nepean Hwy will be required.			North up Wooralla Dr on the east side along an existing footpath. This trail should be widened where possible to accommodate cyclists. At Cools Rd turn left and travel west along the road in a shared road environment. This will require some traffic calming and changes to road conditions. Cross the Nepean Hwy where the trail meets a proposed SUIP on the west side of Nepean Hwy. A signalled crossing at Nepean Hwy will be required.			Follow the services easement that crosses the railway reserve. This alignment follows land that has unknown private use rights that may need to be negotiated. It will also require one new crossing of the rail line at Baldock Rd connect with an existing SUIP and travel south connecting with an existing SUIP on the north side of Bungower Rd.			Follow the railway line on the south side of the tracks travelling west. At Baldock Rd connect with an existing SUIP and continue west into the easement north of Baldock Ridge. A crossing of the tracks could be required near Paskas College to connect with an existing SUIP on the north side of the tracks. However, with further future, urbanist and negotiation surveys a trail may continue on the south side of the tracks. The trail will sit within the rail reserve and will be a minimum of 8m from the tracks and have a 1.8m high fence between it and the tracks.			Following Balcombe Creek south to the Briers. Between Wooralla Rd and Bungower Rd this alignment is on private land because no public reserve along the creek exists. In the future a public reserve may be established along the creek as land is established. However at this time the land is zoned DW23. For this reason this alignment will not be evaluated at this time. Should current DW23 land be rezoned and a public reserve established along the creek between Moorooduc and the Briers a SUIP should be considered.			Following a sewer easement south to the South East Water Mt Maria Water Recycling Plant before crossing Balcombe Creek into the Briers. This alignment follows an existing service vehicle track for most of its length and will offer an innovative agricultural experience. Challenges include establishing safe crossings of major roads (Bungower, Mornington-Tyabb, Berrons, Cragg), crossing Balcombe Creek and establishing use rights that will be in conflict with adjacent private landowners.			Following Moorooduc Highway along the west side of the road reserve. The road reserve is wide and there is plenty of space for a well-separated trail. However, there are a number of high speed round about intersections that will generate the main challenge for this alignment.					
Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event			Short Break International Event					
Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling			Walking Running Cycling					
Existing 1.5m wide footpath widened where possible connecting with a new 2.5m wide concrete SUIP along Tower Rd			Existing 1.5m wide footpath widened where possible connecting with shared road environment along Cools Rd			3m wide concrete SUIP as per trail guidelines			3m wide concrete SUIP west of Baldock Rd. 2.5m wide gravel path east of Baldock with some areas of boardwalk. This trail will require a 1.8m high fence between it and the railway tracks.			Shared use path. 3m decorative concrete as per trail guidelines.			Shared use path. 3m decorative concrete as per trail guidelines.			Shared use path. 3m decorative concrete as per trail guidelines.					
Very little impact given the trail is mostly existing.			Very little impact given the trail is mostly existing.			Most of the easements have a history of disturbance and an existing service vehicle path to follow.			Area of disturbance likely given some areas of challenging ground conditions, difficult access for construction and the need for a fence which increases the construction and management footprint of the trail.			Mostly cleared land with existing service track			Space to avoid significant vegetation. History of disturbance.								
Very little impact given the trail is mostly existing.			Very little impact given the trail is mostly existing.			Most of the easements have a history of disturbance and an existing service vehicle path to follow.			Area of disturbance likely given some areas of challenging ground conditions, difficult access for construction and the need for a fence which increases the construction and management footprint of the trail.			Mostly cleared land with existing service track			History of disturbance. Limited ground works required.								
Most of the trail exists. However, a signalled crossing at Nepean Hwy will be challenging to advocate for.			Most of the trail exists. However, a signalled crossing at Nepean Hwy will be challenging to advocate for.			The trail mainly follows existing service vehicle tracks. A new railway crossing will be required and a new crossing of Balcombe Creek.			Construction access will be challenging. There are also several areas that will require boardwalk to bridge wet ground. The fence may also pose challenges as it will impact vegetation below and above ground. A bridge across Balcombe Creek will also be required along with the removal of some trees.			Interactions with major roads will be less difficult because this trail is clear of round abouts.			Interactions with major roads will be difficult.								
Vic Roads may not support a signalled crossing of Nepean Hwy			Vic Roads may not support a signalled crossing of Nepean Hwy			Private land owners may not be pleased having public moving through land that is privately managed. Mornington Railway may not support an additional railway crossing.			Mornington Railway Preservation Society have given support to this alignment. However, current users including environmental groups are likely to strongly not support this alignment.			Adjacent private landowners			Vic Roads								
Vic Roads may not support a signalled crossing of Nepean Hwy			Vic Roads may not support a signalled crossing of Nepean Hwy			Private land owners			Vic Track			Melbourne Water, Private Land owners			Vic Roads								
This path travels along busy roads and will require several crossings.			This path travels along busy roads and will require several crossings.			There is limited passive surveillance.			There is limited passive surveillance.			Some difficult intersections			Some very difficult intersections								
Poor roadside character			Poor roadside character. However Cools Rd is has a more pleasant agricultural landscape.			Agricultural setting with some challenging wayfinding.			High value vegetation that may contribute to the experience. However the 1.8m high fence will diminish much of this value.			Agricultural landscape			Road side environment								
No attractions and this alignment will increase the travel time between attractions.			No attractions and this alignment will increase the travel time between attractions.			No unique connections other than trail itself			No unique connections other than trail itself			No unique connections			Well connected to Tully's								
Limited community value given trail mostly already exists and it does not connect to many important community assets.			Limited community value given trail mostly already exists and it does not connect to many important community assets.			This connection will provide new connections for Paskas College and St Macartur's Primary School to the east.			This connection will provide new direct connections for Paskas College and St Macartur's Primary School to the east.			No unique community value			No unique community value								
This alignment will detract from the overall marketability of the Peninsula Trails			This alignment will detract from the overall marketability of the Peninsula Trails			Limited marketability given it is not on the rail line but it will not detract from the overall trails marketability.			Rail trails have significant marketability.			Agricultural landscape away from major road			Major road context may detract from product marketability.								
No unique access to amenities.			No unique access to amenities.			No unique access to amenities.			No unique access to amenities.			Few and isolated.			Few and isolated.								
Sheep hill up Wooralla Dr.			Sheep hill up Wooralla Dr.			The need to cross the railway line and navigate through easements may generate accessibility issues.			An accessible path can be accommodated. However, the gravel path in the east will reduce accessibility.			Potential for good accessibility			Potential for good accessibility								
28 21.5			29 22.2			34 25.7			30 20			NOT EVALUATED			NOT EVALUATED			37 27.1					

# 02 Mount Martha to Safety Beach

## Evaluation Matrix

### KEY CONNECTION: Mount Martha to Safety Beach

Evaluation Criteria		Weighting	Description	Rating Method	Alignment A	Alignment B	Alignment C	Alignment D						
Field Assessment Criteria	Weighting	Description	Rating Method	Comments/Recommendation	Rating	Weighting	Weighting	Weighting						
Alignment Description / Objective		This trail will follow from the Briars south along the east side of the Nepean Hwy. As it travels south there are four options to connect with Safety Beach. The aim of this connection is to provide a shared use trail for walkers, runners and cyclists and connects the Bay Trail to the communities north in Mt Martha, Mt Eliza and Mornington.		Crossing from east to west of the Nepean Hwy at Forest Dr utilizing an already proposed signalled crossing. The trail continues west along Forest Drive within the road reserve. Significant vegetation removal within the verge will be required. The trail then connects to Bruce Rd before crossing the Marine Drive easement.		This alignment follows Bruce Rd along its entire length before connecting with Marine Drive. West of Martha Cove Blvd the trail could follow within an easement on the south side of Bruce Rd. This easement ends and then the trail will need to cross Bruce Rd where there is a significant cross fall that will need to be managed. This length of Bruce road where there is no topsoil will require significant work to construct a shared use path. This will include retaining wall construction and street tree removal.		The alignment follows along Bruce Rd and then enters Martha Cove at Martha Cove Blvd. It follows an existing shared use path south along Island Dr continuing to Poling Rd. At Poling Rd an existing SP formation at Clasper Quay. At this point the trail should cross the road and continue within the road reserve west. Some trees may be impacted. The trail then crosses Dromana Rise onto Link Dr before crossing Marine Dr onto the Bay Trail at an existing pedestrian crossing.						
Trail Typology	NA	Connector Trail Short Break International Event	NA	Short Break Event		Short Break Event		Short Break Event						
Trail User Group	NA	Who is this trail designed for? Walking, Running, Hiking, Cycling, MTN biking, Horse riding	NA	Walking, Running, Cycling		Walking, Running, Cycling		Walking, Running, Cycling						
Trail construction specification	NA	What is the trail with and surface finish?	NA	2.5 to 3m wide decorative concrete path		2.5 to 3m wide decorative concrete path with some areas of boardwalk where existing trees ground works		2.5 to 3m wide decorative concrete path where existing trail does not already exist. Link Dr will need to be a shared use road with slow cars due to limited road verge and no topsoil.						
Biodiversity	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trail works will impact this biodiversity. 3 - The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 5 - The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Significant impact along Forest Dr likely	3	1	3	3	Mostly existing trail. Some impact on existing trees along Poling Rd possible.	4	4			
Cultural Heritage	1.0	The proposed trail alignment has no negative impact on cultural heritage and is keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 3 - The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 5 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to assets.	Significant ground works required in an area that appears to have had limited disturbance.	1	1	3	3	Mostly existing trail. Little disturbance where new trail is required.	5	5			
Constructability	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - This trail alignment allows an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Significant ground works and tree removal required.	1	0.9	1	0.9	Mostly existing trail	5	4.5	Mostly existing with some simple new trail required.	4	3.8
Stakeholder Considerations	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - The trail alignment will generate conflict with some or many stakeholders. 3 - The trail alignment generates some conflict with stakeholders, but this conflict can be managed and mitigated. 5 - All stakeholders support this trail alignment.	Environmental groups.	1	0.5	3	1.5	Martha Cove residents and marina users	2	1	Martha Cove residents	3	1.5
Land Tenure	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 3 - Council manages the land, but they have a good working relationship with land manager who shares similar values with Council. 5 - Council is the land manager.	Mostly Shire land	5	2.5	5	2.5	The trail crosses over land that is not public and will require negotiation with Martha Cove	1	0.5	The trail crosses over land that is not public and will require negotiation with Martha Cove	1	0.5
Safety	0.7	The proposed trail alignment is safe with no known CPED issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 3 - The trail has some minor safety issues that can be managed and mitigated. 5 - The trail has no safety issues or emergency egress issues beyond best practice public space conditions.	Several road crossings will be required within Mount Martha to connect to Safety Beach.	2	1.4	4	2.8	Conflict between cyclists and boardwalk users, likely.	2	1.4	Some safety concerns may arise around crossing Dromana Rise and Link Dr.	4	2.8
Landscape Character	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 3 - The trail is close to a road but is not busy or there is sufficient buffer between the trail and the road. Some views may exist. 5 - The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Forested landscape with views	4	2.8	2	1.4	Marina landscape	4	2.8	Marina and golf course landscape.	4	2.8
Connection to existing and potential attractions	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, shops etc).	1 - The trail does not connect to any existing or potential attractions. 3 - The trail connects to some attractions that may be of some interest to some people. 5 - The trail connects to a (or several) significant unique attractions that are of interest to many people.	Less direct to coastal attractions	2	1.4	2	1.4	Connecting to Martha Cove and marina	3	2.1	Connecting to Martha Cove and marina	3	2.1
Local community value	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure opportunities. 3 - The trail improves connectivity to some community infrastructure. 5 - The trail connects to important community infrastructure and will activate existing transport sites.	Connects to some important public open space within Mount Martha	4	2.8	3	2.1	Mostly existing trail	1	0.7	Some improved connectivity to Bay Trail	2	1.4
Potential for commercial activation / product marketability	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 3 - There are few commercial opportunities that this trail alignment will improve. 5 - There are great commercial opportunities that will be facilitated by this trail alignment.	Difficult terrain with indirect coastal access.	2	1	2	1	Direct coastal connection with easy terrain aligns with Bay Trail product	4	2	Direct coastal connection with easy terrain aligns with Bay Trail product	4	2
Existing amenities	0.5	The proposed trail alignment is well supported by existing trail amenities and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1 - There are no trail amenities. 3 - There are some trail amenities and/or all amenities are within proximity to this trail alignment. 5 - All trail amenities are within proximity to this trail alignment.	Open space amenities connected to in Mt Martha including Conifers Picnic Ground and Mount Martha Public Park	4	2	3	1.5	Amenities within Marina including shops and open space amenity.	4	2	Amenities within Marina including shops and open space amenity.	4	2
Accessibility	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1 - The trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - This trail alignment allows an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Sloped terrain with several road crossings	1	0.9	2	1.8	Cycling should not be allowed along Martha boardwalk limiting accessibility.	1	0.9	Moderately good accessibility for most of this alignment.	4	3.6
TOTAL (GENERAL COMMENTS)		TOTAL (GENERAL COMMENTS)			28	18.2	33	22.9		37	27.9		42	31.3

# 03 Anthony's Nose

## Evaluation Matrix

### KEY CONNECTION: Anthony's Nose

Evaluation Criteria		Alignment A	Alignment B	Alignment C	Alignment D	Alignment E	Alignment F	Alignment G	Alignment H	Alignment I	Alignment J	Alignment K	Alignment L
Field Assessment Criteria	Weighting	Description	Rating Method	Assessment	Assessment	Assessment	Assessment	Assessment	Assessment	Assessment	Assessment	Assessment	Assessment
<b>Alignment Description</b>		To connect the Bay Trail from Dromana to McCreas for Bay Trail users including walkers and recreational cyclists. The trail from the Anthony's Nose Boat Ramp to McCreas has only one solution that is a mix of concrete trail and boardwalk above the existing seawall. This requires a technical solution. Therefore this alignment valuation is looking at the trail east of the boat ramp where there are 5 possible solutions that are evaluated here.		Align a trail within the Dromana Foreshore camping area. This trail will primarily be south of the caravan and boatfields but north of the caravan car parking. A co-design process with the foreshore committee will be required to improve foreshore amenity and align a high quality Bay Trail connector.		North of PH Nepean Rd within the road reserve. This alignment will require provisions to be placed underground and it will remove street side car parking. The trail will also need to navigate several bus stops.		Cross to the south side of PH Nepean Rd at the boat ramp and follow an existing clearing within the Dromana Bushland Reserve. The trail will cross back to the north side of the road to reconnect with the Bay Trail					
<b>Trail Typology</b>	NA	Connector trail Short Break International Event	NA	International Short Break Event		International Short Break Event		International Short Break Event					
<b>Trail User Group</b>	NA	Who is this trail designed for? Walking Running Hiking Cycling MTN biking Horse riding	NA	Walking Running Cycling		Walking Running Cycling		Walking Running Cycling					
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	2.5 to 3m wide gravel and decorative concrete path with some areas of 'rubble strip' to slow cyclists.		3m wide decorative concrete shared use path with grade separation and bollards.		2.5 to 3m wide gravel and decorative concrete path.					
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trail works will impact this biodiversity. 2 - The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 3 - The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Limited vegetation removal required. Ground conditions are mostly conducive to low impact trail construction.	4	4	No vegetation removal required. Ground conditions are mostly conducive to low impact trail construction.	5	5	Some vegetation removal will be required. The area has low human activity at present and therefore increased activity represents a threat to biodiversity.	2	2	
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 2 - The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 3 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to trail.	Little ground disturbance required on a highly modified site.	4	4	Little ground disturbance required on a highly modified site.	4	4	Some ground works will be required to manage crossfall. Less history of ground disturbance.	2	2	
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment traverses through complex terrain and construction access is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 3 - The trail alignment follows an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Simple trail construction. However landscape works will be required to improve camp ground conditions. Managing pedestrian and cycle conflicts will require some design considerations in particular near toilet blocks.	3	2.7	Underground powerlines will be costly and complicated given a number of boat shed connections. Busy road context will create challenges.	2	1.8	Two road crossings required. Some ground works will also be required in bushland reserve.	2	1.8	
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - The trail alignment will generate conflict with some or many stakeholders. 2 - This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 3 - All stakeholders support this trail alignment.	Dromana Foreshore committee will require a collaborative design process that will increase design and stakeholder engagement process. At this stage there is not support from the Dromana Foreshore Committee for the alignment.	1	0.5	Edge of busy road and navigating bus stops.	3	1.5	Two crossings required. In conflict with Vic Road interests.	2	1	
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 2 - Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council. 3 - Council is the land manager.	Dromana Foreshore Committee and DEECA	2	1	Vic Roads	2	1	Vic Roads and Bushland Reserve	2	1	
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known CPED issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 2 - The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult. 3 - There are no unique safety issues or emergency egress issues beyond best practice public space conditions.	Potential conflicts between pedestrians, parked cars and cyclists. These can be mitigated.	3	2.1	Busy road conflicts can be mitigated through design.	3	2.1	Two road crossings and secluded trail poses CPED issues	2	1.4	
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 2 - The trail is close to a road but it is not busy or there is sufficient buffer between the trail and the road. Some views may exist. 3 - The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Some coastal context that will be a great experience outside of camping season.	4	2.8	Road side	2	1.4	Away from coast	3	2.1	
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. views, spa's etc)	1 - The trail does not connect to any existing or potential attractions. 2 - The trail connects to some attractions that may be of some interest to some people. 3 - The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	Connected to Bay	4	2.8	Connected to Bay	4	2.8	Away from Bay	2	1.4	
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. schools, shops, civic centres)	1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will also provide access to transport issues.	Convenient connection in particular outside of camping season.	4	2.8	Year round good connection	4	2.8	Less direct and not improving community connectivity.	2	1.4	
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 2 - There are few commercial opportunities that this trail alignment will generate but none will be impacted negatively. 3 - There are great commercial opportunities that will be facilitated by this trail alignment.	Foreshore reserve trail aligns with current Bay Trail product.	4	2	Busy road side context	3	1.5	Inconvenient road crossings	2	1	
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water)	1 - There are no trail amenities. 2 - There are some trail amenities and/or amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water). 3 - All trail amenities are within proximity to the trail alignment.	Great access to coastal amenities including picnic areas, toilets and beach access	5	2.5	Good access to coastal amenities including picnic areas, toilets and beach access	4	2	Poor access to amenities.	2	1	
<b>Accessibility</b>	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1 - This trail alignment traverses through complex terrain and construction access is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 3 - The trail alignment follows an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Some challenges during summer camping season due to mix of user groups, cars and caravans.	4	3.6	Good accessibility	5	4.5	Road crossings and uneven ground may generate some accessibility issues.	3	2.7	
<b>TOTAL (GENERAL COMMENTS)</b>	<b>TOTAL (GENERAL COMMENTS)</b>				<b>42</b>	<b>30.8</b>			<b>41</b>	<b>30.4</b>		<b>26</b>	<b>18.8</b>

Evaluation Matrix

KEY CONNECTION: Whitecliffs

Trail Assessment Criteria	Weighting	Description	Rating Method	Alignment A		Alignment B		Alignment C		Alignment D					
				Overall Performance	Rating	Overall Performance	Rating	Overall Performance	Rating	Overall Performance	Rating				
<b>Alignment Description</b>		Currently there is a pedestrian connection along the coast at this point. This connection is starting and will be used by those that use it. However it is narrow and crosses over the beach and other services grounds. The narrowness of this connection makes it unsuitable for cyclists, prams and wheelchairs. Therefore the key alignment objective here is to better accommodate these users who are currently not being served.		Following the coastal side of the dunes and cliffs. This alignment allows an existing 1-2m wide path to be widened to 3m. A boardwalk would be required to be constructed to connect the path to the Bay Trail in the west. The boardwalk would require significant vegetation removal and ground disturbance.		Following the north side of Point Nepean Road and then crossing the fence line of the Bay Trail. This alignment will require the removal of vegetation and a 2m wide path to be constructed. The path will be separated and the entry into the fence line would be built prior to the vehicular entry. This would provide a better experience but would require additional vegetation removal.		Following the north side of Point Nepean Road and then entering the fence line of the Bay Trail. This alignment will require the removal of vegetation and a 2m wide path to be constructed. The path will be separated and the entry into the fence line would be built prior to the vehicular entry. This would provide a better experience but would require additional vegetation removal.		Following the south side of Point Nepean Road for the existing foot path before crossing back across to the Bay Trail at an existing concrete slab. The path will be 2m wide concrete with a 1m wide path for a shared use path and will therefore provide a good experience.					
<b>Trail Typology</b>	NA	Connector Trail Short Break International Event	NA	Short Break International Event		Short Break International Event		Short Break International Event		Short Break International Event					
<b>Trail User Group</b>	NA	Who is this trail designed for? Walking Running Hiking Cyclists MTB riders Horse riding	NA	Walking, Running, Hiking		Walking, Running, Hiking, Cycling		Walking, Running, Hiking, Cycling		Walking, Running, Hiking, Cycling					
<b>Trail construction specification</b>	NA	What is the trail width and surface type?	NA	Varies including existing concrete, gravel and new boardwalk. Max 2m		1.5m to 2m concrete shared use path		1.5m to 2m concrete and boardwalk shared use path		Existing concrete footpath to 2m wide.					
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may require biodiversity treatment and signage with Council partners.	1 - The trail passes through a sensitive landscape with recent vegetation of high quality and value and is likely that the bulk works will impact this biodiversity. 2 - The trail does not pass through a sensitive landscape and the recent vegetation is present. The trail may impact biodiversity but the impact is not significant. 3 - The trail does not pass through a sensitive landscape and there is no recent vegetation. The trail will have little to no impact on biodiversity and may provide benefits through revegetating existing tracks to biodiversity.	This alignment may have significant impact due to it being within the fence and beach zone.	1	1	The trail would require cutting into the road side and clearing of vegetation along the road shoulder.	2	2	The trail would require cutting into the side of the road side. The boardwalk section would pass over some protected dune and vegetation area.	2	2	No significant vegetation or ground disturbance required due to trail being already existing.	3	3
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and the trail will require ground disturbance. 2 - The trail passes through an area that has a history of post-colonial disturbance, but the trail will require ground disturbance. 3 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.	Significant dune disturbance required where boardwalk required.	1	1	Dune disturbance would be focused on road side where a history of disturbance is likely present cut in.	2	2	Dune disturbance would be focused on road side where a history of disturbance is likely present cut in.	2	2	No ground disturbance required.	3	3
<b>Connectability</b>	0.9	The proposed trail alignment is reasonably connectable, with no major impediments to connectivity, including infrastructure, required signage and the trail impacts.	1 - The trail alignment traverses through an area with no major impediments to connectivity, including infrastructure, required signage and the trail impacts. 2 - The trail alignment may encounter some challenging construction elements, but construction is not complex. 3 - The trail alignment offers an existing path that requires some upgrades that are simple and easily accessed by construction crews.	Significant alteration of the dunes, off and on roads may be required. Accessibility for construction will also be an issue.	1	0.9	An alignment within the Nepean Hwy road reserve will impact traffic and require retaining walls and some modification of the road shoulder.	3	2.7	An alignment within the Nepean Hwy road reserve will impact traffic and require retaining walls and a boardwalk or asphalt cut and fill.	2	1.8	Constructing an asphalt crossings can be challenging.	3	2.7
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - The trail alignment will generate positive impacts on many stakeholders. 2 - The trail alignment may generate some negative impacts on some stakeholders but these can be managed and mitigated. 3 - All stakeholders support the trail alignment.	Whitecliff Foresters Association, Vic Roads, Parks Victoria, CECCA. Due to impact on dunes and vegetation stakeholder support is less likely.	1	0.5	Whitecliff Foresters Association, Vic Roads, Parks Victoria, CECCA.	3	1.8	Whitecliff Foresters Association, Vic Roads, Parks Victoria, CECCA.	3	1.8	Whitecliff Foresters Association, Vic Roads, Parks Victoria, CECCA. Potential crossing requirement on Point Nepean Road is likely to present stakeholder challenges.	1	0.5
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and will likely to avoid cross-organisational issues.	1 - Council does not manage the land. There is no residential working. 2 - Council does not manage the land, but they have a good working relationship with the land manager who allows similar values to be managed. 3 - Council is the land manager.	Whitecliff Foresters Association, Parks Vic	2	1	Whitecliff Foresters Association, Vic Roads, Parks Vic	1	0.5	Whitecliff Foresters Association, Vic Roads, Parks Vic	1	0.5	Whitecliff Foresters Association, Vic Roads, Parks Vic	1	0.5
<b>Safety</b>	0.7	The proposed trail alignment is safe and no known OPEP issues.	1 - The trail has no safety issues that cannot be mitigated through design and engineering measures. 2 - The trail has some safety issues that cannot be fully mitigated or eliminated through design and engineering measures. 3 - The trail has safety issues that cannot be fully mitigated or eliminated through design and engineering measures beyond local public space conditions.	Although a short piece of trail alignment is located near vehicular movement and therefore poses safety issues that could be mitigated through design and engineering measures. There are safety issues around coastal exposure too.	2	1.4	The trail will be next to a busy road and offers an existing vehicular driveway.	2	1.4	The trail will be next to a busy road.	3	2.1	The trail will be next to a busy road and require multiple crossings of the road.	1	0.7
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to enjoy the landscape and the trail provides a good experience.	1 - The trail is next to a busy road with little vegetation and no significant views. 2 - The trail is close to a busy road but it is not next to a busy road. 3 - The trail is isolated from the road network and has limited vehicular access or pollution. There is significant vegetation and views across the landscape.	Avoiding coastal exposure	3	3.2	The trail will be next to a busy road.	1	0.7	The trail will be next to a busy road however will have a trail covered of exposed soil.	3	2.1	The trail will be next to a busy road and require crossing a fence.	1	0.7
<b>Connection to existing and potential exposures</b>	0.7	The proposed trail alignment provides access to, and is supported by existing exposures and structures (e.g. schools, shops, civic centres).	1 - The trail does not connect to any existing or potential exposures. 2 - The trail connects to some exposures that may be of some interest to some people. 3 - The trail connects to (or several) significant and/or unique exposures that are of interest to many people.	This alignment connects to the coast and historic site of Whitecliff	3	3.2	This alignment does not connect with any exposures beyond the Bay Trail	3	2.1	This alignment better connects with the heritage link, therefore receive and coastal trail.	4	2.8	This alignment does not connect with any structures beyond the Bay Trail. It takes people away from the coast.	2	1.4
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (e.g. schools, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to community infrastructure. 3 - The trail connects to important community infrastructure and will enhance existing transport options.	The value in this missing link lies in making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in making the Bay Trail a more complete trail.	3	2.1
<b>Potential for commercial activities / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - The trail alignment will have a negative impact on commercial opportunities. 2 - The trail alignment will have a neutral impact on commercial opportunities. 3 - There are great commercial opportunities that will be facilitated by this alignment.	Improving the connectivity to the Whitecliff historic and coastal walk may generate commercial opportunities.	4	2	The value in this missing link lies in making the Bay Trail a more complete trail.	3	1.8	The value in this missing link lies in making the Bay Trail a more complete trail.	3	1.8	Additional coverage of Point Nepean Rd and offers a path that in terms of a shared use path may decrease commercial opportunities.	1	0.5
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (e.g. car parks, tables, shelters, kiosk facilities, and water).	1 - There are no trail amenities. 2 - There are some trail amenities and they are of good quality. 3 - All amenities are well positioned to this trail alignment.	There are great amenities either side of this missing link in association with fence removal and some grounds. The different alignment options do not differ in connectivity.	4	2	There are great amenities either side of this missing link in association with fence removal and some grounds. The different alignment options do not differ in connectivity.	4	2	There are great amenities either side of this missing link in association with fence removal and some grounds. The different alignment options do not differ in connectivity.	4	2	There are great amenities either side of this missing link in association with fence removal and some grounds. The different alignment options do not differ in connectivity.	4	2
<b>Accessibility</b>	0.9	The proposed trail alignment does not have any accessibility issues of all nature.	1 - The trail alignment traverses through complex terrain and construction access is difficult. 2 - The trail alignment may encounter some challenging construction elements, but construction is not complex. 3 - The trail alignment offers an existing path that requires some upgrades that are simple and easily accessed by construction crews.	Given the coastal and remote nature of this trail it will be difficult to provide for all user groups.	1	0.9	The trail would be well-suited for recreational cyclists and people with limited mobility.	4	3.6	The trail would be well-suited for recreational cyclists and people with limited mobility.	4	3.6	The additional coverage of Point Nepean Rd and offers a path that in terms of a shared use path is not a great option for cyclists.	2	1.8
<b>TOTAL (GENERAL COMMENTS)</b>					30	19.8		33	24.1		34	24		29	22.9

# 05 Blairgowrie Yacht Squadron

## Evaluation Matrix

### KEY CONNECTION: Blairgowrie Yacht Squadron

Evaluation Criteria		Alignment A				Alignment B				Alignment C			
Field Assessment Criteria	Weighting	Description	Ranking Method	Comments/Recommendation	Rating	Weighted Score	Comments/Recommendation	Rating	Weighted Score	Comments/Recommendation	Rating	Weighted Score	
<b>Alignment Description</b>		This key connection aims to solve two problems that pedestrians and cyclists face today: 1. Connect the Bay Trail from Canterbury Jetty Rd to the Yacht Squadron, and 2. Connect Blairgowrie shops (and community) to Blairgowrie Yacht Squadron and beach. This alignment evaluation will focus on both of these problems and review options west of Blairgowrie Shops East of the shops to Canterbury Jetty Rd there is only one viable trail option that is on the south side of Pt Nepean Rd.		Within the foreshore reserve a trail could be established within the dunes roughly following an existing informal track. This trail will require significant vegetation removal and dune disturbance west of the boatshed. It will offer a coastal trail experience with good road separation.			Follow the existing shared use path on the south side of Pt Nepean Rd west to The Loop Road. At this point the trail continues along Pt Nepean Rd on the south side within the road reserve. A cut into the dune and retaining wall will be required to create enough space for a trail in this area. This trail continues to the traffic lights beyond Blairgowrie Yacht Squadron. A new traffic light intersection should be installed at the Yacht Squadron car park entry. This will provide a safe pedestrian crossing onto the beach.			This trail alignment option uses the existing trail on the Loop and aims to improve the wayfinding and usability of this trail.			
<b>Trail Typology</b>	NA	Connector Rail Short Break International Event	NA	International Short Break Event			International Short Break Event			International Short Break Event			
<b>Trail User Group</b>	NA	Who is this trail designed for? Walking, Running, Hiking, Cycling, MTB riding, Horse riding	NA	Walking, Running, Cycling			Walking, Running, Cycling			Walking, Running, Cycling			
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	2.5 to 3m wide decorative concrete path with some areas of boardwalk			1.5 to 3m wide decorative concrete path including a new signalled pedestrian crossing.			Existing 2m wide concrete shared use path			
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1- The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trail works will impact this biodiversity. 2- The trail does not pass through a sensitive landscape and remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 3- The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide some benefits through mitigating existing threats to biodiversity.	Significant sensitive ecological impact required.	1	1	Some sensitive vegetation removal required within remnant dune south of Pt Nepean Rd.	2	2	No impact given existing trail	5	5	
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1- The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 2- The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 3- The trail passes through a highly disturbed area and the trail will require very little additional disturbance to exist.	Significant ground disturbance required.	1	1	Ground disturbance required. Cleared road side contact, ground disturbance has likely occurred previously.	2	2	No impact given existing trail	5	5	
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1- This trail alignment travels through complex terrain and construction access is difficult. 2- This trail alignment may encounter some challenging construction elements, but construction access is simple. 3- This trail alignment offers an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Difficult access and boardwalk required	1	0.9	Road side construction with retaining walls and road crossing required.	2	1.8	Improvements to wayfinding will require design process but construction should be simple.	4	3.6	
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1- This trail alignment will generate conflict with some or many stakeholders. 2- This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 3- All stakeholders support the trail alignment.	Environmental groups will not support this option. Foreshore committee may support.	1	0.5	This alignment may generate some conflict with private property owners south of Pt Nepean Rd. The metropolitan stakeholder engagement with foreshore committee identified this as a separate option.	4	2	This alignment does not currently function and stakeholders have identified it does not meet their needs.	1	0.5	
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organizational issues.	1- Council does not manage the land. There is no established working relationship and values are not aligned. 2- Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council. 3- Council is the land manager.	Parks Vic and Foreshore committee	3	1.5	Vic Roads	2	1	Shire	5	2.5	
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known CPED issues.	1- This trail has unique safety issues that cannot be mitigated through design and emergency egress is difficult. 2- This trail has some minor safety issues that cannot be fully mitigated or removed. 3- There are no unique safety issues or emergency egress issues beyond best practice public space conditions.	Emergency egress from dunes is difficult. No safe path along Pt Nepean Rd means that people may still walk down road and this may generate safety issues.	3	2.1	Some road side exposure but this can be mitigated through design.	4	2.8	Currently this option exists and people choose not to use it due to inconvenience. They therefore opt for the unsafe alternative of walking on the side of the road which is unsafe.	1	0.7	
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula unique landscape and/or provides 'new' moments.	1- The trail is next to a busy road with little vegetation and no significant views. 2- The trail is close to a road but it is not bare or there is sufficient buffer between the trail and the road. Some views may exist. 3- The trail is isolated from the road network and has limited vehicle noise or air pollution. There is significant native vegetation and views across the landscape.	Coastal dune experience	5	3.5	Road side experience	2	1.4	Extended road side experience	1	0.7	
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. views, spots etc).	1- The trail does not connect to any existing or potential attractions. 2- The trail connects to some attractions that may be of some interest to some people. 3- The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	Provides coastal connection to Yacht Squadron and beach.	5	3.5	Provides new and safe connection to Yacht Squadron and beach.	4	2.8	Inconvenient.	1	0.7	
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1- The trail does not improve connectivity to community infrastructure. 2- The trail improves connectivity to some community infrastructure. 3- The trail connects to important community infrastructure and will alleviate existing transport issues.	Provides coastal connection to Yacht Squadron and beach.	5	3.5	Provides new and safe connection to Yacht Squadron and beach.	5	3.5	No new trail. Little additional value.	1	0.7	
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1- This trail alignment will have a negative impact on commercial opportunities. 2- There are few commercial opportunities that the trail alignment will generate but none will be impacted negatively. 3- There are great commercial opportunities that will be facilitated by this trail alignment.	Coastal connection that aligns with Bay Trail product.	5	2.5	Safe connection with a short distance of road side travel.	3	1.5	Indirect and away from the coast side travel.	1	0.5	
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1- There are no trail amenities. 2- There are some trail amenities and/or all amenities are within proximity. 3- All trail amenities are within proximity to the trail alignment.	No amenities along the alignment. However, it connects more directly to existing foreshore amenities.	3	1.5	No amenities along this alignment. However, it connects more directly to existing foreshore amenities.	3	1.5	Away from existing amenities.	1	0.5	
<b>Accessibility</b>	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1- This trail alignment travels through complex terrain and construction access is difficult. 2- This trail alignment may encounter some challenging construction elements, but construction access is simple. 3- This trail alignment offers an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	No significant accessibility issues	4	3.6	No significant accessibility issues	4	3.6	Difficult wayfinding	2	1.8	
<b>TOTAL (GENERAL COMMENTS)</b>					37	25.1		37	25.9		28	22.2	

# 06 Hughes Road

## Evaluation Matrix

### KEY CONNECTION: Hughes Road

Evaluation Criteria				Agreement A		Agreement B		Agreement C		Weighted		
Field Assessment Criteria	Weighting	Description	Ranking Method	Criteria	Score	Criteria	Score	Criteria	Score	Criteria	Score	
<b>Alignment Description</b>		This key connection aims to provide for Bay Trail users. This connection must therefore accommodate walkers, people with prams or in wheelchairs and on bike.		Following the north side of Pt Nepean Rd. This option will require cutting into the dune and retaining to create space for a grade separated shared use path.		A trail within the foreshore reserve dune and beach. This alignment option will require significant beach and dune manipulation to build an accessible path that navigates storm surge and undulating dune topography.		A trail out over the water that avoids impact with the fragile intertidal whilst also creating recreational and experiential opportunities. The trail may be built in the context of seawall rise where coastal protection is required along with substituting beach recreation with other coastal open space infrastructure.				
<b>Trail Typology</b>	NA	Connector Trail Short Break International Event	NA	International Short Break Event		International Short Break Event		International Short Break Event				
<b>Trail User Group</b>	NA	Who is the trail designed for? Walking, Running, Hiking, Cycling, MTN biking, Horse riding	NA	Walking, Running, Cycling		Walking, Running, Cycling		Walking, Running, Cycling				
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	1.5m to 2.5m wide decorative concrete path with grade separation and culvert protection.		2.5 to 3m wide mostly boardwalk		3 to 6m wide jetty/boardwalk and recreational platform				
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trail works will impact this biodiversity. 2 - The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 5 - The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Cutting into dune required with some vegetation loss.	3	3	Significant ground and vegetation disturbance within an area that currently has restricted access for conservation reasons.	1	1	Construction works within marine environments will have ecological impact.	0	0
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbances and trail works will require ground disturbance. 3 - The trail passes through an area that has a limited history of post-colonial disturbances, but the trail will require minimal ground disturbance. 5 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.	Significant ground disturbance required however given road side context historical ground disturbance likely.	3	3	Significant ground disturbance in an area with a history of limited disturbance.	1	1	Avoids sensitive dune environment.	0	0
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - The trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Retaining walls required. Road side construction	4	3.6	Dune environment	2	1.8	Marine environment	0	0
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - The trail alignment will generate conflict with some or many stakeholders. 3 - This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 5 - All stakeholders support the trail alignment.	No unique stakeholder considerations	5	2.5	Environmental groups	1	0.5	Environmental groups	0	0
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organizational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 3 - Council does not manage the land but there is a good working relationship with the land manager who shares similar values with Council. 5 - Council is the land manager.	Vic Roads	3	1.5	Foreshore committee and Parks Vic	1	0.5	Marine authorities including Parks Vic and foreshore committees.	0	0
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known OPTED issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 3 - The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult. 5 - There are no unique safety issues or emergency egress issues beyond best practice public space conditions.	Road side environment	3	2.1	Isolated dune environment	4	2.8	Conflict with multiple users possible. This will require design consideration.	0	0
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 3 - The trail is close to a road but it is not busy or there is a sufficient buffer between the trail and the road. Some views may exist. 5 - The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Road side environment	1	0.7	Coastal dune experience	3	2.1	Unique marine experience	0	0
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, sports etc).	1 - The trail does not connect to any existing or potential attractions. 3 - The trail connects to some attractions that may be of some interest to some people. 5 - The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	Trail separated from coastal attraction	1	0.7	Good connection to coastal attraction	3	2.1	Good connection to coastal attraction	0	0
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure. 3 - The trail improves connectivity to some community infrastructure. 5 - The trail connects to important community infrastructure and will substitute existing transport stairs.	Improved connection to bus stop	4	2.8	No unique value	3	2.1	No unique value	0	0
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 3 - There are few commercial opportunities that this trail alignment will generate but none will be impacted negatively. 5 - There are great commercial opportunities that will be facilitated by this trail alignment.	Road side environment may deter from Bay Trail product	2	1	This trail supports Bay Trail product	4	2	This trail could be an attraction in itself and support the Bay Trail product.	0	0
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1 - There are no trail amenities. 3 - There are some trail amenities and/or amenities are within proximity to this trail alignment. 5 - All trail amenities are within proximity to this trail alignment.	No unique amenity connections	3	1.5	No unique amenity connections	3	1.5	No unique amenity connections	0	0
<b>Accessibility</b>	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1 - This trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - This trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	No unique accessibility issues	3	2.7	No unique accessibility issues	3	2.7	No unique accessibility issues	0	0
<b>TOTAL (GENERAL COMMENTS)</b>	<b>TOTAL (GENERAL COMMENTS)</b>				<b>35</b>	<b>25.1</b>		<b>29</b>	<b>20.1</b>		<b>NOT EVALUATED</b>	

# 07 Point Nepean Road to Arthurs Seat

## Evaluation Matrix

### KEY CONNECTION: Point Nepean Rd to Arthurs Seat

Evaluation Criteria	Weighting	Description	Rating Method	ZONE 1						ZONE 2					
				Compliance	Impact	Significance	Compliance	Impact	Significance	Compliance	Impact	Significance	Compliance	Impact	Significance
<b>Alignment Description / Objective</b>		This key connection is between the Bay Trail on the coast and the summit of Arthurs Seat 226m above. There are several walking tracks. This key connection is intended to provide a direct route between the coast and the summit. It is a viable connection for people walking, recreational cycling or e-bike. The proposed connection is in the right place. This means that an accessible connection is in the right place. Therefore the evaluation focuses on determining the best alignment for the connection.		From the bottom of the gully this trail crosses Arthurs Seat Rd to the east side and connects with Clarence Ave at a street level and onto Tower Hill Rd as a street level.			From the bottom of the gully this trail crosses Arthurs Seat Rd to the east side and continues along the road past Clarence Ave to the Bay underpass. To avoid significant noise and vibration from a proposed bus stop, the alignment for the trail on the east side of Arthurs Seat Rd is designed to create more space for the trail.			Continuing under the Margaret Perennially (MPP) using an existing pedestrian tunnel. It then crosses over Clarence Ave with a wide connection to Clarence Primary School. The trail then crosses under the freeway and bridge road along McCulloch St, McCulloch St is designed to provide a wide connection to the existing pedestrian crossing.			Following Arthurs Seat Rd on the south side to reach Boundary Rd and McCulloch St. Along the south side of Arthurs Seat Rd there is an opportunity to provide a wide connection to the existing pedestrian tunnel. The trail then crosses under the freeway and bridge road along McCulloch St, McCulloch St is designed to provide a wide connection to the existing pedestrian crossing.		
<b>Trail Typology</b>	NA	Connector trail Short Break International Event	NA	International Short Break Event			International Short Break Event			International Short Break Event			International Short Break Event		
<b>Trail User Group</b>	NA	Who is the trail designed for? Walking Cycling Running E-bike Bicycling Horse riding	NA	Walking Cycling Running			Walking Cycling Running			Walking Cycling Running			Walking Cycling Running		
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	Graded ear road			2.5 to 3m wide decorative concrete path			Mainly shared use road			2.5 to 3m wide decorative concrete path along Arthurs Seat Rd and existing footpath and well-separated bike path on McCulloch St.		
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity loss and aligning with Council policies.		1 - The trail passes through a sensitive landscape with recent vegetation of High quality grassy parkland. It is likely that the trail works will impact this biodiversity. 2 - The trail passes through an area of sensitive landscape and the trail will require vegetation to be planted. 3 - The trail passes through an area of sensitive landscape and there is no recent vegetation. Trail works will be able to impact on existing biodiversity but are unlikely to impact on existing biodiversity through mitigating existing threats to biodiversity.	5	5	Some vegetation loss possible within the road reserve.	4	4	Limited impact required.	4	4	Limited impact required.	4	4
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no impact on cultural heritage and is in keeping with the requirements of existing legislation, including the Heritage Act 2017.		1 - The trail passes through an area that has no history of post-colonial disturbance and the trail will require ground disturbance. 2 - The trail passes through an area that has a history of post-colonial disturbance, but the trail will require ground disturbance. 3 - The trail passes through an area that has a history of post-colonial disturbance, but the trail will require very little additional disturbance to install.	5	5	Significant ground disturbance required. CHMP may not be required.	3	3	Limited impact required.	4	4	Limited impact required.	4	4
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major construction issues, including access, existing infrastructure, and the cost impacts.		1 - The trail alignment is reasonably constructable through construction and construction access is difficult. 2 - The trail alignment is reasonably constructable through construction and construction access is difficult. 3 - The trail alignment is reasonably constructable through construction and construction access is difficult.	5	4.5	Risk and shovel work required to make space for path.	1	0.9	It is assumed that the freeway underpass is maintained despite it not meeting accessibility requirements. Given the assumption that the underpass is maintained, the trail alignment is reasonably constructable.	5	4.5	Some issues may be difficult to manage on Arthurs Seat Rd. In addition to a wide pedestrian crossing will be difficult as the Boundary Rd intersection.	2	1.8
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflicts.		1 - The trail alignment will generate conflict with other users of the trail. 2 - The trail alignment will generate conflict with other users of the trail. 3 - All stakeholders support the trail alignment.	2	1	No Roads	3	1.5	No special considerations.	5	2.5	Minimising McCulloch St may impact parking and public drop-off/pick-up for the Clarence Primary School.	3	1.5
<b>Land Tenure</b>	0.5	The design, construction and implementation of the proposed trail alignment is clear and not likely to cause ownership or tenure issues.		1 - Council does not manage the land. There is no established working relationship and there is no agreed boundary. The trail alignment is clear and not likely to cause ownership or tenure issues with Council. 2 - Council does not manage the land.	5	2.5	No Roads	3	1.5	Mainly council land	4	2	No Roads	3	1.5
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known CPD issues.		1 - The trail has a clear safety issue that cannot be mitigated through design or engineering measures. 2 - The trail has a clear safety issue that cannot be mitigated through design or engineering measures. 3 - There are no safety issues that cannot be mitigated through design or engineering measures.	3	2.1	No significant issues.	4	2.8	Freeway tunnel underpass has poor passive protection. Given road environment may generate safety issues to.	3	2.1	The intersection under the freeway will be very difficult to create a safe crossing.	2	1.4
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provide 'new' experiences.		1 - The trail creates a high quality landscape with little vegetation and no significant views. 2 - The trail is close to a road and is busy or there is a significant buffer between the trail and the road. Some trees may exist. 3 - The trail is isolated from the road reserve and has a clear view of the road or all-paved. There is significant native vegetation and views across the landscape.	3	2.1	No significant differences.	3	2.1	Aside freeway underpass/intersection	3	2.1	Intersection under freeway	1	0.7
<b>Connection to existing and potential structures</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and structures (e.g. walkways, signs etc).		1 - The trail does not connect to any existing or potential structures. 2 - The trail connects to some structures that may be of some interest to some people. 3 - The trail connects to a few well-known significant existing structures that are of interest to many people.	3	2.1	No unique connections.	3	2.1	Connects with other centre	4	2.8	No unique connections.	3	2.1
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (e.g. schools, shops, etc).		1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will allow existing transport values.	3	2.1	New walkable and faster connection	5	3.5	Could connect with Primary School through out as valuable with McCulloch St connection. Connects with Clarence Park Playground	3	2.1	Good connection with Clarence Primary School	4	2.8
<b>Potential for commercial activities / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.		1 - The trail alignment will have a negative impact on commercial opportunities. 2 - The trail alignment will have a neutral impact on commercial opportunities. 3 - The trail alignment will have a positive impact on commercial opportunities that will be facilitated by the trail alignment.	3	1.5	Limited unique opportunities	3	1.5	While Centre could be used location for marketplace of Peninsula Trail.	4	2	Limited unique opportunities	2	1
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing amenities and services (e.g. bus, public, bicycle, etc).		1 - There are no trail amenities. 2 - There are some trail amenities, but they are not well supported. 3 - All trail amenities are well supported to the trail alignment.	3	1.5	No unique amenities	3	1.5	Clarence Park and other centres	4	2	No unique amenities	3	1.5
<b>Accessibility</b>	0.9	The proposed trail alignment allows for access to people of all abilities.		1 - The trail alignment is reasonably constructable through construction and construction access is difficult. 2 - The trail alignment is reasonably constructable through construction and construction access is difficult. 3 - The trail alignment is reasonably constructable through construction and construction access is difficult.	3	2.7	Pathway connection	3	4.0	Shared road environment can have accessibility issues. Furthermore, the steep slope to the tunnel is very likely to be difficult for most CPD users.	3	2.7	Accessible path could be built along the alignment. The intersection under the freeway may pose challenges.	4	3.6
<b>TOTAL GENERAL COMMENTS</b>	<b>TOTAL GENERAL COMMENTS</b>				<b>43</b>	<b>32.1</b>		<b>40</b>	<b>28.9</b>		<b>46</b>	<b>32.8</b>		<b>35</b>	<b>25.9</b>

# 08 Arthurs Seat to Red Hill

## Evaluation Matrix

### KEY CONNECTION: Arthurs Seat to Red Hill

Evaluation Criteria		Alignment A		Alignment B		Alignment C							
Field Assessment Criteria	Weighting	Description	Ranking Method	Score	Weighted Score	Score	Weighted Score						
<b>Alignment Description</b>		To continue the Red Hill Rail Trail and Red Hill shared use path up to Arthurs Seat Summit. The terrain through this area is steep and the existing connecting trail network is a mix of gravel, asphalt and boardwalk of varying widths. This trail therefore does not need to meet strict shared use path guidelines as this will impact on the landscape character and increase construction complexity. The trail east of Pindara Rd has a clear best alignment on the north side of Arthurs Seat Rd. West of Pindara Rd there are 3 alignment options and they are explored here in this evaluation matrix.	Follow Pindara Rd to Purves Rd where it joins an existing track that connects to the Arthur's Seat Eagle Car Park. This track will require some improvement through minor grading and resurfacing. The change of this alignment is creating a safe shared use environment along Pindara Rd. The road is gravel and winding with some blind corners and crests. The road reserve has significant woodland vegetation that should not be removed. Therefore the best approach would be to implement traffic calming measures to slow vehicular traffic.			Follow Arthurs Seat Rd within the road reserve all the way to the summit. This alignment will require a crossing to the south side of the road to allow the wider road verge. Significant cutting will be required to deal with the sloping crest. It will be challenging to provide a good quality trail due to driveway crossovers where ground works are limited. There are also powerlines and vegetation that will need to be worked around. It is recommended that as a part of this alignment the powerlines are placed underground.		Follow Arthurs Seat Rd to the summit within the north side of the road reserve to Nestle Court where the trail continues along Nestle Court and connects into the Arthur's Seat State Park trail network. Nestle Court is a quiet residential street where a relatively safe shared use environment could be created.					
<b>Trail Typology</b>	NA	Connector Trail Short Break International Event	NA	International Short Break Event	International Short Break Event	International Short Break Event	International Short Break Event						
<b>Trail User Group</b>	NA	Who is the trail designed for? Walking, Running, Cycling, MTN Biking, Horse riding	NA	Walking, Running, Cycling, MTN, Gravel Biking	Walking, Running, Cycling, MTN, Gravel Biking	Walking, Running, Cycling, MTN, Gravel Biking	Walking, Running, Cycling, MTN, Gravel Biking						
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	Gravel shared use road on Pindara Rd and 0-2.5m decorative concrete shared use path along Purves Rd	2.2.5m gravel and decorative concrete (in sections) shared use path	Gravel shared use road on Nestle Ct and 2-2.5m gravel shared use path along Arthur's Seat Rd							
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trails works will impact this biodiversity. 2 - The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 3 - The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Limited vegetation removal required.	4	4	Some vegetation removal will be required along the road reserve. This could be offset by additional planting.	3	3	Some vegetation removal will be required along Arthur's Seat Rd to align a path on the north side of the road between Pindara and Nestle Ct.	3	3	
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 2 - The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 3 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.	Limited ground works proposed and existing trails being utilised.	5	5	Significant earth works will be required to cut in the path. This may generate cultural heritage impacts despite the ground likely having experienced historic disturbance during road and housing development.	3	3	Green the road reserve contact it is unlikely the works will impact sensitive areas.	4	4	
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment travels through complex terrain and construction access is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 3 - The trail alignment utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Limited construction works required except for a road crossing of Arthur's Seat Road	4	3.6	Significant cutting required, retaining walls and underpinning of powerlines. Road crossings also required.	1	0.9	Some challenging areas along Arthur's Seat Rd where the road reserve is very narrow.	3	2.7	
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - This trail alignment will generate conflict with some or many stakeholders. 2 - This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 3 - All stakeholders support the trail alignment.	Private property owners along Pindara Rd will require engagement.	4	2	Private property owners will require engagement considering significant stabilisation of driveways and road verge. Powerlines being placed underground may be viewed favourably.	3	1.5	Private property owners along Nestle Ct may require engagement. Parks Vic will require consultation to understand best connection of trail through the state park.	4	2	
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 2 - Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council. 3 - Council is the land manager.	Mostly Shire land except crossing of Vic Roads road required.	3	1.5	Vic Roads land	2	1	Mix of Shire, Parks Vic and Vic Roads. No road crossings required.	4	2	
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known OPEX issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 2 - The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult. 3 - There are no unique safety issues or emergency egress issues beyond best practice public space conditions.	Pindara Rd is not well suited to a shared use environment.	1	0.7	One Road crossing required. Several driveway crossings too.	3	2.1	No road crossings and Nestle Ct is well suited to a shared use environment.	4	2.8	
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 2 - The trail is close to a road but it is not busy or there is sufficient buffer between the trail and the road. Some views may exist. 3 - The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Intact woodland environment along road.	4	2.8	Views north from road	4	2.8	Views north from road	4	2.8	
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, spa's etc).	1 - The trail does not connect to any existing or potential attractions. 2 - The trail connects to some attractions that may be of some interest to some people. 3 - The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	Improved connection to Enchanted Adventure Park	5	3.5	Great connection to Arthur's Seat Summit	5	3.5	Good connection to Arthur's Seat Summit	4	2.8	
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will alleviate existing transport issues.	No unique community value	3	2.1	No unique community value	3	2.1	No unique community value	3	2.1	
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 2 - There are few commercial opportunities that this trail alignment will generate but none will be impacted negatively. 3 - There are great commercial opportunities that will be facilitated by this trail alignment.	Less commercial value given shared road environment and less direct alignment.	3	1.5	Direct and visible connection with great views	5	2.5	Good views from Nestle Ct as well as a safe and simple connection.	4	2	
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1 - There are no trail amenities. 2 - There are some trail amenities and/or amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water) in close proximity to the trail alignment. 3 - All trail amenities are within proximity to the trail alignment.	No unique amenities	3	1.5	No unique amenities	3	1.5	No unique amenities	3	1.5	
<b>Accessibility</b>	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1 - This trail alignment travels through complex terrain and construction access is difficult. 2 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 3 - The trail alignment utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Road crossing and shared environment limits accessibility.	1	0.9	Road crossing and crossfalls challenges will limit accessibility.	2	1.8	No road crossings required and relatively easy terrain.	4	3.6	
<b>TOTAL (GENERAL COMMENTS)</b>		<b>TOTAL (GENERAL COMMENTS)</b>		<b>40</b>	<b>29.1</b>			<b>37</b>	<b>25.7</b>			<b>44</b>	<b>31.3</b>

# 09 Merricks to Balnarring

Evaluation Matrix										
KEY CONNECTION: Merricks to Balnarring										
Evaluation Criteria										
Field Assessment Criteria	Weighting	Description	Ranking Method	Alignment A Comments/Recommendations	Rating	Weighting Notes	Alignment B Comments/Recommendations	Rating	Weighting Notes	
Alignment Description		To connect Merricks to Balnarring for people walking and on bike whilst accommodating existing informal trail.		The alignment utilises an existing SLP on the north side of Frankston-Finders Rd in Balnarring. A crossing would be required at Hurley Ct near Balnarrone Wetlands Walk. This connects with the existing SLP that travels west towards Starley's Rd. Another crossing would be required at the intersection with Starley's Rd and Warrane Rd. Finally a path would be required to connect to Frankston-Finders Rd based on the South(East) side of the road. Once out of Balnarring the trail continues south on Frankston-Finders Rd along the same path as alignment option B.			The alignment avoids road crossings by staying on the south side of Frankston-Finders Rd in Balnarring. The challenge with this strategy is that there are several driveway crossings and practical road verges that the path will need to travel through. The other challenge is where Frankston-Finders Rd turns south. Around this corner the road reserve is very narrow and stability is poor due to vegetation and topography. Furthermore around this corner the narrow road verge has dense vegetation that will require some clearing.			
Trail Typology	NA	Connector Rd Short Break International Event	NA	Connector Short Break Event			Connector Short Break Event			
Trail User Group	NA	Who is this trail designed for? Walking, Running, Hiking, Cycling, MTN biking, Horse riding	NA	Walking, Running, Cycling, Horse riding (especially west of Merricks Beach Rd)			Walking, Running, Cycling, Horse riding (especially west of Merricks Beach Rd)			
Trail construction specification	NA	What is the trail width and surface finish?	NA	2.5-3m wide decorative concrete shared use path with gravel trial trail where possible and appropriate.			2.5-3m wide decorative concrete shared use path with gravel trial trail where possible and appropriate.			
Biodiversity	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1- The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and it is likely that the trail works will impact the biodiversity. 3- The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may improve existing biodiversity but this can be mitigated. 5- The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Some vegetation removal may be required near the Frankston-Finders Rd crossing area of Balnarring. Both alignment options both continue south past Harris Creek Reserve where there may be impact in the sensitive wet environment.	3	3	Significant vegetation removal including some dense areas may be required near the Frankston-Finders Rd crossing west of Balnarring. Both alignment options both continue south past Harris Creek Reserve where there may be impact in the sensitive wet environment.	2	2	
Cultural Heritage	1.0	The proposed trail alignment has no negative impact on cultural heritage and is keeping with the requirements of relevant legislation and Council policies.	1- The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 3- The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 5- The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.	Both alignment options may encounter sensitive terrain near Harris Creek. In all other locations there will be limited need for ground disturbance. Given the road side nature of the trail it is likely there is a history of disturbance too.	3	3	Both alignment options may encounter sensitive terrain near Harris Creek. In all other locations there will be limited need for ground disturbance. Given the road side nature of the trail it is likely there is a history of disturbance too.	3	3	
Constructability	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the road impacts.	1- This trail alignment travels through complex terrain and construction access is difficult. 3- This trail alignment may encounter some challenging construction elements, but construction access is simple. 5- This trail alignment utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Both alignments will require bridging and boardwalks across Harris Creek. They will also both require some traffic calming on Frankston-Finders Rd near Warrane Rd. The alignment requires 3 road crossings one of which will be very difficult to make safe without disrupting vehicular movement.	1	0.9	Both alignments will require bridging and boardwalks across Harris Creek. They will also both require some traffic calming on Frankston-Finders Rd near Warrane Rd. The alignment will require more vegetation removal.	3	2.7	
Stakeholder Considerations	0.5	The proposed trail alignment does not create stakeholder conflict.	1- This trail alignment will generate conflict with some or many stakeholders. 3- This trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 5- All stakeholders support the trail alignment.	No significant and unique stakeholder considerations.	4	2	Private land owners along the south side of Frankston-Finders Rd in Balnarring may be in opposition to this trail.	2	1	
Land Tenure	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.	1- Council does not manage the land. There is no established working relationship and values are not aligned. 3- Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council. 5- Council is the land manager.	Several crossings of a Vic Roads road required.	1	0.5	Vic Roads road reserve.	4	2	
Safety	0.7	The proposed trail alignment is safe with no known CPTEd issues.	1- The trail has unique safety issues that cannot be mitigated through design and/or emergency egress is difficult. 3- The trail has some minor safety issues that cannot be fully mitigated or emergency egress is difficult. 5- There are no unique safety issues or emergency egress issues beyond best practice public space conditions.	3 road crossings one of which will be challenging to do in a safe way.	1	0.7	The SLP will be close to the road in one section near Warrane Rd. This can be mitigated with grade separation and/or bollards.	3	2.1	
Landscape Character	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1- The trail is not close to a busy road with little vegetation and no significant views. 3- The trail is close to a road but it is not busy or there is a sufficient buffer between the trail and the road. Some views may exist. 5- The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Road crossings may disrupt experience of landscape.	2	1.4	Limited differentiation in regard to landscape character.	3	2.1	
Connection to existing and potential attractions	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, spa's etc).	1- The trail does not connect to any existing or potential attractions. 3- The trail connects to some attractions that may be of some interest to some people. 5- The trail connects to (or several) significant and/or unique attractions that are of interest to many people.	Little differentiation	3	2.1	Little differentiation	3	2.1	
Local community value	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1- The trail does not improve connectivity to community infrastructure. 3- The trail improves connectivity to some community infrastructure. 5- The trail connects to important community infrastructure and will alleviate existing transport claims.	Additional road crossings will link Balnarring south towards Merricks.	3	2.1	This alignment provides a new path that will improve connectivity to Harris Creek Reserve.	4	2.8	
Potential for commercial activation/ product marketability	0.5	The proposed trail alignment creates commercial opportunities.	1- This trail alignment will have a negative impact on commercial opportunities. 3- There are few commercial opportunities that this trail alignment will generate but none will be expected negatively. 5- There are great commercial opportunities that will be facilitated by this trail alignment.	Road crossings and consolidated alignment will detract from commercial opportunities.	1	0.5	Simple wayfinding and possible to connect to Harris Creek Reserve.	3	1.5	
Existing amenities	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1- There are no trail amenities. 3- There are some trail amenities and/or all key amenities are within proximity. 5- All trail amenities are within proximity to this trail alignment.	Little differentiation	3	1.5	Little differentiation	3	1.5	
Accessibility	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.	1- This trail alignment travels through complex terrain and construction access is difficult. 3- This trail alignment may encounter some challenging construction elements, but construction access is simple. 5- This trail alignment utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Road crossings will detract from accessibility.	3	2.7	No significant issues with accessibility.	5	4.5	
TOTAL (GENERAL COMMENTS)	TOTAL (GENERAL COMMENTS)				28	20.4		38	27.3	

## Evaluation Matrix

### KEY CONNECTION: Balnarring to Bittern

Evaluation Criteria				Alignment A		Alignment B			
Field Assessment Criteria	Weighting	Description	Resilience Method	Comments/Recommendation	Rating	Weighted Rating	Comments/Recommendation	Rating	Weighted Rating
<b>Alignment Description / Objective</b>				To connect Balnarring to Bittern for people walking and on bike whilst accommodating existing informal bridle trail.					
<b>Trail Typology</b>	NA	Connector Trail Short Break International Event	NA	Connector Short Break Event			Connector Short Break Event		
<b>Trail User Group</b>	NA	Who is this trail designed for? Walking Running Hiking Cycling MTB riding Horse riding	NA	Walking, Running, Cycling			Walking, Running, Cycling		
<b>Trail construction specification</b>	NA	What is the trail width and surface finish?	NA	2.5-3m wide decorative concrete shared use path			Existing 2m wide shared use path.		
<b>Biodiversity</b>	1.0	The proposed trail alignment does not impact biodiversity but may improve biodiversity by mitigating existing biodiversity threats and aligns with Council policies.	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality and scale and is likely that the trails works will impact this biodiversity 2 - The trail does not pass through a sensitive landscape and little remnant vegetation is present. The trail may impact existing biodiversity but this can be mitigated. 5 - The trail does not pass through a sensitive landscape and there is no remnant vegetation. Trail works will have little to no impact on existing biodiversity and may provide benefits through mitigating existing threats to biodiversity.	Some impact may occur due to the clearing of some vegetation and mature trees. There are some wet areas that may require boardwalk or culvert construction. These areas do appear to have biodiversity value but also suffer from weed invasion and erosion. This could be dealt with as a part of the trail.	3	3	Very little biodiversity impact given existing trail. Investment into improving biodiversity could be considered.	5	5
<b>Cultural Heritage</b>	1.0	The proposed trail alignment has no negative impact on cultural heritage and is in keeping with the requirements of relevant legislation and Council policies.	1 - The trail passes through an area that has no history of post-colonial disturbance and trail works will require ground disturbance. 3 - The trail passes through an area that has a limited history of post-colonial disturbance, but the trail will require minimal ground disturbance. 5 - The trail passes through a highly disturbed area and the trail will require very little additional disturbance to install.	The trail will only require minor ground disturbance and given the context of the trail (road side) it is likely historic ground disturbance was high.	4	4	Very little impact likely given existing trail.	5	5
<b>Constructability</b>	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.	1 - This trail alignment travels through complex terrain and construction access is difficult. 3 - The trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - This trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Wet areas near Diney Rd. Cross fall near Balnarring will require cutting. Improved road crossings required at Diney St and Collier Rd.	3	2.7	Existing trail	5	4.5
<b>Stakeholder Considerations</b>	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - This trail alignment will generate conflict with some or many stakeholders. 3 - The trail alignment may generate some conflict with stakeholders, but this conflict can be managed and mitigated. 5 - All stakeholders support this trail alignment.	Some consultation will be required with private property owners who have improved their road verges.	3	1.5	Existing trail.	5	2.5
<b>Land Tenure</b>	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organizational issues.	1 - Council does not manage the land. There is no established working relationship and values are not aligned. 3 - Council does not manage the land, but they have a good working relationship with the land manager who shares similar values with Council. 5 - Consents the land manager.	No Roads	3	1.5	Existing trail	5	2.5
<b>Safety</b>	0.7	The proposed trail alignment is safe with no known CRPED issues.	1 - The trail has unique safety issues that cannot be mitigated through design and/or emergency access is difficult. 3 - The trail has some minor safety issues that cannot be fully mitigated or emergency access is simple. 5 - There are no unique safety issues or emergency access issues beyond best practice public space conditions.	Some road crossings cannot be avoided however there are few and otherwise the trail should provide a relatively safe connection.	4	2.8	Several existing road crossings that cannot be avoided. The trail is also narrow for a shared use path. Increased traffic may pose safety issues.	2	1.4
<b>Landscape Character</b>	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'wow' moments.	1 - The trail is next to a busy road with little vegetation and no significant views. 3 - The trail is close to a road but it is not busy or there is sufficient buffer between the trail and the road. Some views may exist. 5 - The trail is isolated from the road network and has limited vehicular noise or air pollution. There is significant native vegetation and views across the landscape.	Road side agricultural landscape	2	1.4	Quiet road side agricultural landscape	3	2.1
<b>Connection to existing and potential attractions</b>	0.7	The proposed trail alignment provides access to, and is supported by existing experiences and attractions (i.e. wineries, spots etc).	1 - The trail does not connect to any existing or potential attractions. 3 - The trail connects to some attractions that may be of some interest to some people. 5 - The trail connects to a (or several) significant and/or unique attractions that are of interest to many people.	No unique connections	3	2.1	No unique connections	3	2.1
<b>Local community value</b>	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres).	1 - The trail does not improve connectivity to community infrastructure. 3 - The trail improves connectivity to some community infrastructure. 5 - The trail connects to important community infrastructure and will alleviate existing transport stress.	Great value given needed connection between Balnarring and Bittern.	9	3.5	Little community value given existing trail. Some value if improvements are made.	2	1.4
<b>Potential for commercial activation / product marketability</b>	0.5	The proposed trail alignment creates commercial opportunities.	1 - This trail alignment will have a negative impact on commercial opportunities. 3 - There are few commercial opportunities that this trail alignment will generate but none will be impacted negatively. 5 - There are great commercial opportunities that will be facilitated by this trail alignment.	Value in a convenient connection to Balnarring township.	3	1.5	No additional benefit.	1	0.5
<b>Existing amenities</b>	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water).	1 - There are no trail amenities. 3 - There are some trail amenities and/or all key amenities are within proximity. 5 - All trail amenities are within proximity to this trail alignment.	Better connection to amenities in Balnarring.	3	1.5	Few amenities nearby.	1	0.5
<b>Accessibility</b>	0.9	The proposed trail alignment allows for access to people of all abilities.	1 - This trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment may encounter some challenging construction elements, but construction access is simple. 5 - This trail alignment utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Some road crossings may provide challenges.	4	3.6	Narrow path and several unsealed road crossings create accessibility issues that will be difficult to resolve.	1	0.9
<b>TOTAL (GENERAL COMMENTS)</b>	<b>TOTAL (GENERAL COMMENTS)</b>				<b>40</b>	<b>29.1</b>		<b>38</b>	<b>28.4</b>





MORNINGTON  
PENINSULA  
*Shire*