

Peninsula Trail Masterplan

Version 9

Prepared for



MORNINGTON
PENINSULA
Shire

By

REALM studios



MOSAIC
insights



Arthurs Seat State Park

Document History

Version

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1 Introduction

The Mornington Peninsula Trail Masterplan is an overarching document that evaluates and describes preferred ranked alignments for the key connections that will complete the Peninsula Trail 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.

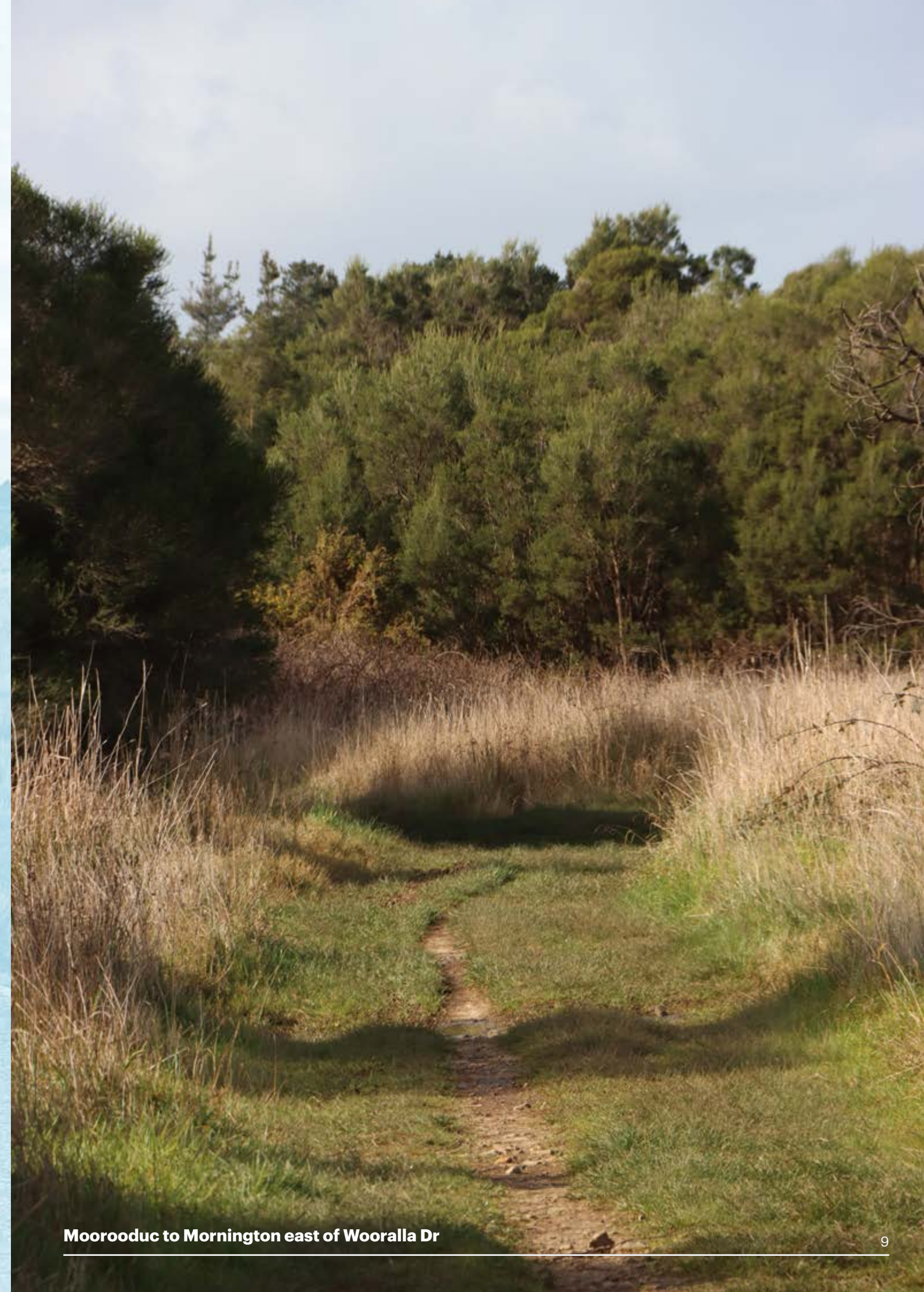
We acknowledge that the land on which we walk, ride and run is a place of age-old ceremonies, celebrations, initiation and renewal, and that the Bunurong peoples' living culture continues to have a unique and integral role in the life of this region.

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

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 Trail 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 Trail.

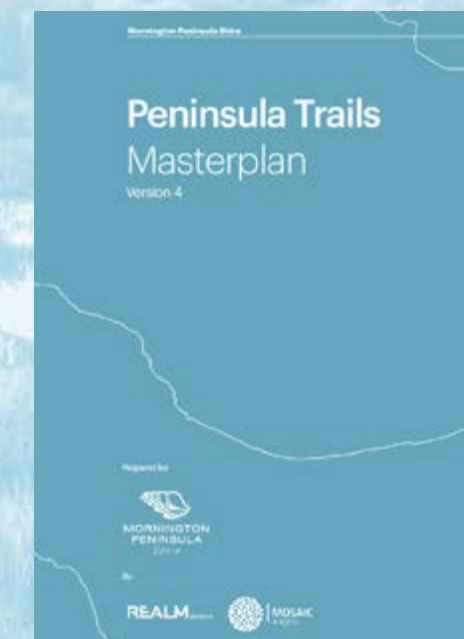
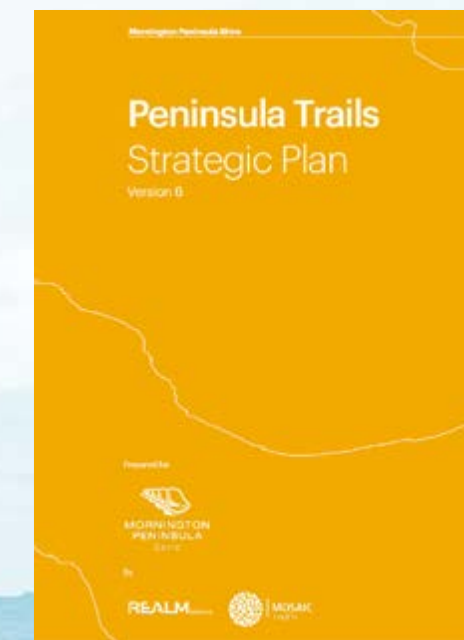


1.3 Masterplan Context

The Masterplan marks a significant milestone in advancing the Peninsula Trail 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 Trail, 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 Trail 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 Trail. These principles respond to the overall benefits of the Mornington Peninsula Trail concept. The Principles provided guidance in determining the preferred alignments.
3. A branding framework that provides guidance and structure on how a professional trail's brand for the Mornington Peninsula Trail 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 Trail 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 Trail 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 Trail 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 Trail and achieve the vision.

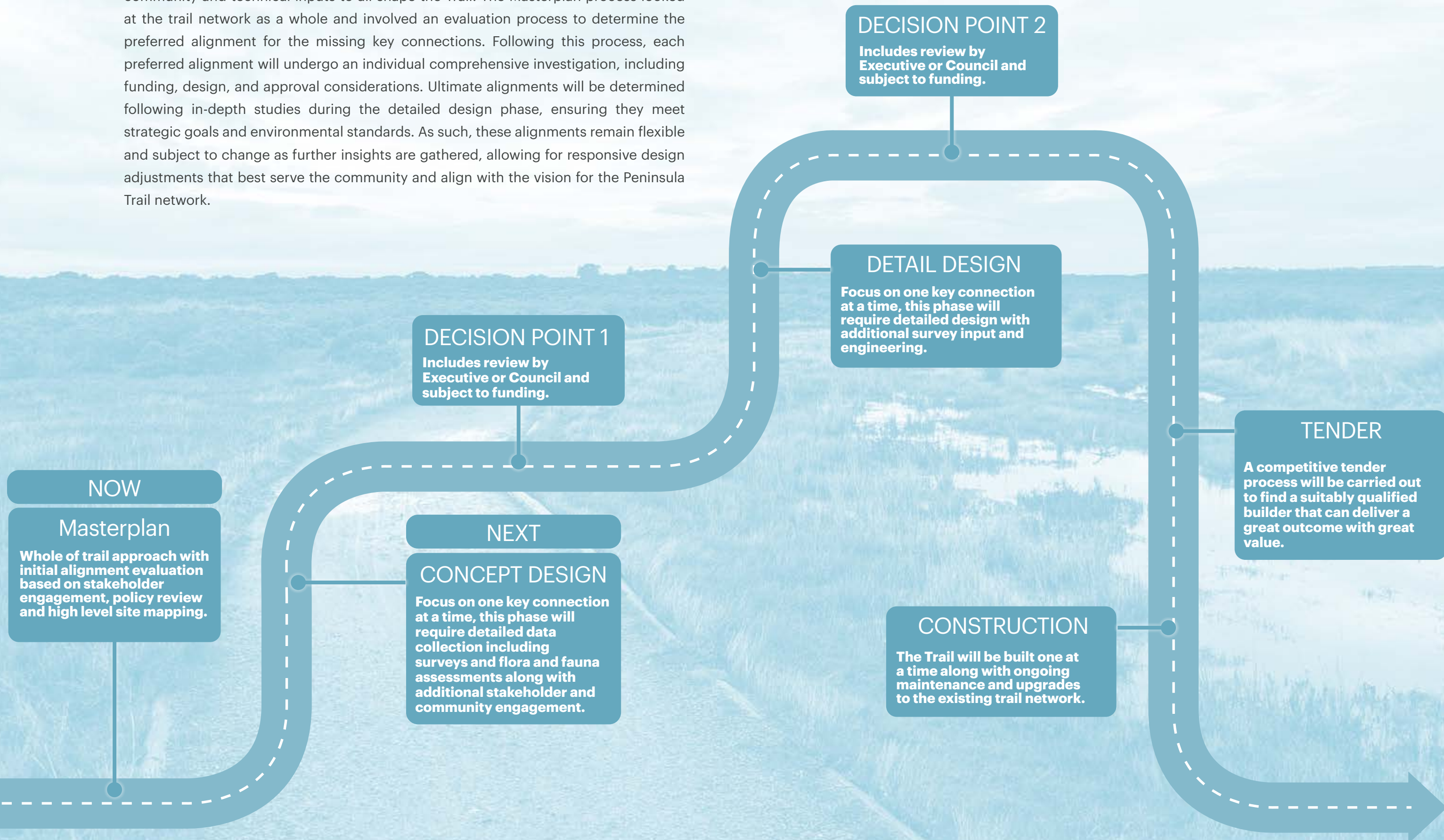


TRAIL DESIGN AND
DELIVERY

Diagram illustrating Peninsula Trail Masterplan Context

1.4 Trail Delivery: Design Process

The Peninsula Trail design process is an evolving framework that enables stakeholder, community and technical inputs to all shape the Trail. The Masterplan process looked at the trail network as a whole and involved an evaluation process to determine the preferred alignment for the missing key connections. Following this process, each preferred 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 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 Trail 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)
- 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



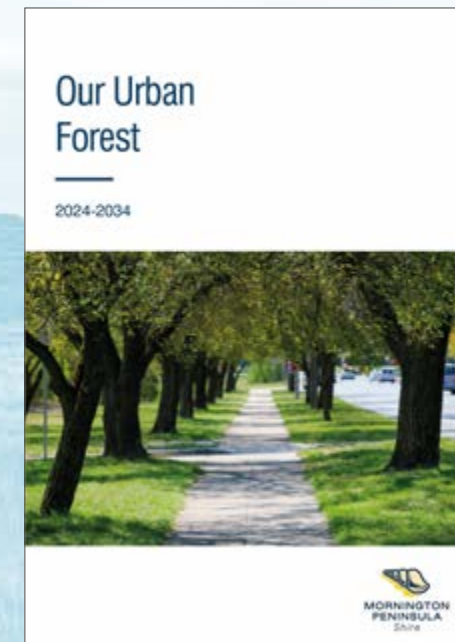
Recreational Facilities for Mountain Bike and BMX Strategy 2023



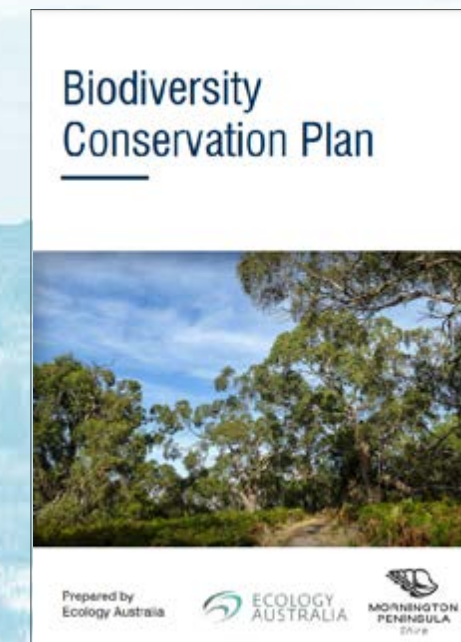
Our Economic Development and Tourism Strategy 2033



Sustainable Transport Strategy March 2016



Urban Forest Strategy 2024 - 2034



Biodiversity Conservation Plan 2019



The Briars Masterplan 2019 - 2029



Pedestrian Access Strategy 2024 - 2034

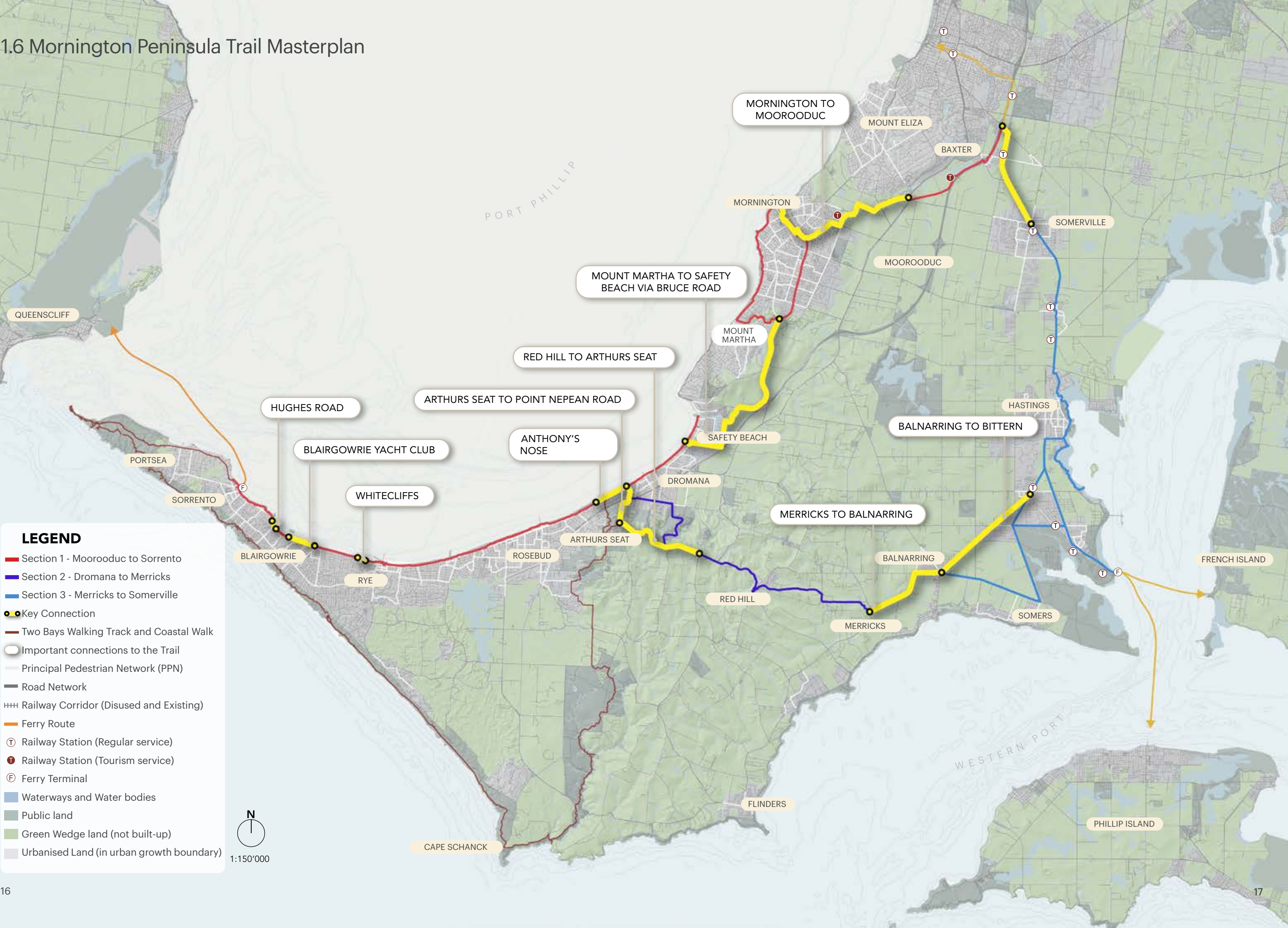


Council and Wellbeing Plan 2021 - 2025



Ensuring our future, 2020

1.6 Mornington Peninsula Trail Masterplan



2 The Process

The primary aim of the Mornington Peninsula Trail Masterplan is to identify and describe preferred alignments for each of the key connections. A process of stakeholder engagement, site mapping and multi-factor evaluation was followed to determine the preferred 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 Trail's Guiding Principles,
- Include stakeholder input and specialist knowledge gathered through the Peninsula Trail 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 connections 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 preferred 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.

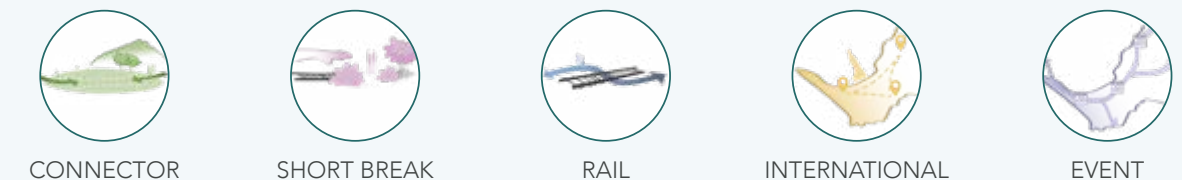
An evaluation matrix was completed for each potential alignment, and provided to the Shire for feedback and review. Following this feedback loop a consultant recommendation for a highest ranked alignment was produced with Council Executive approval. These preferred alignments are described in section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

ALIGNMENT EVALUATION FRAMEWORK

GUIDING PRINCIPLES



TRAIL TYPOLOGIES AND USER REQUIREMENTS



Stakeholder INPUT

TRAIL ALIGNMENT OBJECTIVES



PREFERRED 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 Trail 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 Trail 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

1.0 Most important	0.9 Extremely important	0.7 Very important	0.5 Important
BIODIVERSITY	Constructability	LOCAL COMMUNITY VALUE	STAKEHOLDER CONSIDERATIONS
CULTURAL HERITAGE	ACCESSIBILITY	CONNECTION TO EXISTING AND POTENTIAL ATTRACTIONS	LAND TENURE
		LANDSCAPE CHARACTER	EXISTING AMENITIES
		SAFETY	POTENTIAL FOR COMMERCIAL ACTIVATION / PRODUCT MARKETABILITY

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.

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

Does the area have remnant vegetation?

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

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 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.

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.

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?)

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.

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

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

Could the trail be designed to meet DDA standards?

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?

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).

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

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

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.

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

Can these safety issues be mitigated through design?

Can emergency vehicles access this trail?

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)..

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

What is the quality and uniqueness of these attractions?

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

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.

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

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

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

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.

Who are the key stakeholders?

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

Are there stakeholder conflicts that cannot be resolved?

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.

Who manages the land?

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

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

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 manger 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.

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

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

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).

Are there nearby or connected trail amenities?

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 Trail Strategic Plan, it was identified that in order to identify and recommend preferred 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 preferred 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 Trail 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 Trail Overview), Peninsula Trail vision, guiding principles, and a map of the six landscape character zones.
- Peninsula Trail 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 preferred alignment.

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

2.4 Community Consultation

Consultation summary

The Peninsula Trail project has been a collaborative journey, bringing together valuable feedback from our community and visitors to shape the future of the Mornington Peninsula. Community input is crucial in helping to shape a trail network that reflects the vision and needs of the local population. The consultation process aimed to identify any gaps or areas requiring further consideration, either within this Masterplan or in future design phases. Feedback was gathered through two primary methods:

1. Interactive Maps

Community members could access maps for each missing section and “drop a pin” to add specific comments or relevant information about the local area that should be considered. Each missing section had its own dedicated page which explained in more detail the area and the proposed routes.

2. Survey

A survey was created to gather insights about the development process and the draft Masterplan, with specific questions focused on how the Masterplan was developed.

Feedback was captured via Council’s online engagement tool ‘Shape’, via in person community sessions and via direct email.

Feedback from this engagement process has informed the assessment of alignment options, guiding the selection of a preferred alignment for each key connection. The Masterplan has been updated to reflect community input, with a summary of major changes outlined in the table on the next page.



Community consultation schedule of Masterplan revisions

No.	Key Connection	Action
01	Moorooduc to Mornington	New information from the community consultation has prompted a revision of the evaluation matrix, leading to an update of the preferred alignment. Given the complexity of this key connection, a staged delivery approach is now proposed.
02	Mount Martha to Safety Beach	Consultation prompted a revision to the matrix but the preferred alignment was unchanged.
03	Anthony’s Nose	New information from the community consultation has prompted a revision of the evaluation matrix. The preferred alignment remains unchanged. Given the complexity of this key connection, a co-design process with the Dromana Foreshore Committee of Management is proposed.
04	Whitecliffs	No change.
05	Blairgowrie Yacht Squadron	New information from the community consultation has prompted a revision of the evaluation matrix. The preferred alignment remains unchanged.
06	Hughes Rd	No change.
07	Point Nepean Rd to Arthurs Seat	No change.
08	Arthurs Seat to Red Hill	New information from the community consultation has prompted a revision of the evaluation matrix. The preferred alignment remains unchanged.
09	Merricks to Balnarring	No change.
10	Balnarring to Bittern	No change.

3 The Trail Overview

The following section identifies and describes the evaluation process and preferred 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 Mount Martha to Safety Beach trail south of Forest Dr
SUBJECT TO CHANGE. DETAILED DESIGN STILL TO BE DETERMINED.



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

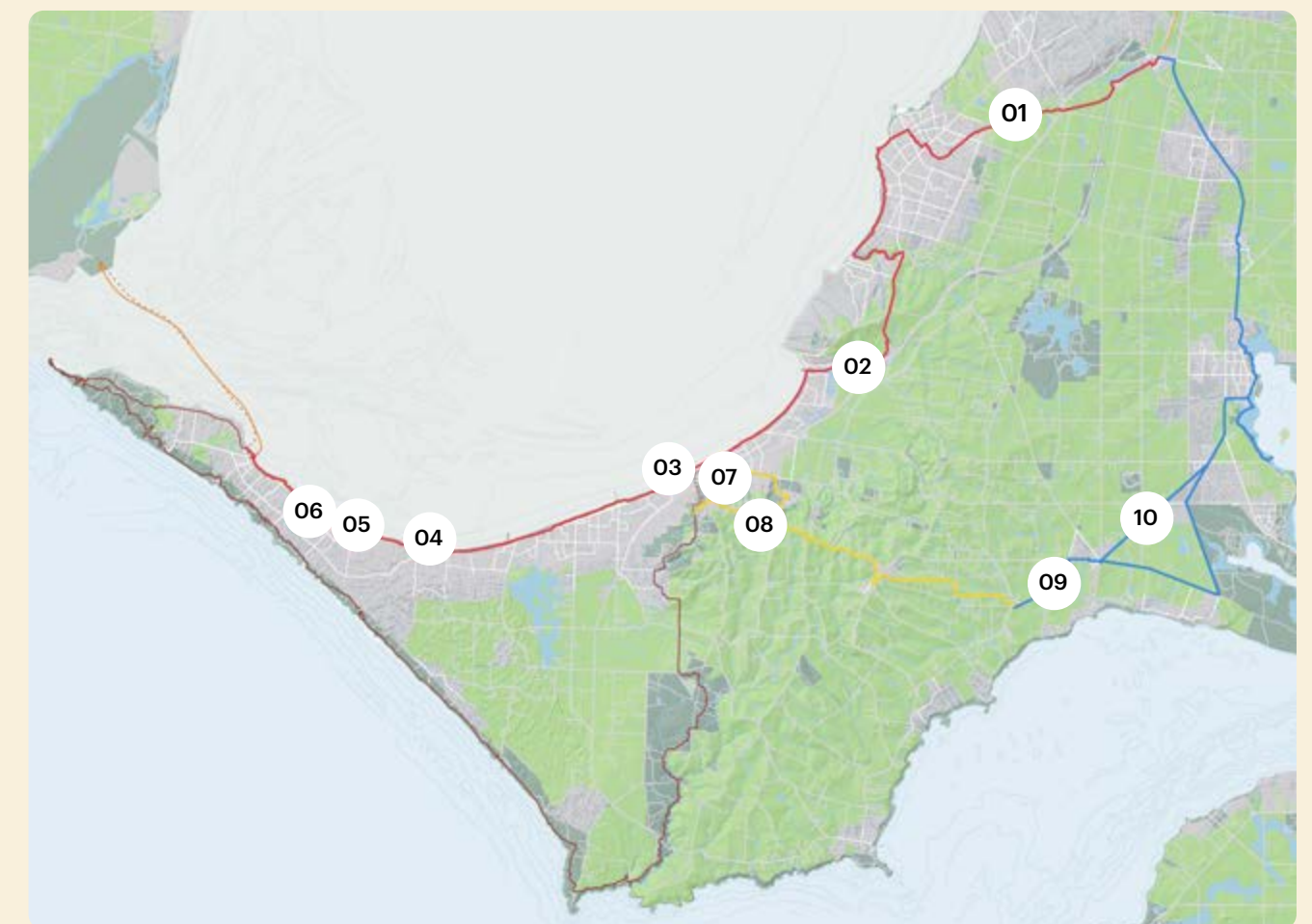
- 01 Moorooduc to Mornington
- 02 Mount Martha to Safety Beach – via Bruce Road
- 03 Anthony’s Nose
- 04 Whitecliffs
- 05 Blairgowrie Yacht Squadron
- 06 Hughes Rd

SECTION 2: The Hills

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

SECTION 3: Western Port

- 09 Merricks to Balnarring
- 10 Balnarring to Bittern

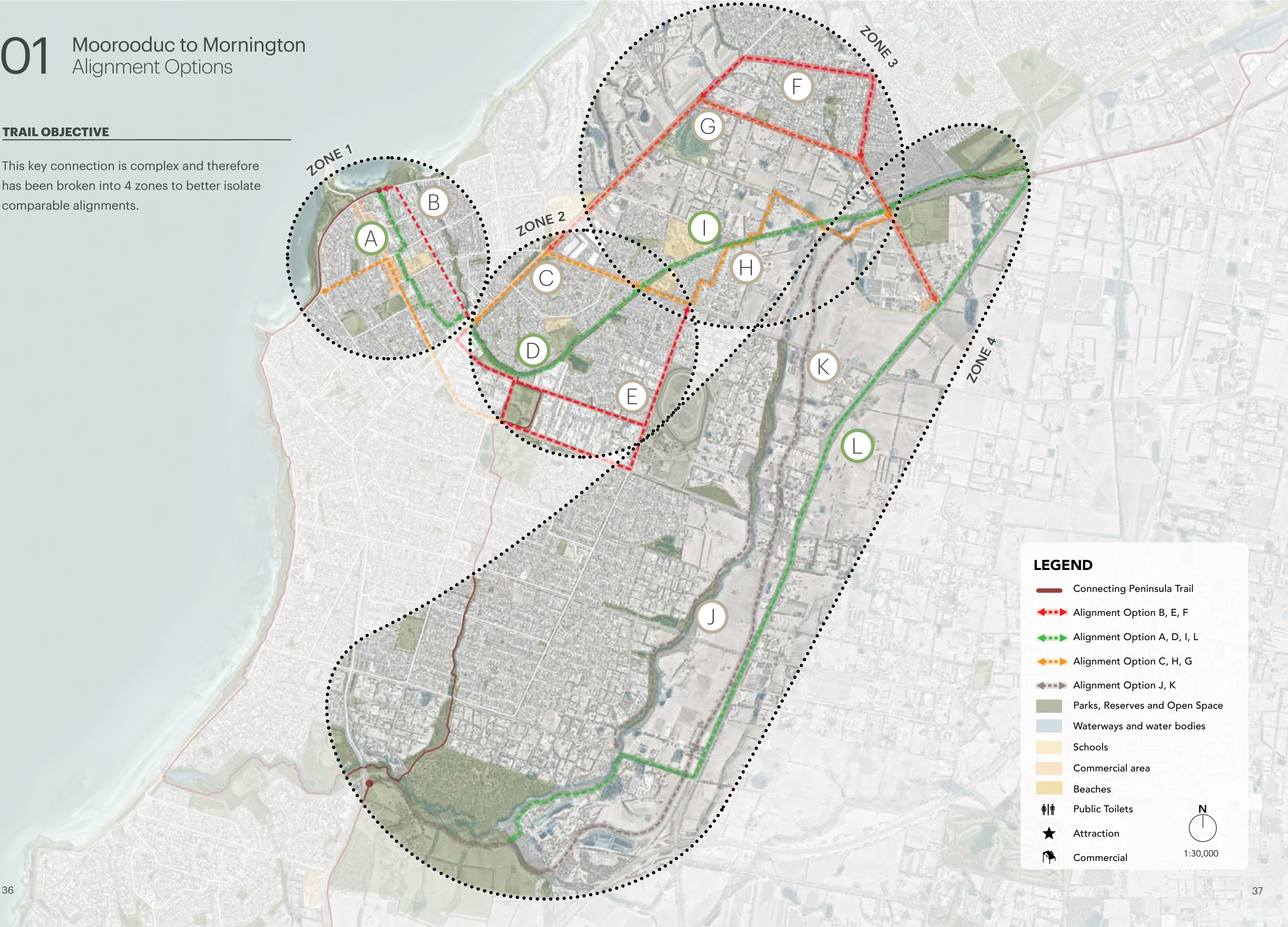


The trail Masterplan with the key connections located.

01 Moorooduc to Mornington Alignment Options

TRAIL OBJECTIVE

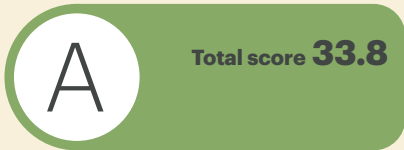
This key connection is complex and therefore has been broken into 4 zones to better isolate comparable alignments.



01 Moorooduc to Mornington Alignment Evaluation

Zone 1

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

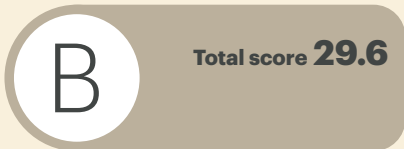
Shared use path. 2.5 to 3m decorative concrete

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.

Council Endorsement

On 20 May 2025, Council endorsed Option A as the preferred alignment.



User Groups

Cycling on road, walking and running on existing footpath

Trail construction specification

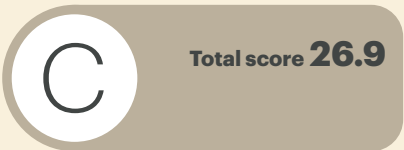
Semi-protected bike path on road. 1 to 1.5m wide asphalt with Chevron painted separator islands with 300mm wide plastic kerbs. Refer to Bike Lane Design Guidelines, City of Melbourne 2019

Alignment Description

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

Zone 2

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

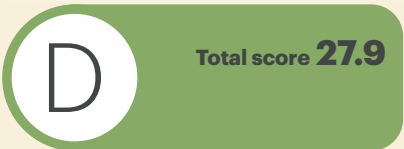
Walking, Running Cycling

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

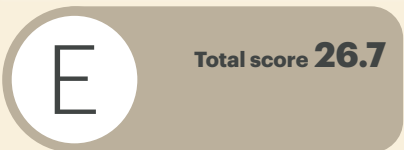
Shared use path. 2.5 to 3m decorative concrete as per trail guidelines. A 1.8m high fence will be required by railway authorities

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 in order to avoid 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.

Council Endorsement

On 20 May 2025, Council endorsed Option D as the preferred alignment.



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

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.

F

Total score **22**

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.

G

Total score **22.7**

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.

H

Total score **23**

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.

I

Total score **22.6**

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
The alignment avoids areas of high value biodiversity. Further arborist and vegetation survey would be required to avoid significant impact to the biodiversity assets. 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.

Council Endorsement
On 20 May 2025, Council endorsed Option I as the preferred alignment, being a shared user path alignment within the rail corridor.

Zone 4

This zone should be considered a supplementary trail to the primary connection to Mornington, offering scenic views, a more direct link to Safety Beach, and an alternative to congestion in Mornington. The objective of Zone 4 is to connect to The Briars, where the Peninsula Trail will extend south to Safety Beach and the Bay Trail. As such, these alignments should be viewed as an alternative route with a distinct purpose, differing from those in Zones 1–3.

J

Total score **(-)**

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.

K

Total score **(-)**

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.

L

Total score **27.1**

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.

Council Endorsement
On 20 May 2025, Council endorsed Option L as the preferred alignment.

01 Moorooduc to Mornington Preferred Alignment Plan

This alignment follows the railway corridor, offering a high-quality rider experience through grassy woodland while complementing the tourist railway. It connects well with schools, open space, and provides a direct route from Moorooduc to Mornington with fewer major road crossings. Formalising the trail would improve safety, replace informal tracks, and help control the impact on fragile vegetation. It also presents opportunities for weed management and vegetation improvements. However, it would require removing valuable vegetation, potentially causing an unacceptable ecological impact. Unclear fencing requirements could further affect vegetation and reduce the user experience, especially if high fencing is needed.

LEGEND

- Connecting Peninsula Trail
- PPN (Principal Pedestrian Network)
- Alignment - Stage 1
- Alignment - Stage 2
- Alignment - Stage 3
- Alignment - Stage 4
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



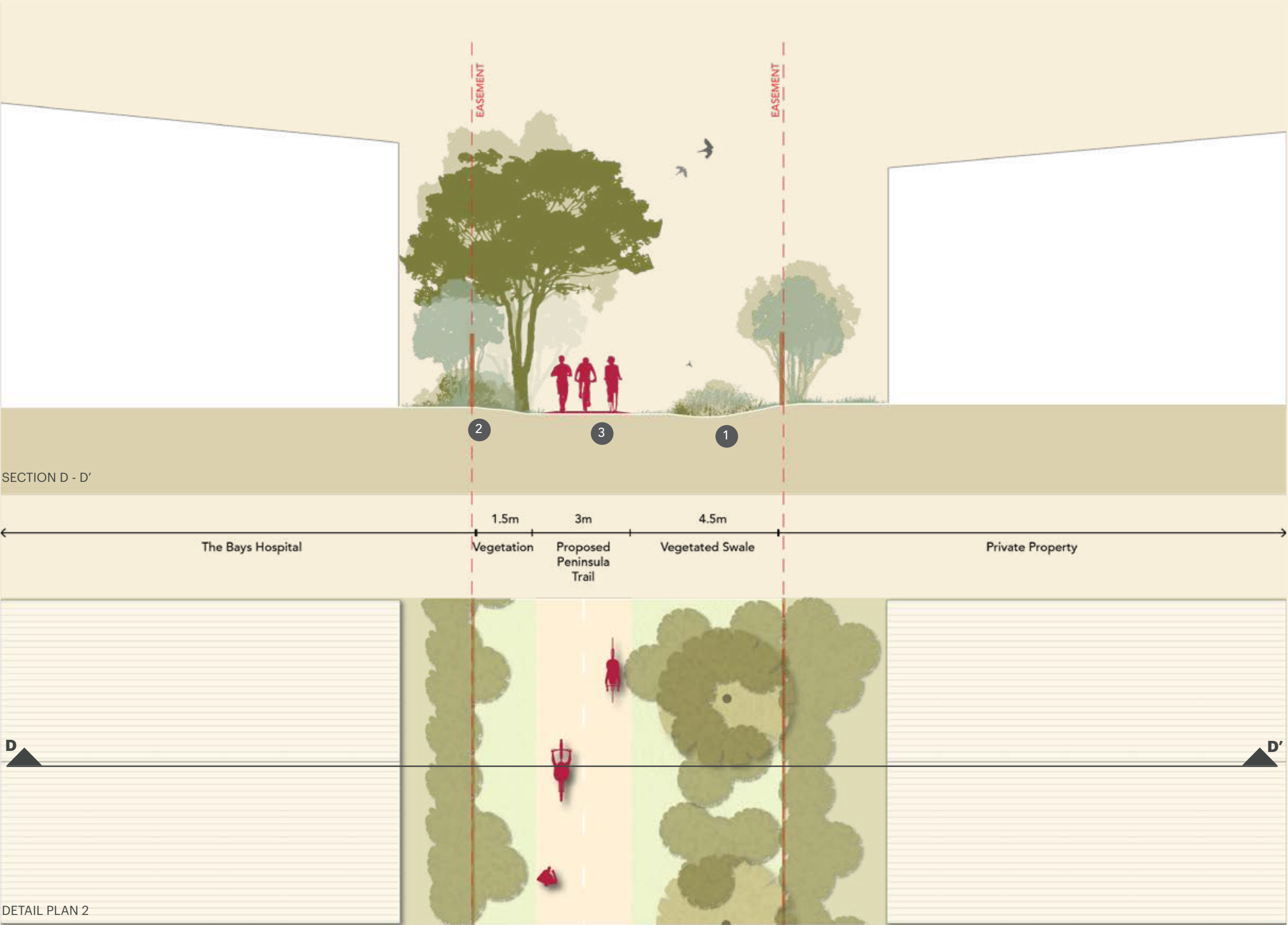
KEY CONSIDERATIONS

- 1 If the railway corridor is identified as the preferred alignment, consideration of environmental impacts under the Environmental Effects Act may necessitate a referral.
- 2 Will need further detail to avoid biodiversity assets of regional, state and national significance
- 3 This option would utilise existing track and improve surface condition for all weather use.
- 4 Utilise service vehicle track on south side of rail reserve. An alternative option would be to utilise the service easement on the south side to avoid high biodiversity within the rail reserve.
- 5 Bridge crossing of Balcombe Creek required. Consider aligning with railway track culvert upgrades.
- 6 Utilise existing shared use path outside of rail reserve.
- 7 Consider utilising service easement/ bushfire buffer north of Beleura Retirement Village
- 8 Stay on the south side of the track all the way to Bungower rd. An alternative option would be to consider crossing of the railway track in this location (end of Baldock and Oakbank rd) to meet existing SUP and connect to Padua College, but any new rail crossings are unlikely and would require Ministerial approval.
- 9 Further investigation is required for the trail located either on the South or North side of the existing railway tracks.
- 10 Existing pedestrian crossing at Narambi Reserve could be utilised if the trail is on the north side of the track from Bungower Rd. From Narambi Reserve west, the trail should continue on the south side of the track.
- 11 Consider track crossing around Mornington Station or trail could continue down Yuilles Rd to Tanti Creek.
- 12 Upgrade bridge across Tanti Creek at Allison St.



CONSIDERATIONS

- 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.





CONSIDERATIONS

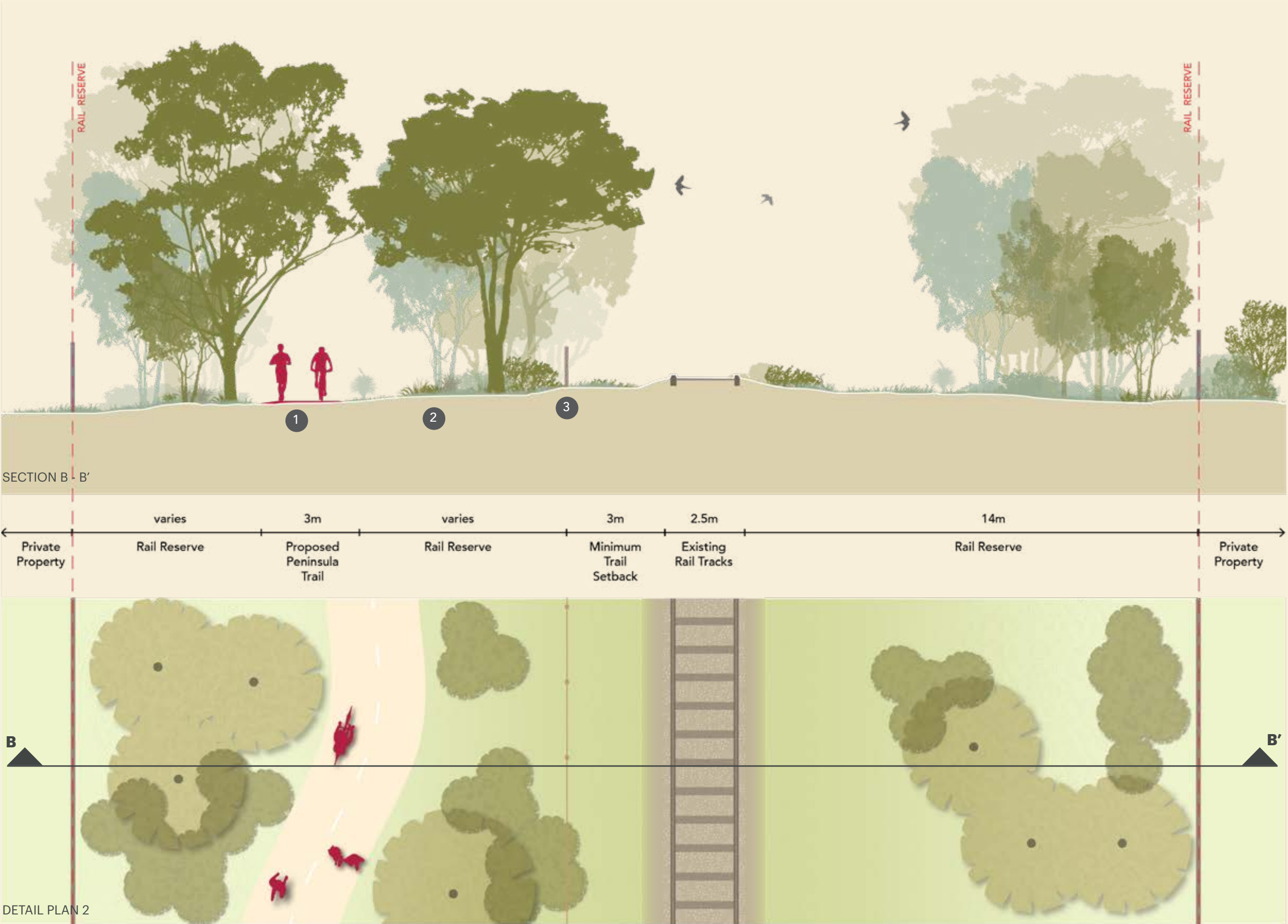
- 1 Trail join the existing path of Narrambi Station Reserve to avoid sensitive ecological habitat within the rail reserve.
- 2 Revegetation along trail length to improve experience and biodiversity outcomes.





CONSIDERATIONS

- 1 Trail to avoid existing trees and other significant vegetation.
- 2 Weed removal and revegetation along trail length to improve experience and biodiversity outcomes.
- 3 Fence line located minimum 3m from live rail lines to improve rail safety.



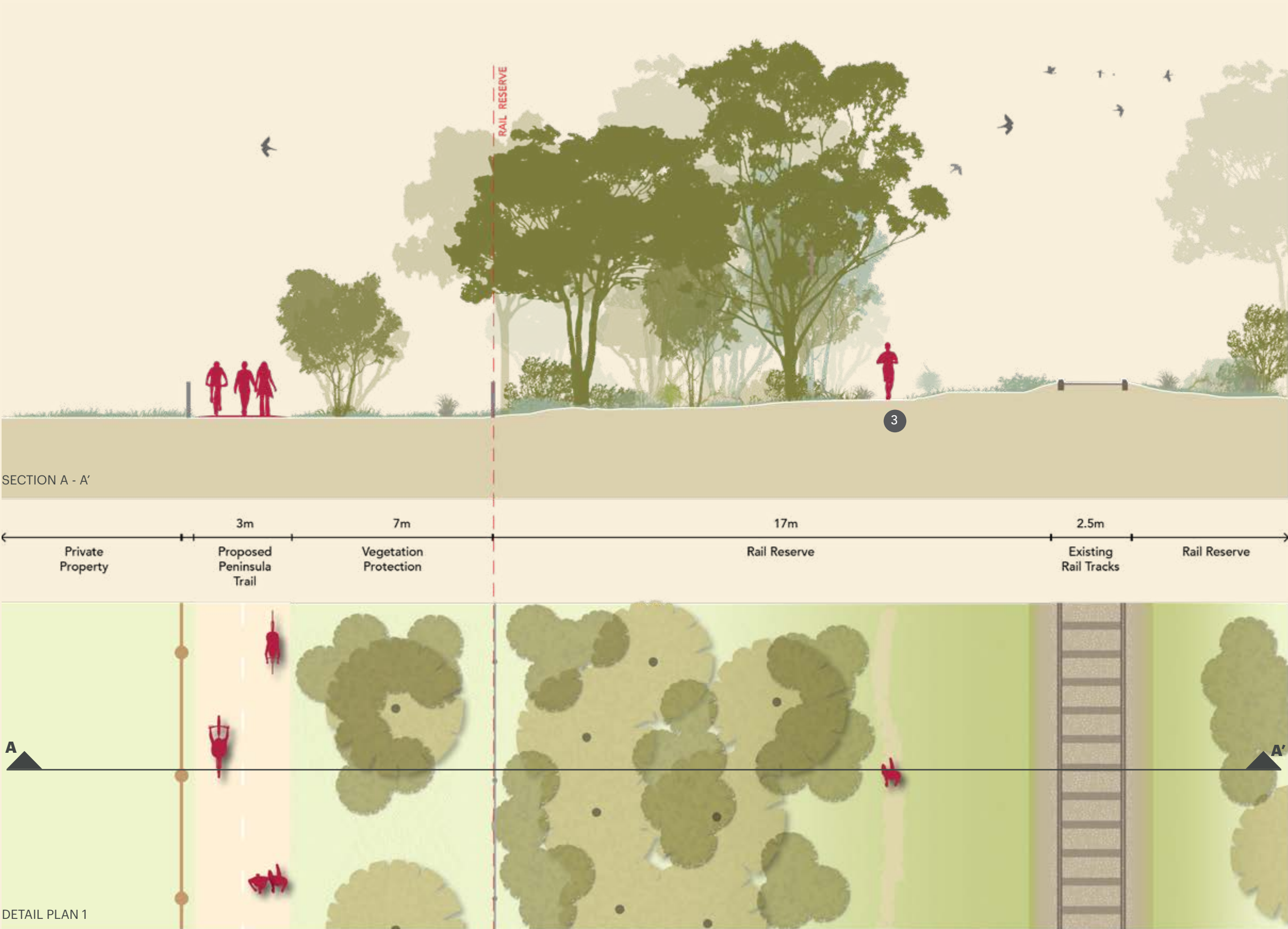


KEY METRICS

- Trail Type**
Connector, Rail, Event, Short break
- User Groups**
Walking, Running, Recreational
Cycling, Horse Riding (East of
Nepean Hwy)
- Propose Surface Finish**
Decorative concrete south of
Oakbank Rd, Gravel north of
Oakbank Rd
- Proposed Trail Width**
2.5-3 m
- Proposed Trail Length**
9 km
- Implementation Phase**
Phase 2 (next 5 years)
2-3m north of Oakbank Rd

CONSIDERATIONS

- 1 Utilise existing shared use path.
- 2 Extend ecological values of rail reserve by planting supporting vegetation adjacent to trail.
- 3 Limit access to existing informal trails within rail reserve.





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 on a indipendet path, 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. Utilising the Esplanade for this key connection was considered however disregarded due to insurmountable challenges.



LEGEND

Connecting Peninsula Trail

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

N

1:30,000

02 Mount Martha to Safety Beach

Alignment Evaluation

A

Total score 18

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. Due to the natural topography and constraints from existing trees, this section of trail will be quite steep. The alignment then connects to Bruce Road before crossing the Marine Drive aqueduct.

B

Total score 23

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.

C

Total score 28

User Groups
Walking, Running, Recreational
Cycling

Trail construction specification
Utilising 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.

D

Total score 29

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 begins on the east side of the Nepean Highway, within the road reserve but separate from the main carriageway. The trail continues along the east side of the highway before crossing at Bruce Road, where it follows the north side of Bruce Road and enters Martha Cove via Martha Cove Boulevard. From there, it follows an existing shared-use path south along Island Drive to Pickings Road, where an existing trail runs along the north side. This shared-use path terminates at Clipper Quay, at which point the trail should cross the road and continue west within the road reserve. Some tree impacts may occur along this section. The trail then crosses Dromana Rd onto Link Dr before crossing Marine Dr onto the Bay Trail at an existing pedestrian crossing.

Council Endorsement
On 20 May 2025, Council endorsed Option D as the preferred alignment.

02 Mount Martha to Safety Beach Preferred Alignment Plan

This trail connects the Briars to the Bay Trail, winding through scenic landscapes, separated from the busyness of the Nepean Highway 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 Highway 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.



02 Mount Martha to Safety Beach

Preferred 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

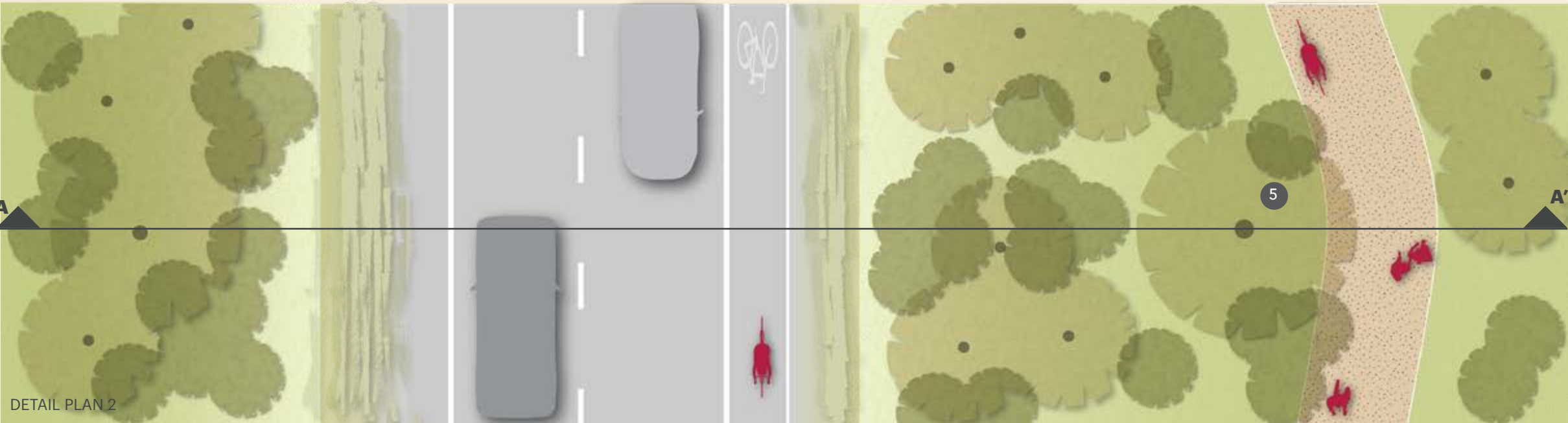
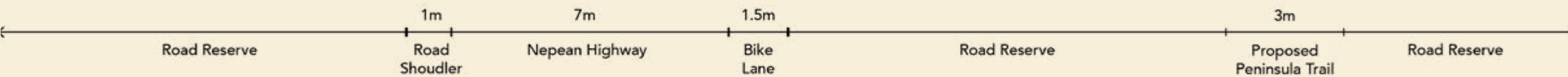
9.9 km

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.





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 sits immediately 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.



03 Anthony’s Nose Alignment Evaluation

A

Total score **30.8**

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.

Council Endorsement

On 20 May 2025, Council endorsed Option A, as the preferred alignment for the Anthony’s nose section and confirms that Council will work with the Dromana Foreshore Committee to progress design.

B

Total score **29.9**

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.

C

Total score **22.1**

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 Preferred Alignment Plan

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.



MORNINGTON PENINSULA VISITOR INFORMATION CENTRE

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.
- 5 Sections of the road reserve could be utilised, or potential alignment changes to the Point Nepean rd should be considered in order to minimise any impact to camp site parking, as well as dismount or ride free zones to reduce the required width of the path.

LEGEND

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



03 Anthony's Nose
Preferred Alignment Detail 1



KEY METRICS

Trail Type
Event, Short break, International

User Groups
Walking, Running, Recreational
Cycling,

Proposed Surface Finish
Decorative concrete

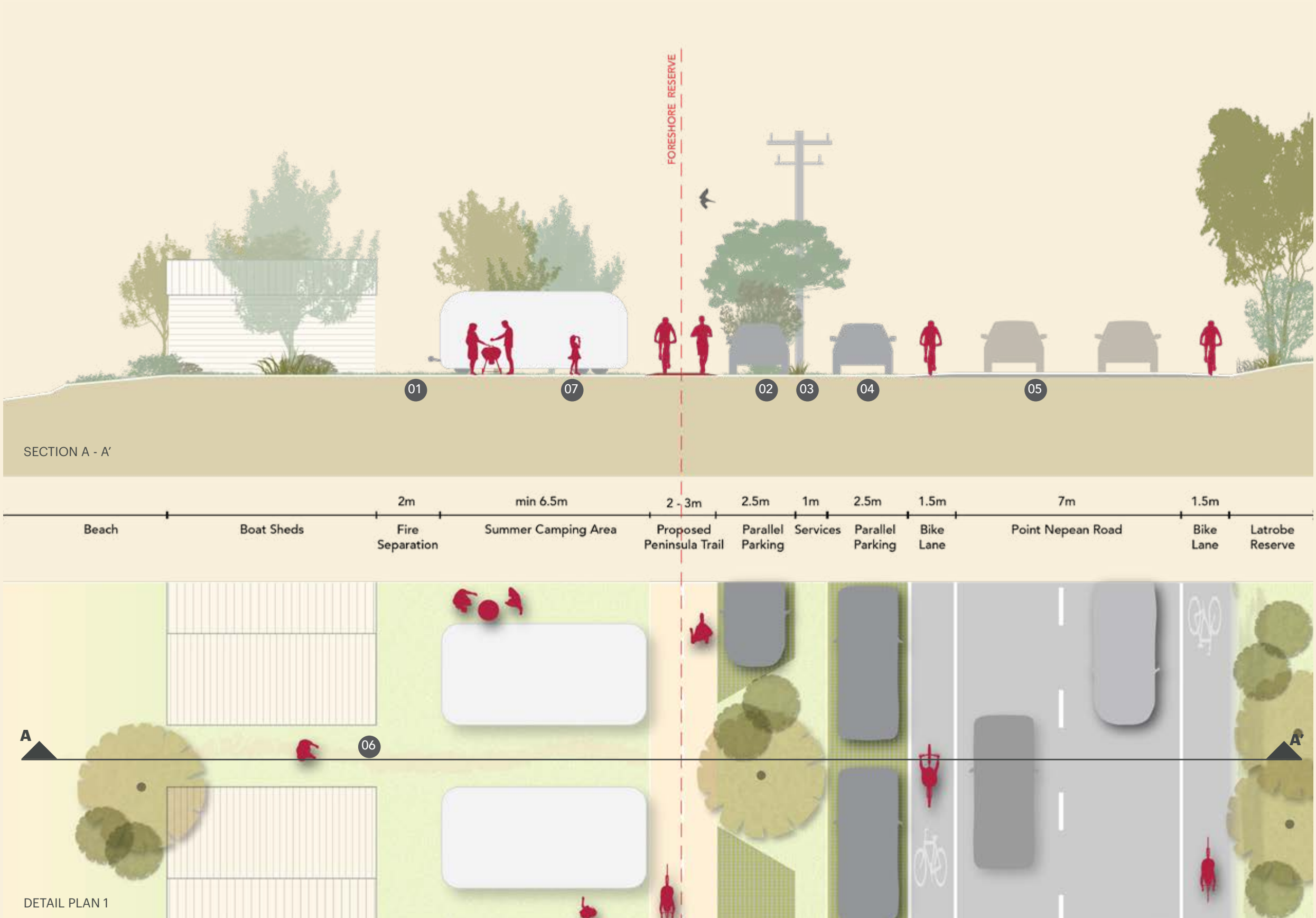
Proposed Trail Width
2.5-3m

Proposed Trail Length
1.2 km

Implementation Phase
Phase 2 (next 5 years)

CONSIDERATIONS

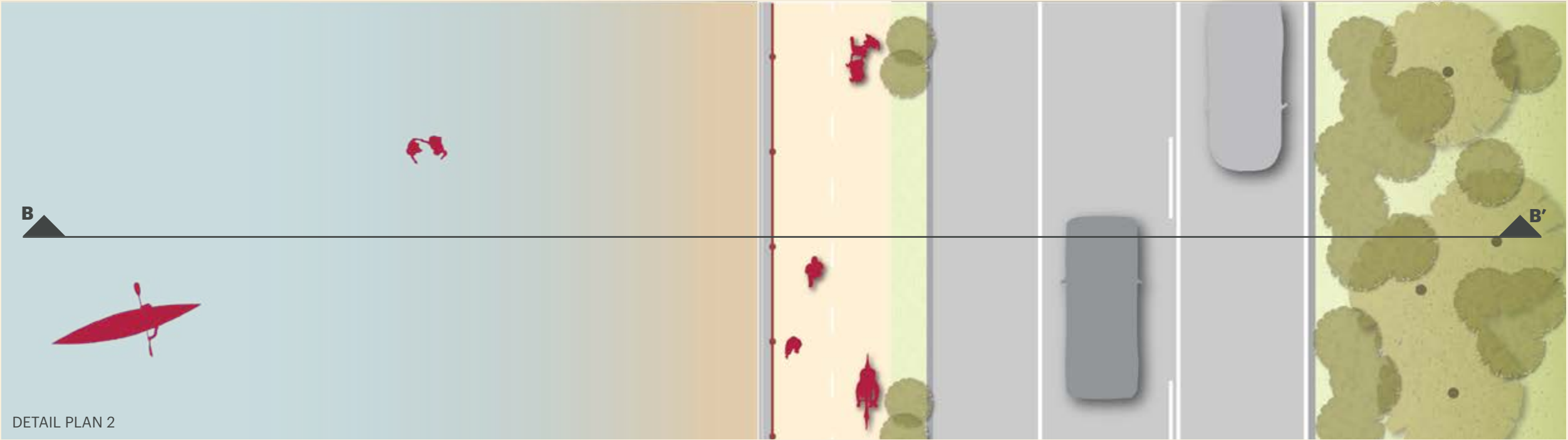
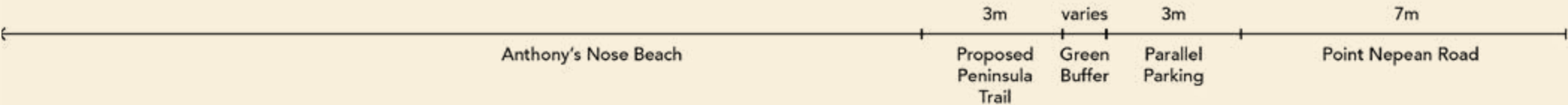
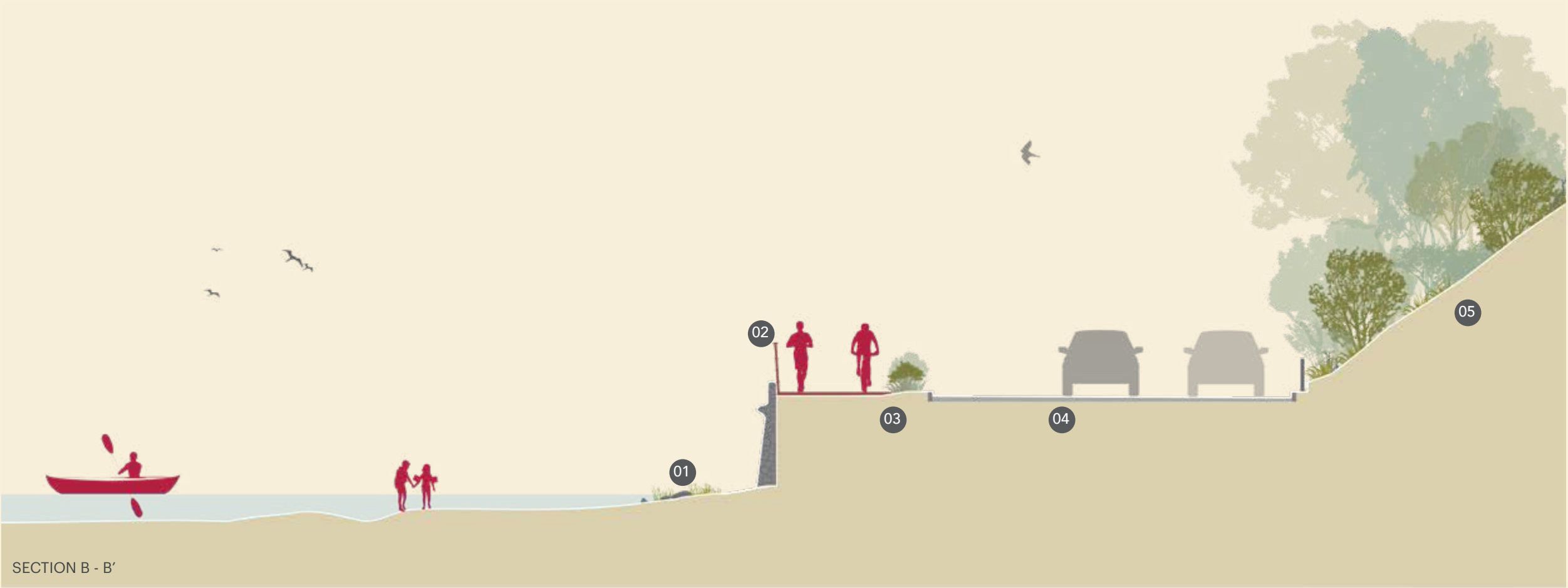
- 01 Fire separation required between boat sheds and caravans.
- 02 Car parking for summer camping preserved and located south of the trail.
- 03 Increase coastal vegetation between car spaces to increase biodiversity and road buffer.
- 04 Existing street parking retained.
- 05 Point Nepean Rd arrangement retained.
- 06 Beach access between boat shed and caravans.
- 07 During the summer camping season trail users will need to safely navigate the busy campground. Design for this seasonal use is critical. However, outside of the summer camping season, trail users will enjoy a much more open foreshore experience providing them with a better view of the bay.





CONSIDERATIONS

- 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.
- 05 The findings of the independent inquiry into the McCrae landslide must be considered.



03 Anthony's Nose Preferred 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

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.



LEGEND

- Connecting Peninsula Trail
- Alignment Option A
- Not Universally Accessible Connection
- Alignment Option B
- Alignment Option C
- Alignment Option D
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Attraction



04 Whitecliffs Alignment Evaluation

A

Total score **19.8**

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, as well as impact to the dunes environment.

B

Total score **24.1**

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.

Council Endorsement

On 20 May 2025, Council endorsed Option B as the preferred alignment.

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**

User Groups

Walking, Running, Hiking, Cycling

Trail construction specification

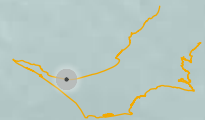
Existing concrete footpath to 2m wide

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 existing 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 Preferred Alignment Plan



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.

KEY CONSIDERATIONS

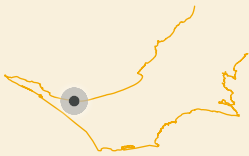
- 1 Wayfinding required to communicate need for route selection based on user group.
- 2 Some cutting and retaining may be required in this location.
- 3 Balustrade required here to protect trail users from fall.
- 4 Rye West Campgrounds are to be upgraded. This work should consider the ultimate alignment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

LEGEND

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



04 Whitecliffs Preferred 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

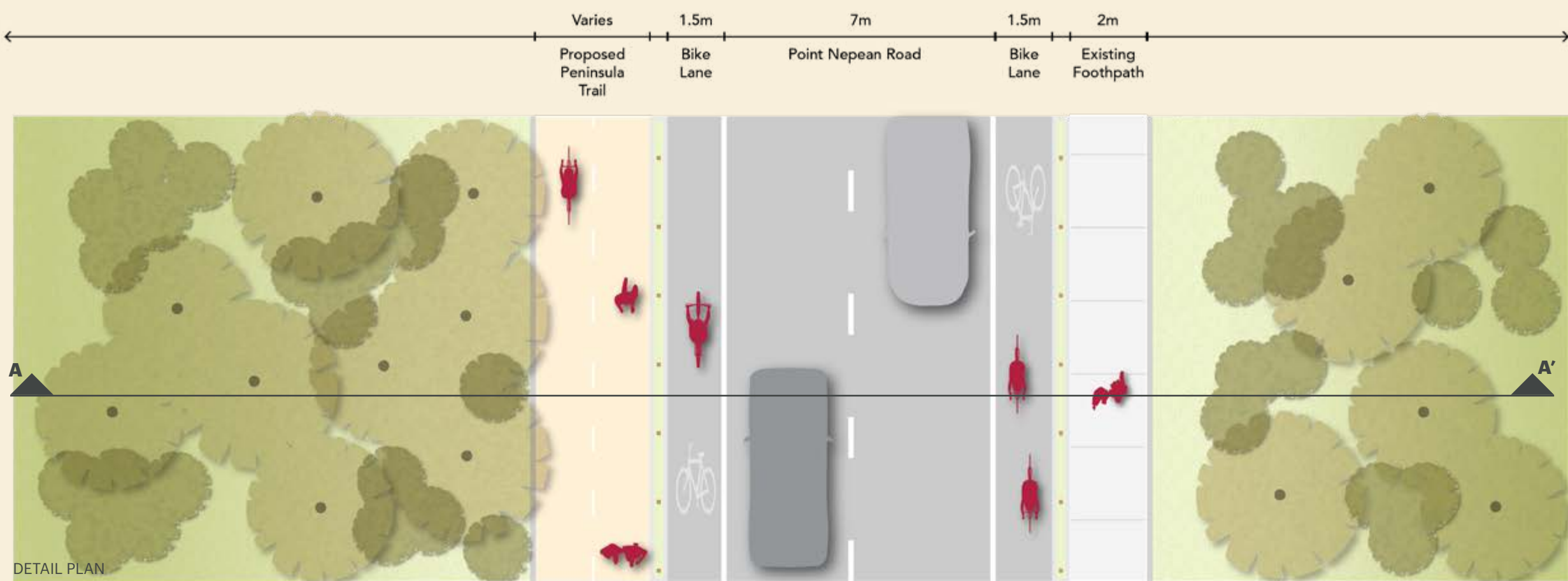
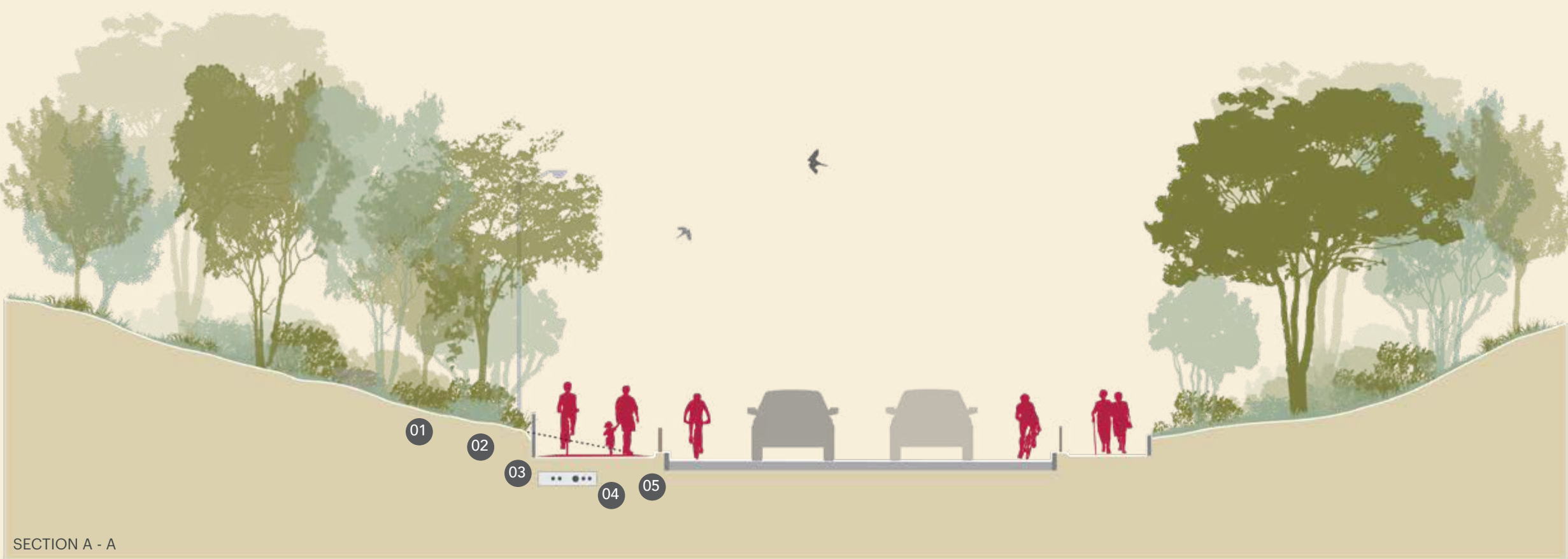
390 m

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

TRAIL OBJECTIVE

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.



LEGEND

- Connecting Peninsula Trail
- 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



05

Blairgowrie Yacht Squadron
Alignment Evaluation

A

Total score 25.1

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 will offer a coastal trail experience with good road separation. However, this trail alignment will require significant vegetation removal and dune disturbance west of the boatsheds. This alignment will also conflict significantly with boat ramps and Yacht Club operations adding significant complexity.

B

Total score 25.9

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.

Council Endorsement

On 20 May 2025, Council endorsed Option B as the preferred alignment.

C

Total score 22.2

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 Preferred Alignment Plan



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 Careful navigation around carpark and The Loop and Point Nepean Road required.
- 06 Consider trail on north side of Point Nepean Rd if coastal hazard mitigation infrastructure is required in the future.

LEGEND

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



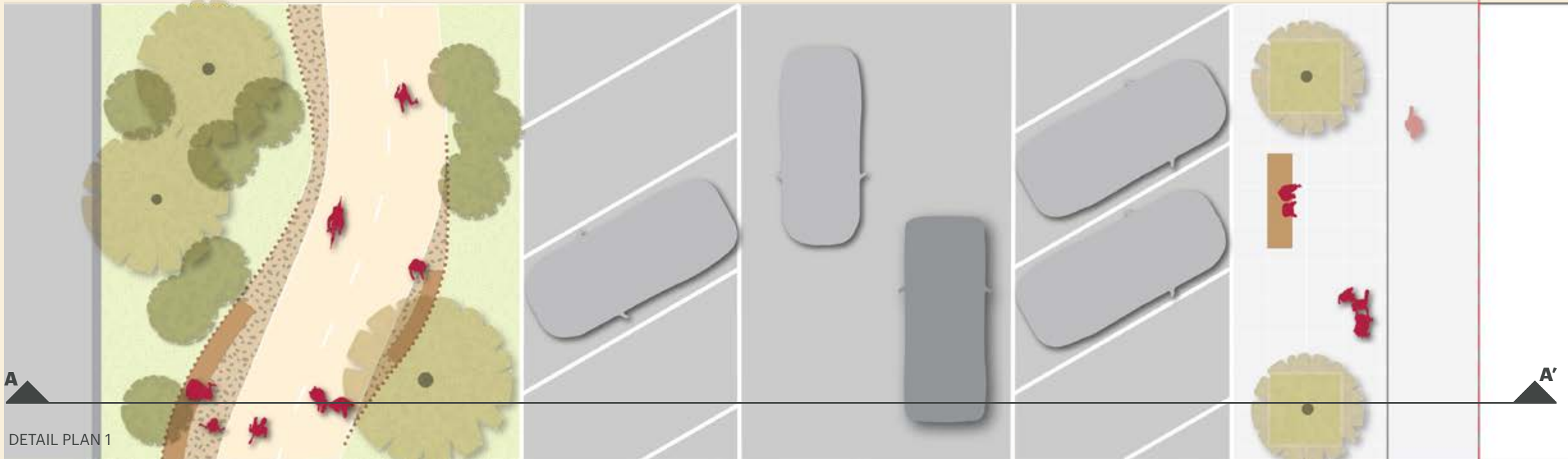
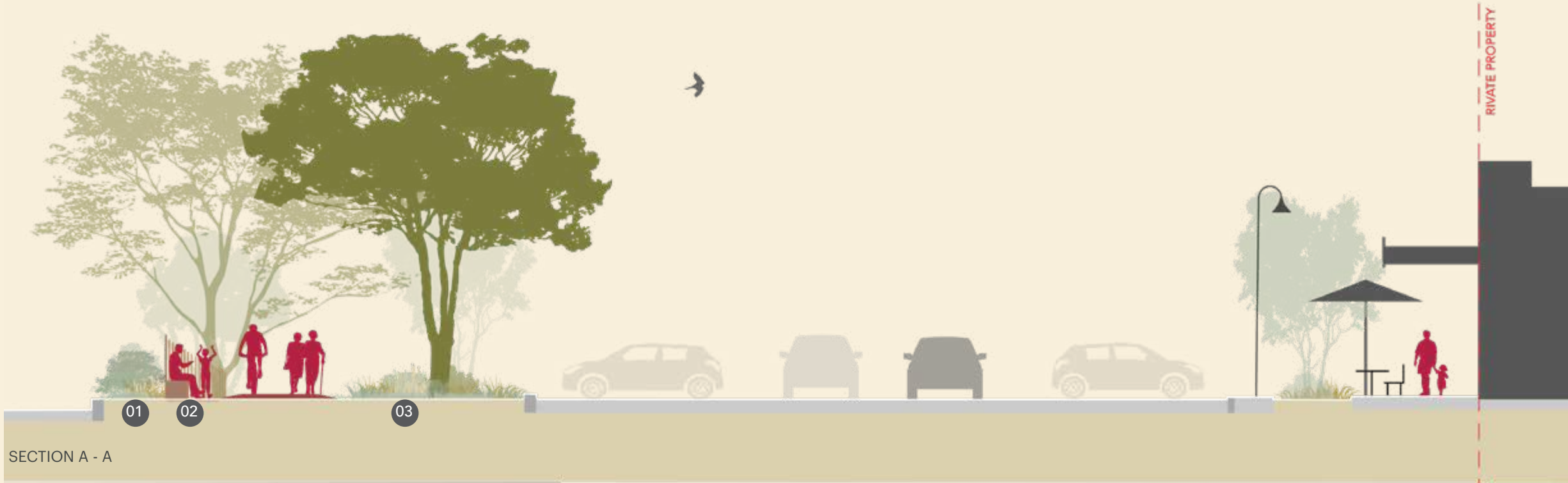


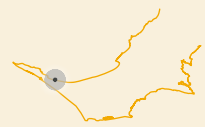
KEY METRICS

- 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

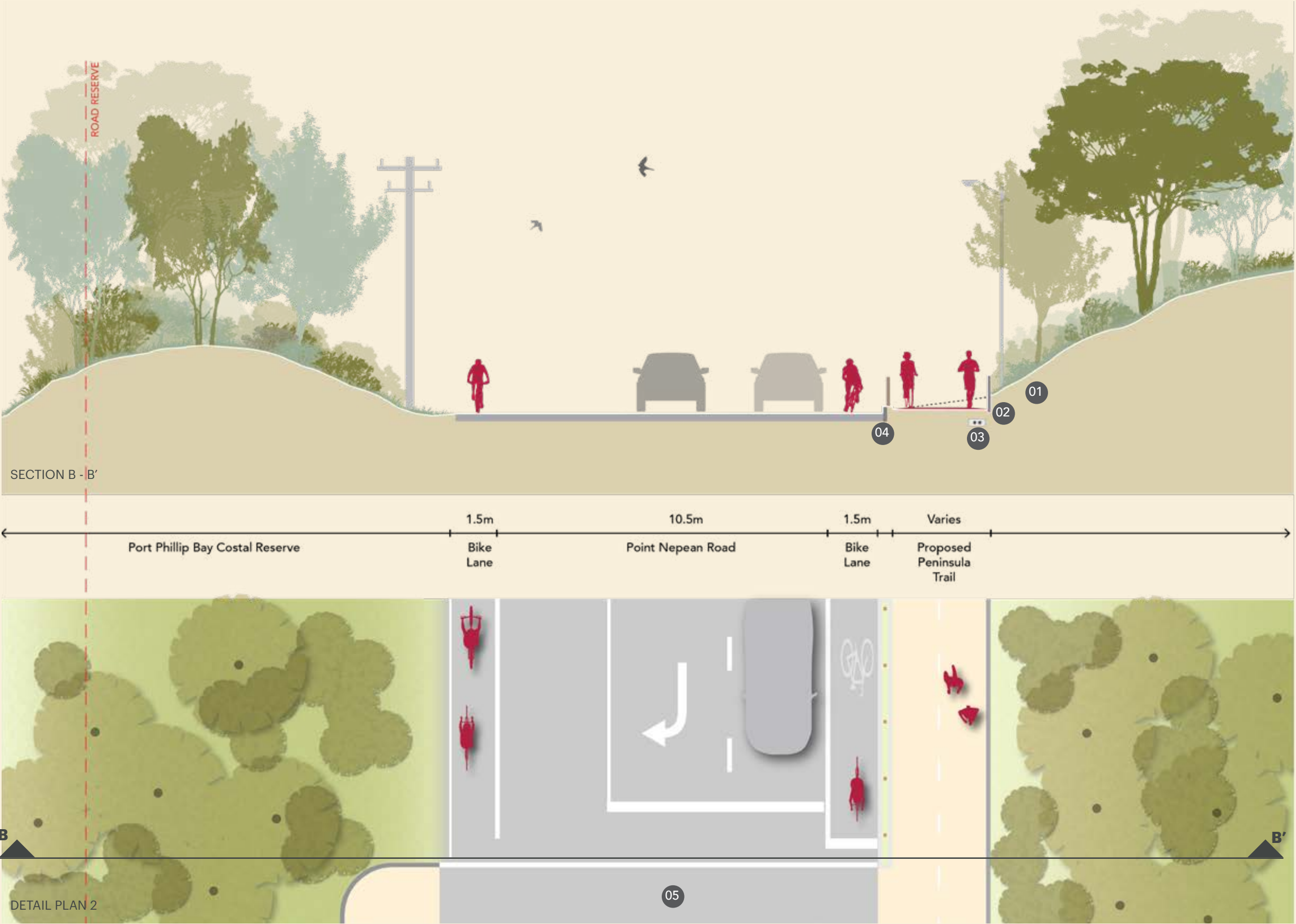
- 01 Buffering coastal vegetation
- 02 Seating with wind screen
- 03 Biodiverse ground cover planting with trees.





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.





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

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 Trail
- 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



06 Hughes Road Alignment Evaluation

A

Total score **25.1**

User Groups

Walking, Running, Recreational
Cycling

Trail construction specification

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

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.

Council Endorsement

On 20 May 2025, Council endorsed Option A as the preferred alignment.

B

Total score **20.1**

User Groups

Walking, Running, Recreational
Cycling

Trail construction specification

2.5 to 3m wide mostly boardwalk

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.

C

Total score **(-)**

User Groups

Walking, Running, Recreational
Cycling

Trail construction specification

3 to 6m wide jetty/boardwalk
and recreational platform

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.

06 Hughes Road Preferred Alignment Plan



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 Trail

PPN (Principal Pedestrian Network)

Preferred Alignment

Parks, Reserves and Open Space

Waterways and water bodies

Schools

Commercial area

Beaches

Public Toilets

Attraction

01

Text note location

Pause Point

Wayfinding Node

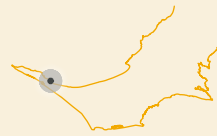
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06 Hughes Road

Preferred 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

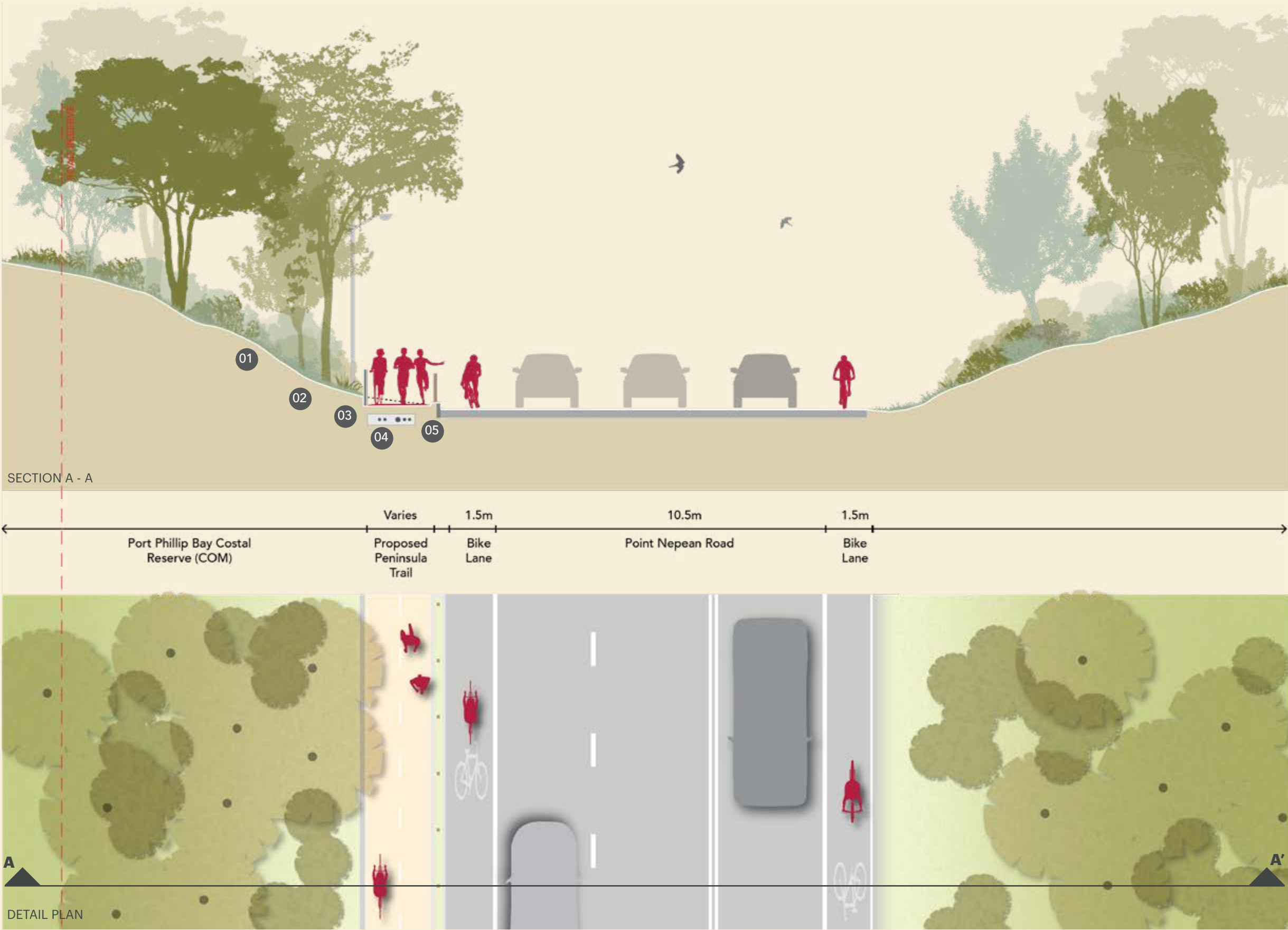
195 m

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.



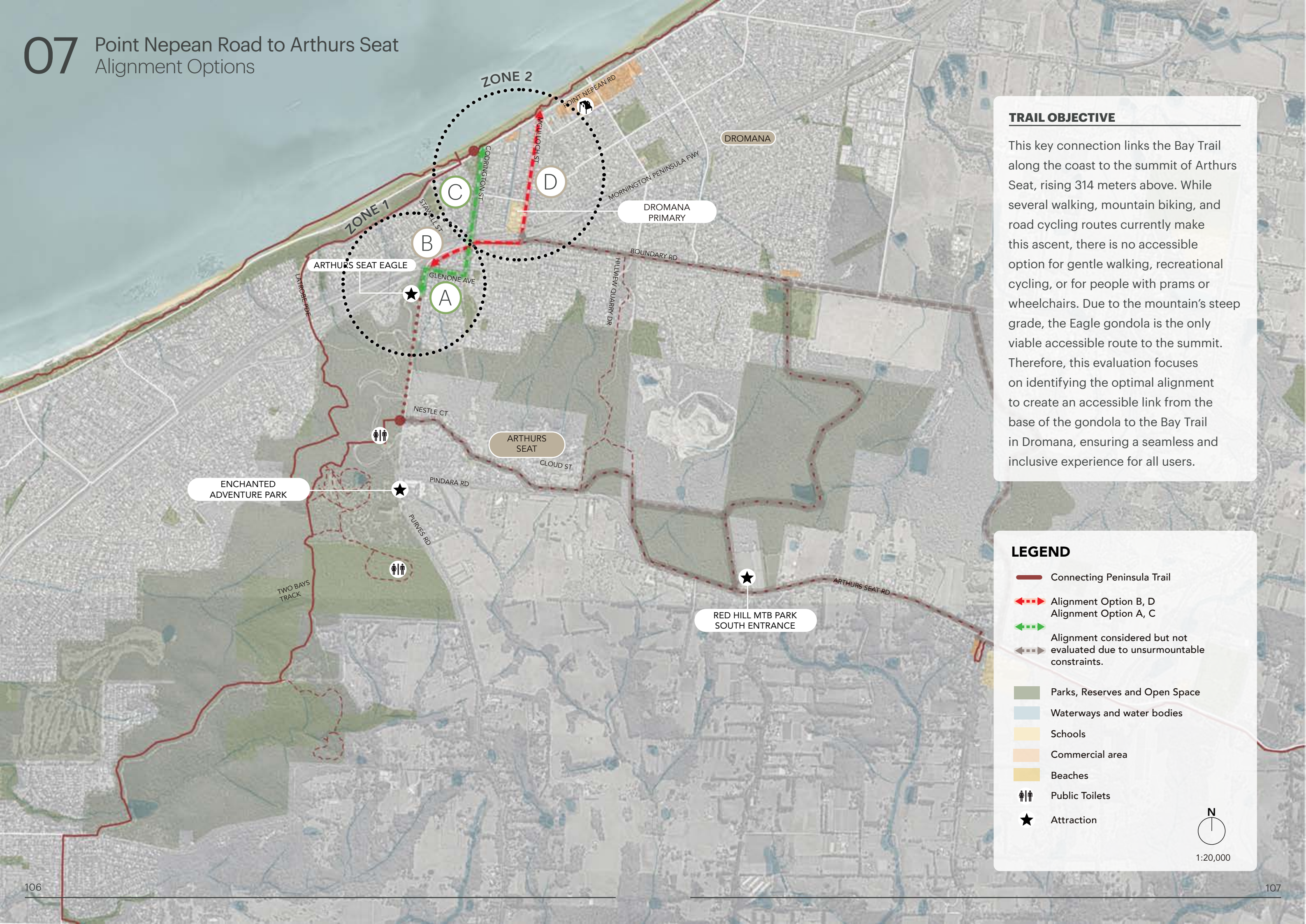
06 Hughes Road Preferred Alignment Vision



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 Trail
- 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



07 Point Nepean Road to Arthurs Seat Alignment Evaluation

Zone 1

A

Total score **32.1**

User Groups

Walking, Running, Cycling

Trail construction specification

Shared use road

Alignment Description

From the base of the gondola, the trail crosses Arthurs Seat Road to the east side, connecting with Glennone Avenue as a shared-use road and continuing onto Tower Hill Road under the same designation. However, the road gradients and shared-use environment may impact the overall user experience.

Council Endorsement

On 20 May 2025, Council endorsed Option A as the preferred alignment.

B

Total score **28.9**

User Groups

Walking, Running, Cycling

Trail construction specification

2.5 to 3m wide decorative concrete path

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.

Zone 2

C

Total score **32.8**

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.

Council Endorsement

On 20 May 2025, Council endorsed Option C as the preferred alignment.

D

Total score **25.9**

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

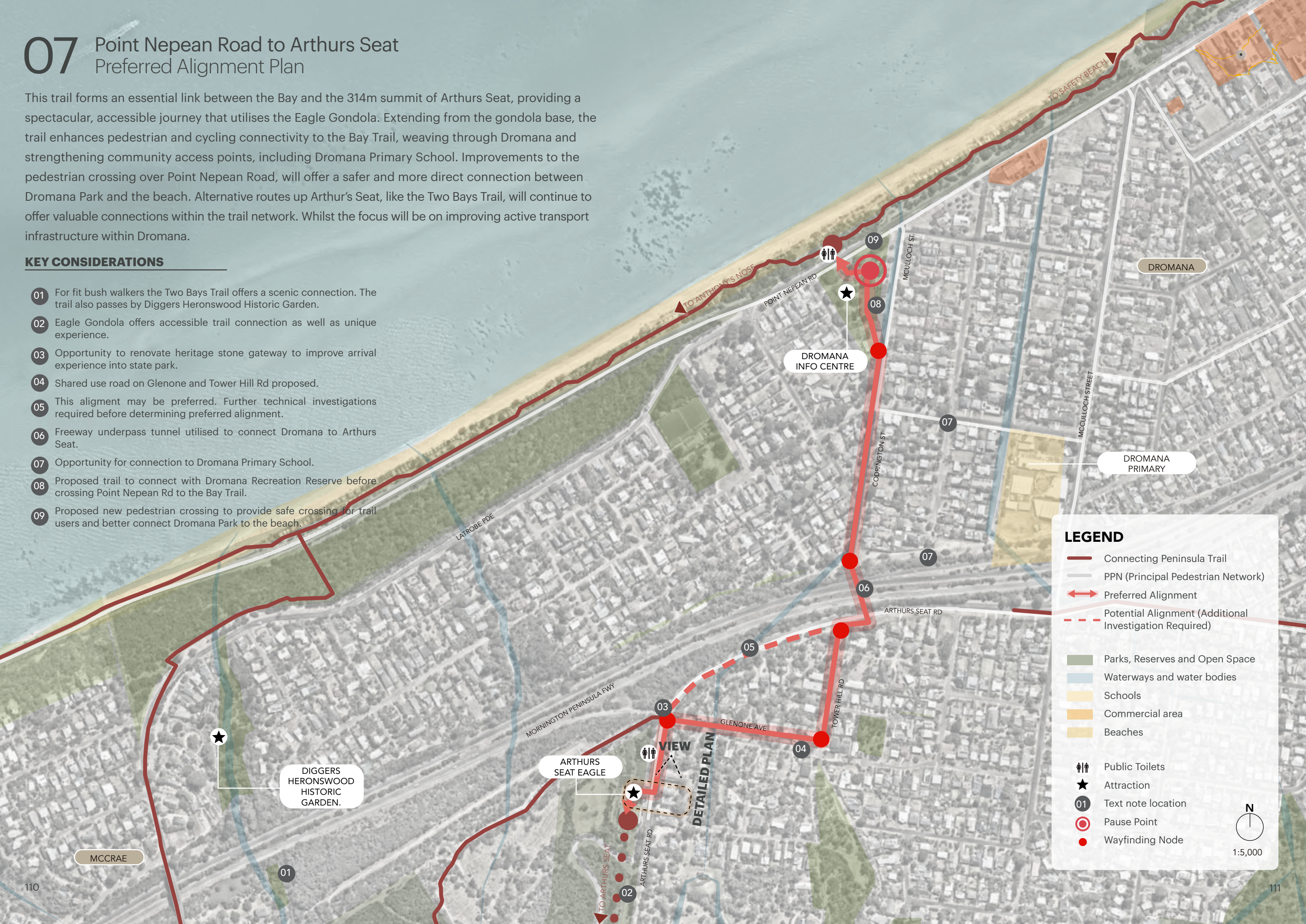
Following Arthurs Seat Rd on the south side to meet Boundary Rd and McCulloch St. Along this stretch of Arthurs Seat Rd there is an opportunity to provide a grade separated SUP within the existing carriage way (subject to traffic engineering advice). The trail then crosses under the freeway and travels 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 Preferred 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 This alignment may be preferred. Further technical investigations required before determining preferred alignment.
- 06 Freeway underpass tunnel utilised to connect Dromana to Arthurs Seat.
- 07 Opportunity for connection to Dromana Primary School.
- 08 Proposed trail to connect with Dromana Recreation Reserve before crossing Point Nepean Rd to the Bay Trail.
- 09 Proposed new pedestrian crossing to provide safe crossing for trail users and better connect Dromana Park to the beach.



LEGEND

- Connecting Peninsula Trail
- PPN (Principal Pedestrian Network)
- Preferred Alignment
- Potential Alignment (Additional Investigation Required)
- Parks, Reserves and Open Space
- Waterways and water bodies
- Schools
- Commercial area
- Beaches
- Public Toilets
- Attraction
- Text note location
- Pause Point
- Wayfinding Node



1:5,000

07

Point Nepean Road to Arthurs Seat
Preferred 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

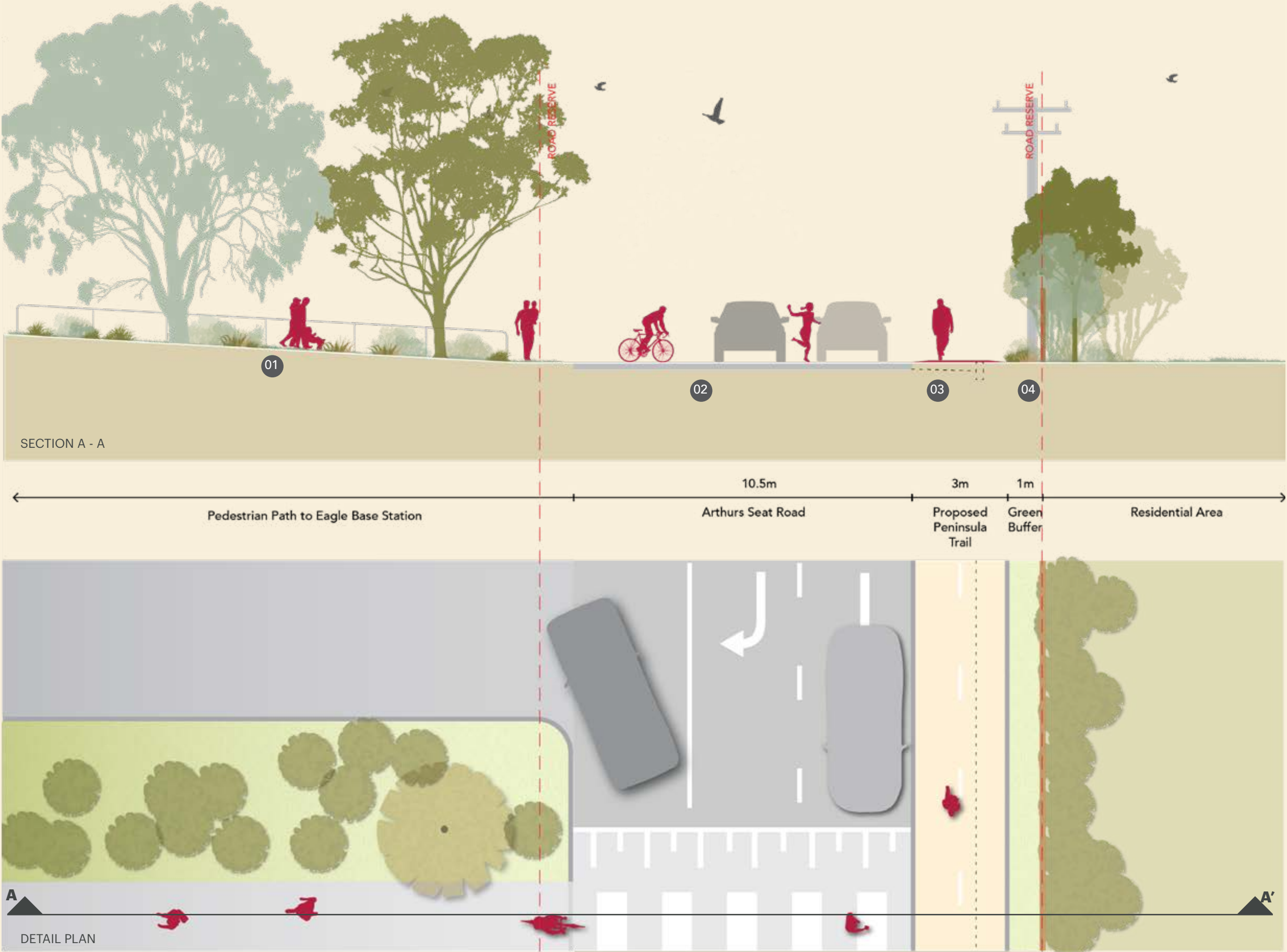
1.3 km

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.

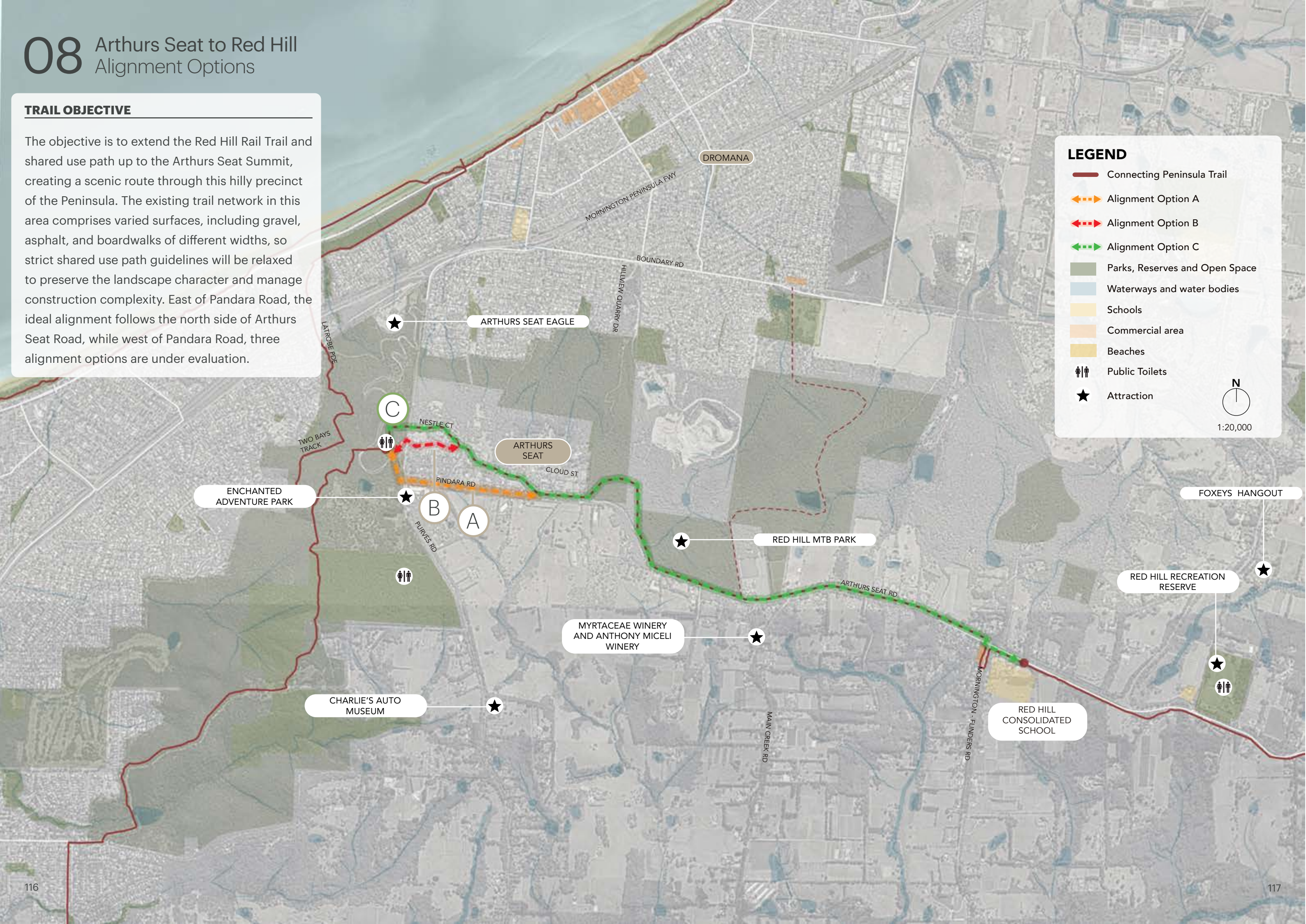




08 Arthurs Seat to Red Hill Alignment Options

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 Trail

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

1:20,000

08 Arthurs Seat to Red Hill

Alignment Evaluation

A

Total score **29.1**

User Groups

Walking, Running, Cycling,
MTN, Gravel Biking, Horse Riding

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, Horse Riding

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 **29.9**

User Groups

Walking, Running, Cycling,
MTN, Gravel Biking, Horse Riding

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.

Council Endorsement

On 20 May 2025, Council endorsed Option C as the preferred alignment.

08 Arthurs Seat to Red Hill Preferred 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 Opportunity for signs directing trail users south to wineries.
- 04 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.
- 05 Shared use road along Nestle Ct proposed.
- 06 Coordinate with proposed Arthurs Seat luge to resolve any trail conflicts.
- 07 Opportunity to upgrade toilets located at Seawinds gardens.

LEGEND

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



08 Arthurs Seat to Red Hill

Preferred Alignment Detail 1



KEY METRICS

Trail Type

Event, Short break, International

User Groups

Walking, Running, Recreational
Cycling, Horse Riding

Proposed Surface Finish

Gravel

Proposed Trail Width

2-3m

Proposed Trail Length

5 km

Implementation Phase

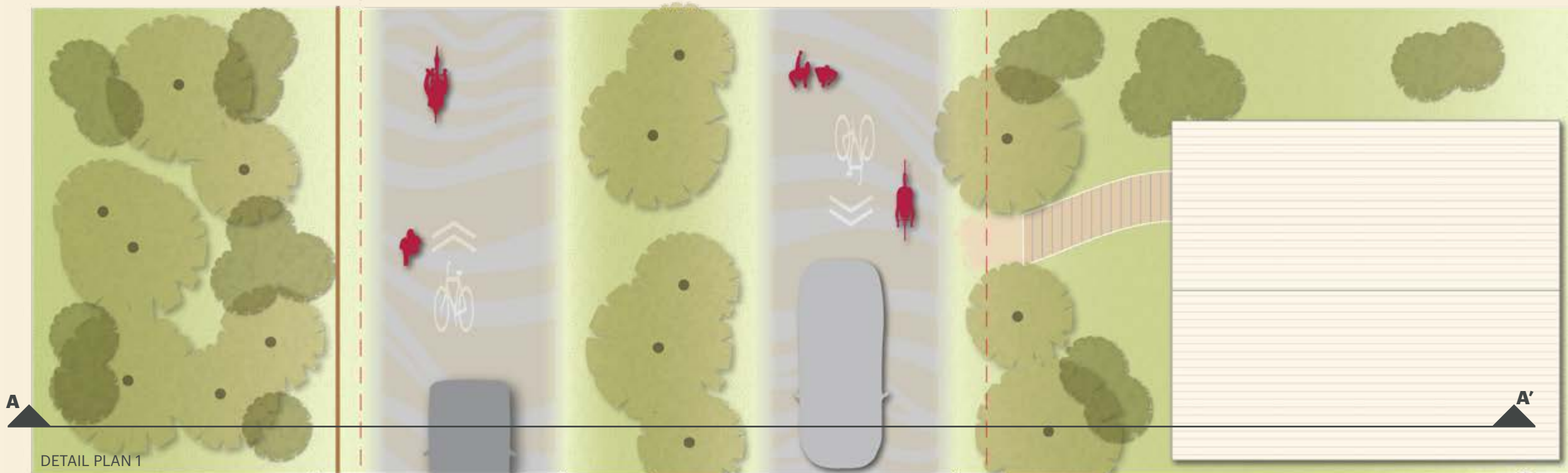
Phase 3 (next 5-10 years)

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.



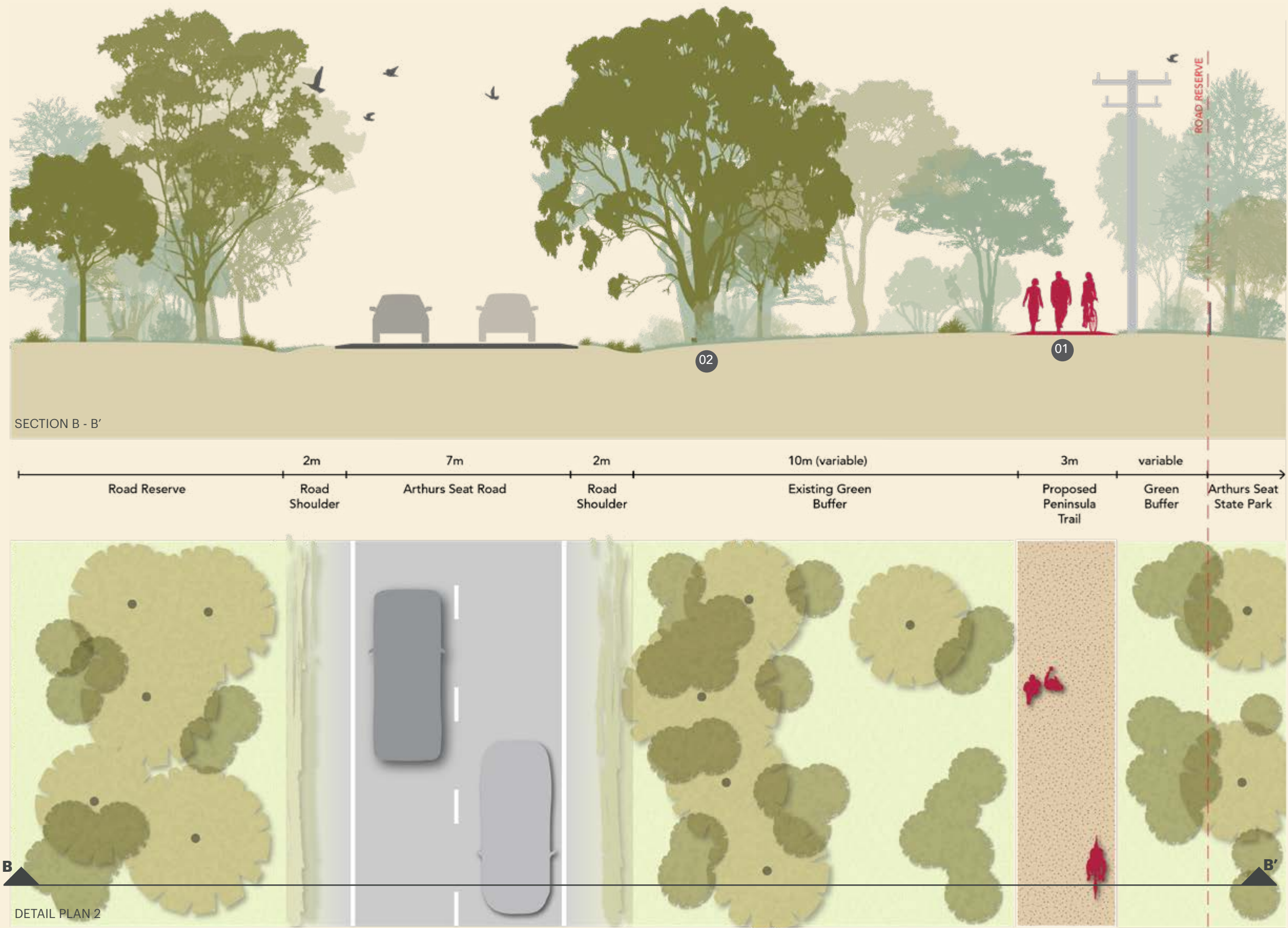
0.5m 4m 2m 4m 1m
Road Shoulder Nestle Ct Green Buffer Nestle Ct Road Shoulder





CONSIDERATIONS

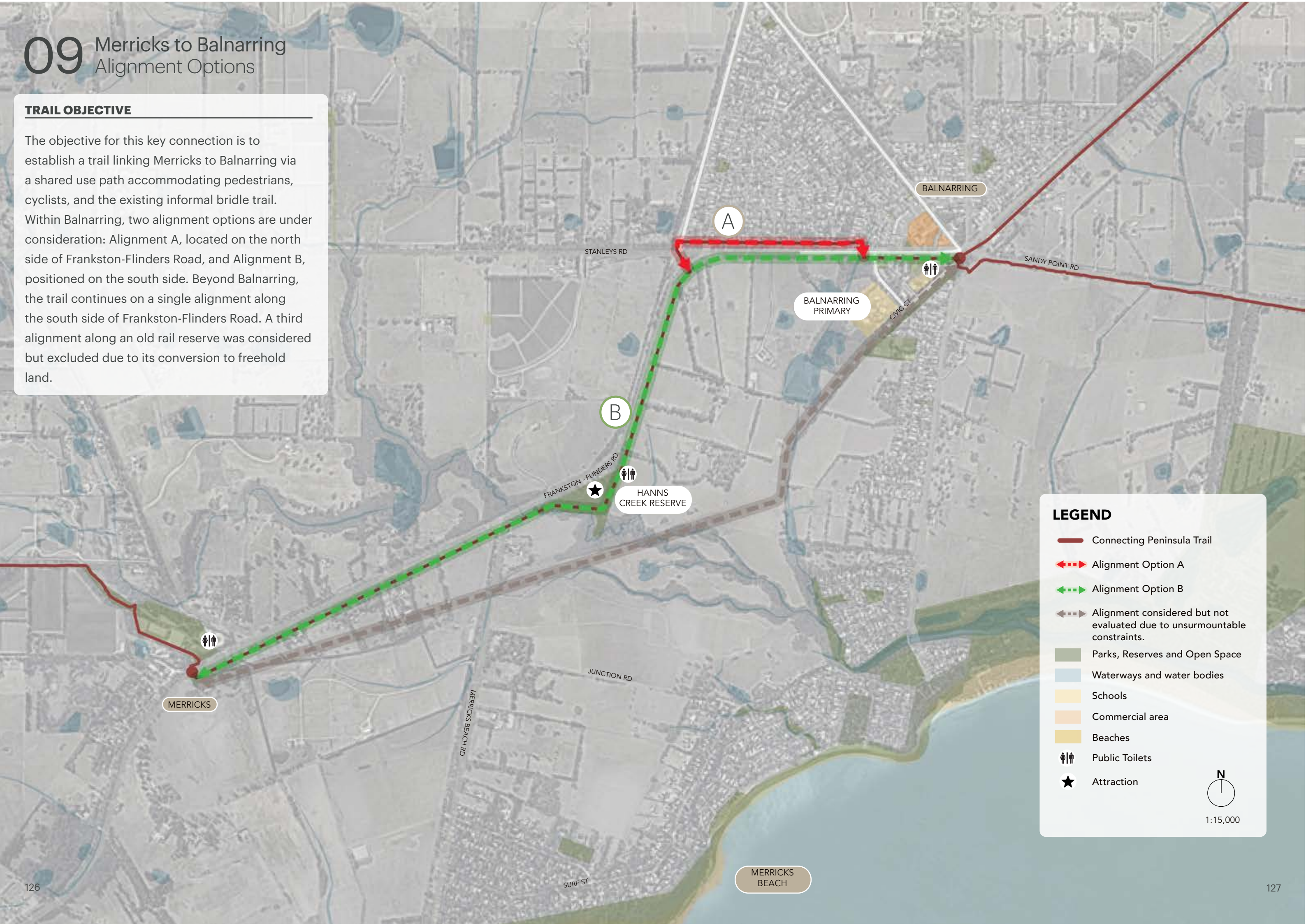
- 01
- Improve surface of existing gravel service vehicle track for all weather use.
- 02
- Significant established trees to be protected.



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.



LEGEND

- Connecting Peninsula Trail
- 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



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09 Merricks to Balnarring

Alignment Evaluation

A

Total score **20.4**

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.

B

Total score **27.3**

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.

Council Endorsement

On 20 May 2025, Council endorsed Option B as the preferred alignment.

09 Merricks to Balnarring Preferred Alignment Plan

This trail will connect Balnarring’s growing community to Merricks and Red Hill, providing a scenic, separated shared-use path along Frankston-Flinders Road. Designed for safe separation from traffic, it will incorporate enhanced Indigenous planting in alignment with the Shire’s Urban Forestry and Green Wedge strategies.

There is an opportunity to collaborate with stakeholders to improve the intersection at Stanley Road, manage driveway crossovers, and enhance sight lines with minimal vegetation removal. The trail will also connect to Hann’s Creek Reserve, with the final alignment to be determined during the Concept Design phase.

A bridge and boardwalk over Hann’s Creek will enhance the user experience while supporting environmental restoration. Additionally, the retention of the bridle trail, an improved Frankston-Flinders Road crossing, and clear wayfinding through Merricks Station Reserve will strengthen accessibility across the network.



09 Merricks to Balnarring Preferred 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

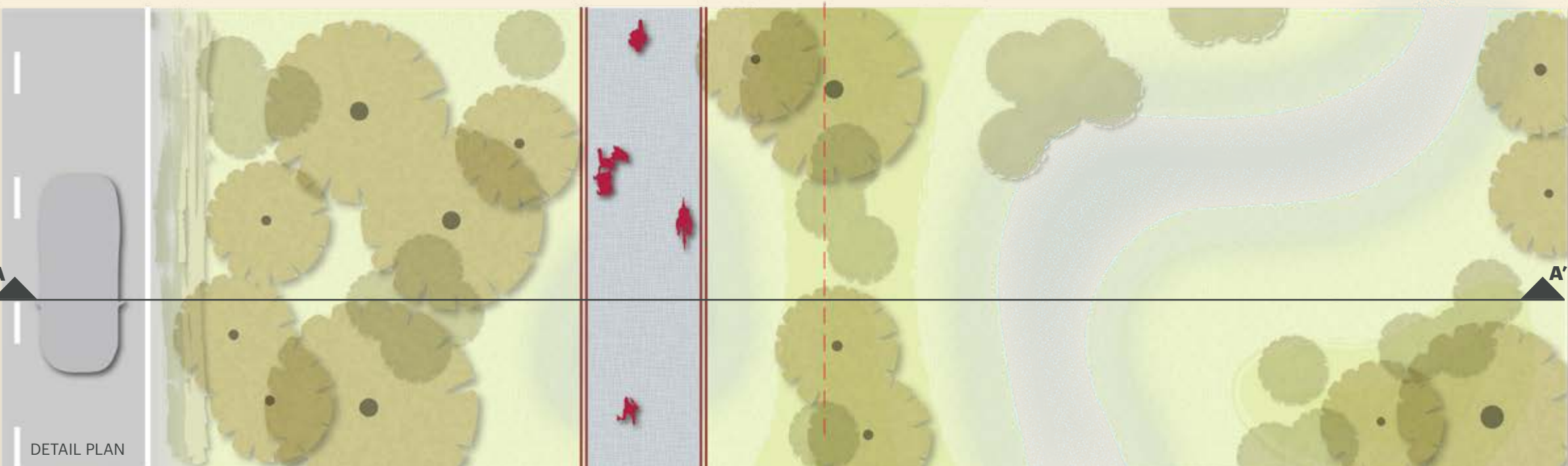
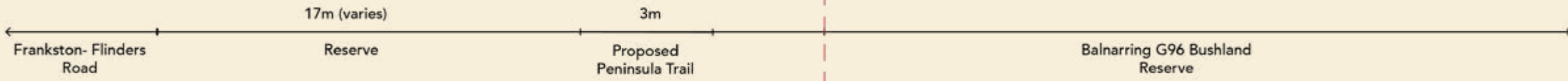
Implementation Phase

Phase 3 (next 5-10 years)

CONSIDERATIONS

01 Elevated boardwalk over paperbark swamp.

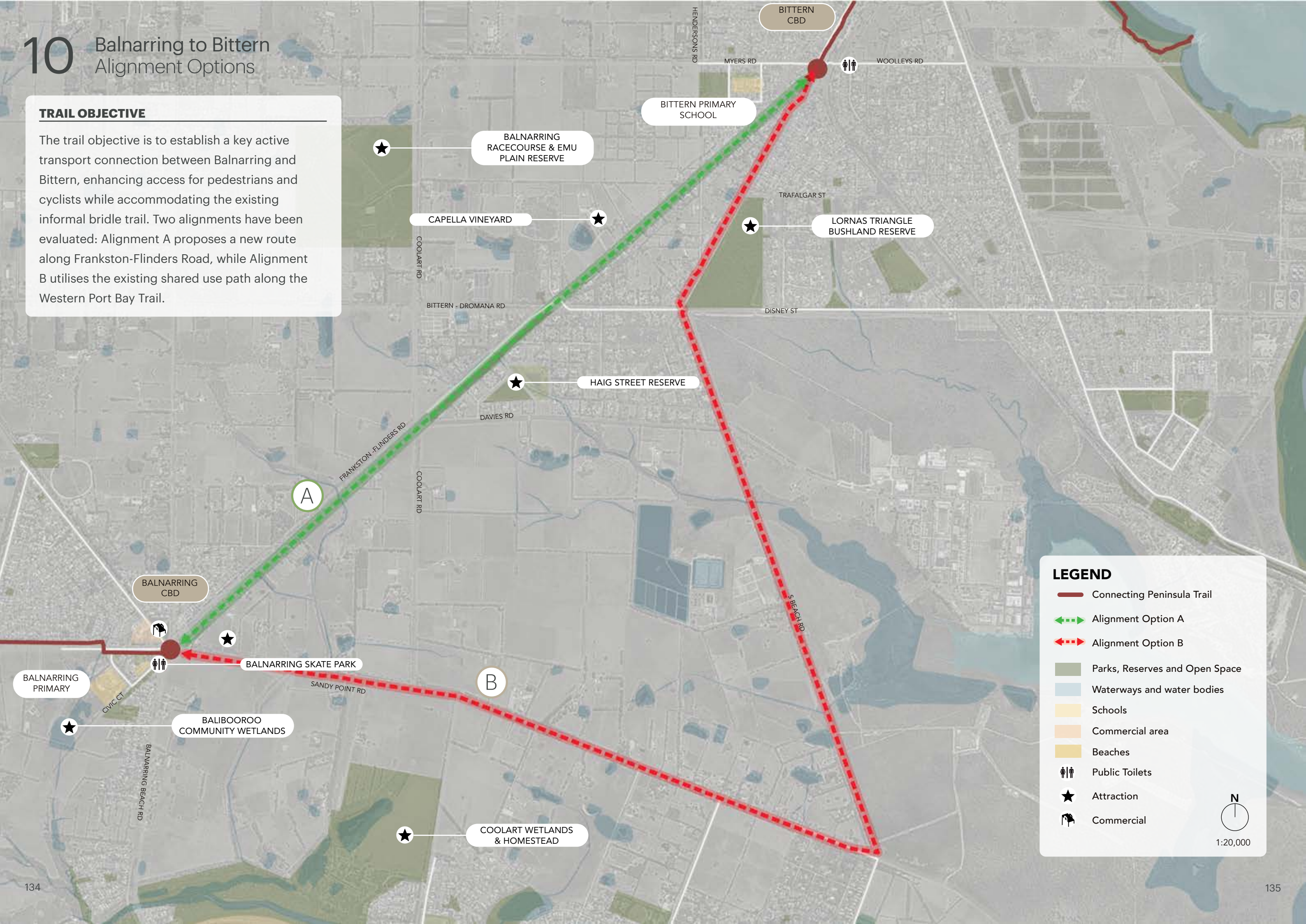
02 Remove weeds and plant swamp scrub vegetation.



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.



10

Balnarring to Bittern Alignment Evaluation

A

Total score **29.1**

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.

Council Endorsement

On 20 May 2025, Council endorsed Option A as the preferred alignment.

B

Total score **28.4**

User Groups

Walking, Running, Recreational
Cycling

Trail construction specification

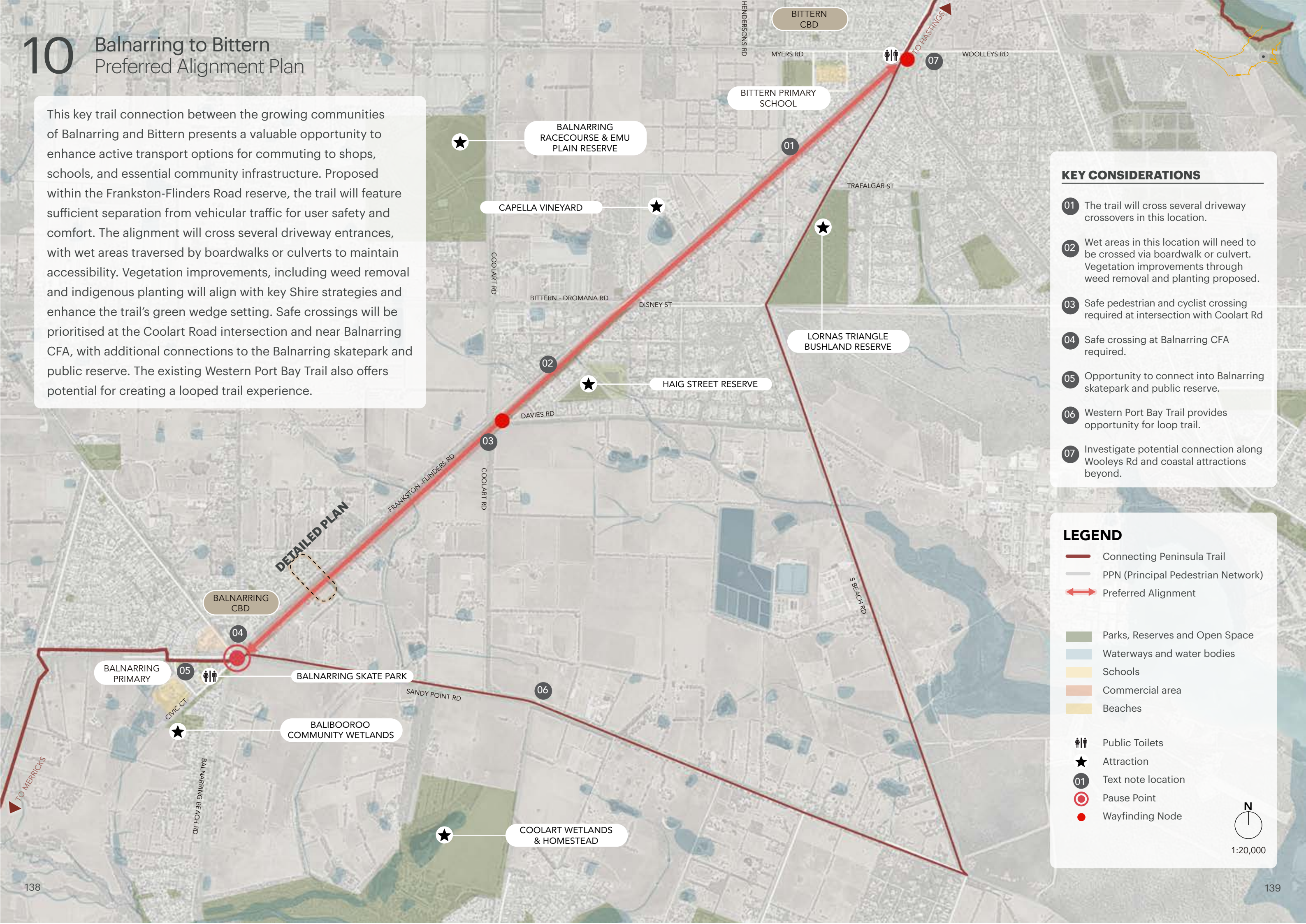
Existing 2m wide shared use
path

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 Preferred 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.



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.
- 07 Investigate potential connection along Wooleys Rd and coastal attractions beyond.

LEGEND

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



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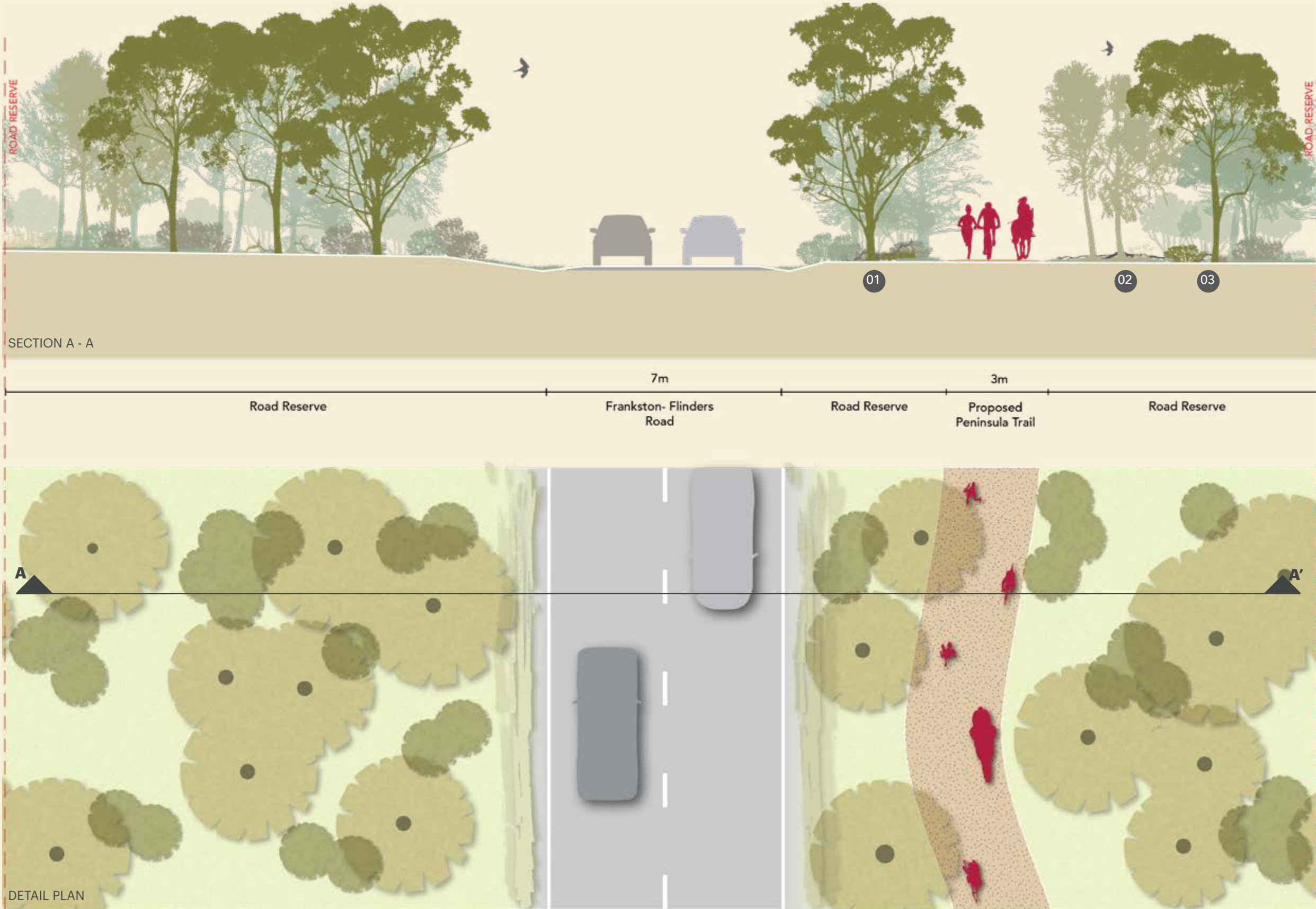


KEY METRICS

- 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

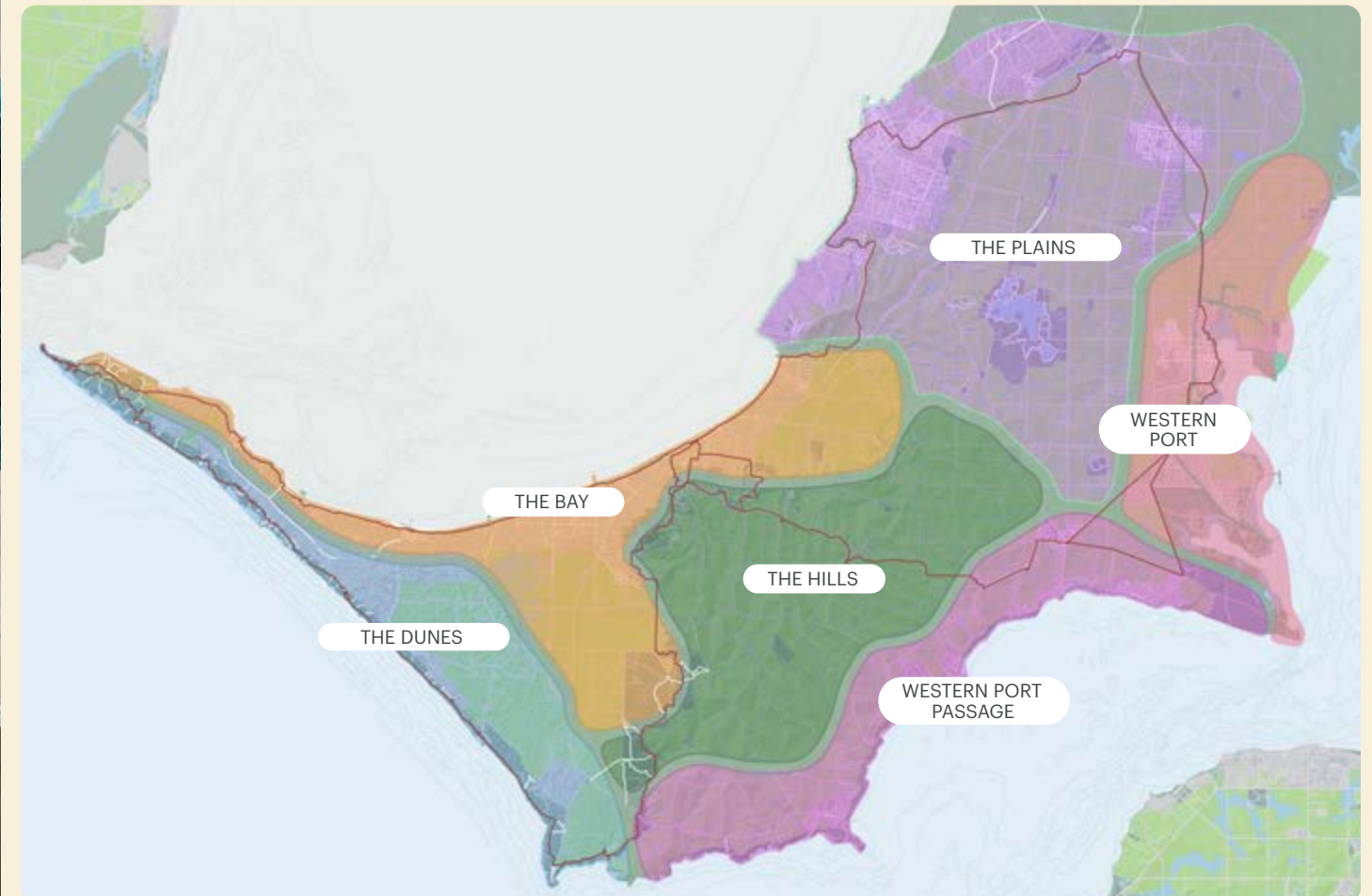




4.1 Materials: Landscape Character zone

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 Trail 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 Trail will support this uniqueness and diversity whilst maintaining aesthetic continuity across all the entire length of the Trail.

- 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-leaved 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 ericafolia
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 ericafolia
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



Eucalyptus camaldulensis
River Red Gum



Acacia melanoxylon
Blackwood

Midstorey



Leptospermum continentale
Prickly Teatree



Hakea ulicina
Furze Hakea



Banksia marginata
Silver Banksia

Groundcovers



Xanthorrhoea minor ssp. *lutea*
Small Grass-tree



Microlaena stipoides
Microlaena or Weeping grass



Themeda triandra
Kangaroo Grass

4.2 Materials

The Trail’s 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



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

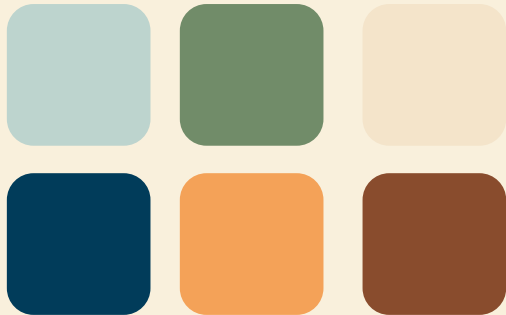


Exposed aggregate



Dromana topping

Colours palette



Inspired by the landscape with some vibrancy to aid in wayfinding

5 Appendix 1

Evaluation Matrix



[illegible]

02 Mount Martha to Safety Beach

valuation Matrix															
KEY CONNECTION: Mount Martha to Safety Beach															
Evaluation Criteria			Alignment A		Alignment B		Alignment C		Alignment D		Alignment E				
Field Assessment Criteria	Weighting	Description	Existing	Proposed	Alignment A	Alignment B	Alignment C	Alignment D	Alignment E	Alignment F	Alignment G	Alignment H			
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 to the communities north to Mt Martha, Mt Eliza and Mornington.		Crossing from east to west of the Nepean Hwy at Forest Dr utilising an already proposed segregated 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 Marine Cove Blvd the trail would 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 a significant cross fall that will need to be required. The 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.		This alignment follows along Bruce Rd and then crosses Marine Cove at Marine Cove Blvd. It follows an existing shared use path between the marina and Pier before the marina. It follows an existing shared use path between the marina and Pier before the marina. It follows an existing shared use path between the marina and Pier before the marina.		This alignment follows along Bruce Rd and then crosses Marine Cove at Marine Cove Blvd. It follows an existing shared use path between the marina and Pier before the marina. It follows an existing shared use path between the marina and Pier before the marina. It follows an existing shared use path between the marina and Pier before the marina.					
Trail Typology	NA	Connector trail that Short Break International Event		Short Break Event		Short Break Event		Short Break Event		Short Break Event		Short Break Event			
Trail User Group	NA	Who is this trail designed for? Walking, Running, Hiking, Cycling, MTB along these ridge	NA	Walking, Running, Cycling		Walking, Running, Cycling		Walking, Running, Cycling		Walking, Running, Cycling		Walking, Running, Cycling			
Trail construction specification	NA	What is the trail width 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 and/or cross fall too significant to justify ground works		Utilising existing trails and boardwalk. Where trail is required a 2.5 to 3m wide decorative concrete SLP should be constructed		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 access cars due to limited road verge and no footpath.		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 access cars due to limited road verge and no footpath.			
Biodiversity	1.0	1 - The trail passes through a sensitive landscape with remnant vegetation of high quality wet eucalypt 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.		Significant impact along Forest Dr likely	1	1	Some impact along the western stretch of Bruce Rd likely	3	3	Moderately existing trail	5	5	Moderately existing trail		
Cultural Heritage	1.0	1 - The trail passes through an area that has no history of cultural heritage and trail works will require ground disturbance. 2 - The trail passes through an area that has a limited history of precolonial 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		Significant ground works required in an area that appears to have had limited disturbance	1	1	Significant ground disturbance likely but this area appears to have been significantly modified when Bruce Rd was built.	3	3	Moderately existing trail	5	5	Moderately existing trail		
Connectability	0.9	1 - This trail alignment is reasonably connectable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the cost impacts.		Significant ground works and tree removal required	1	0.9	Significant ground works required.	1	0.9	Moderately existing trail	5	4.9	Moderately existing trail		
Stakeholder Considerations	0.5	1 - This trail alignment will generate conflict with some or many stakeholders. 2 - This trail alignment will generate some conflict with some stakeholders. 3 - All stakeholders support the trail alignment.		Environmental groups.	1	0.5	Local residents given impact to their road network and driveway crosswalks.	3	1.5	Martha Cove residents and marina users	2	1	Martha Cove residents		
Land Tenure	0.5	1 - The design, construction and management of the proposed trail alignment is clear and is not likely to cause cross organisational issues. 2 - The design, construction and management of the proposed trail alignment is clear and is not likely to cause cross organisational issues. 3 - The design, construction and management of the proposed trail alignment is clear and is not likely to cause cross organisational issues.		Moderately clear land	1	0.5	Moderately clear land	1	0.5	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		
Safety	0.7	1 - The trail has no safety issues that cannot be mitigated through design and emergency access is difficult. 2 - The trail has some minor safety issues that cannot be mitigated or emergency access is difficult. 3 - There are no safety issues or emergency access issues beyond best practice public space conditions.		Several road crossings will be required within Mount Martha to connect to Safety Beach	2	1.4	Some safety concerns may arise from road use and concealed slopes.	4	2.8	Conflict between cyclists and boardwalk users likely	2	1.4	Some safety concerns may arise around crossing Dispersal Pile and Link Dr		
Landscape Character	0.7	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 be visible. 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.		Forested landscape with views	4	2.8	Suburban landscape	2	1.4	Marina landscape	4	2.8	Marina and golf course landscape.		
Connection to existing and potential attractions	0.7	1 - The trail does not connect to any existing or potential attractions. 2 - The trail connects to some attractions but it is not supported by existing experiences and attractions (e.g. services, park etc). 3 - The trail connects to a (or several) significant existing attractions that are of interest to many people.		Less direct to coastal attractions	2	1.4	Road side access	2	1.4	Connecting to Martha Cove and marina	3	2.1	Connecting to Martha Cove and marina		
Local community value	0.7	1 - This trail does not improve connectivity to community infrastructure. 2 - This trail improves connectivity to community infrastructure (e.g. school, shops, civic centres). 3 - This trail improves connectivity to community infrastructure (e.g. school, shops, civic centres).		Connects to some important public open space within Mount Martha	4	2.8	Provides an active transport connection where existing routes.	3	2.1	Moderately existing trail	1	0.7	Some improved connectivity to Bay Trail		
Potential for commercial activities/ product marketability	0.5	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 - This trail alignment will have a positive impact on commercial opportunities.		Difficult terrain with indirect coastal access	2	1	Suburban landscape	2	1	Direct coastal connection with easy terrain along with Bay Trail product	4	2	Direct coastal connection with easy terrain along with Bay Trail product		
Existing amenities	0.5	1 - The proposed trail alignment is well supported by existing facilities and amenities (e.g. car parks, toilets, shelters, benches, cafes, and water). 2 - The proposed trail alignment is well supported by existing facilities and amenities (e.g. car parks, toilets, shelters, benches, cafes, and water). 3 - The proposed trail alignment is well supported by existing facilities and amenities (e.g. car parks, toilets, shelters, benches, cafes, and water).		Open space amenities connected to in Mt Martha including Coastal Pile, Ground and Mount Martha Public Park	4	2	Direct connection to coastal amenities.	3	1.5	Amenities within Martha including shops and open space amenity.	4	2	Amenities within Martha including shops and open space amenity.		
Accessibility	0.9	1 - This trail alignment travels through complex terrain and construction access is difficult. 2 - This trail alignment travels through complex terrain and construction access is difficult. 3 - This trail alignment travels through complex terrain and construction access is difficult.		Steep terrain with several road crossings	1	0.9	Some difficult gradients and crossfall issues likely	2	1.8	Cycling should not be allowed along Martha boardwalk leading accessibility.	1	0.9	Moderately good accessibility for most of this alignment.		
TOTAL (GENERAL COMMENTS)					28	18.2	TOTAL (GENERAL COMMENTS)					33	22.9	TOTAL (GENERAL COMMENTS)	
Percentage Change Due to Weighting					35%		Percentage Change Due to Weighting					25%		Percentage Change Due to Weighting	
					27%							27%		27%	

03 Anthony's Nose

Evaluation Matrix											
KEY CONNECTION: Anthony's Nose											
Evaluation Criteria				Alignment A		Alignment B		Alignment C			
Field Assessment Criteria	Weighting	Description	Ranking Method	Comments/Recommendations	Score	Weighted Score	Comments/Recommendations	Score	Weighted Score		
Alignment Description		To connect the Bay Trail from Dromena to McCreas for Bay Trail users including walkers and recreational cyclists. The trail from the Anthony's Nose Road Reserve to McCreas has only one section that is a mix of concrete trail and boardwalk above the existing seawall. This requires a technical solution. Therefore this alignment evaluation is looking at the trail start at the trail ramp where there are 3 possible solutions that are evaluated here.		Align a trail within the Dromena Foreshore camping area. This trail will primarily be south of the caravans and bushwalks but north of caravans or parking. A co-design process with the Foreshore Committee will be required to improve footpaths amenity and align a high quality Bay Trail connection.			North of Pt Napuan Rd within the road reserve. The alignment will require powerlines to be placed underground and it will remove coastal side road parking. The trail will also need to navigate several bus stops.				
Trail Typology	NA	Connector Rd (Short Break International Event	NA	International Short Break Event			International Short Break Event				
Trail User Group	NA	Who is this trail designed for? Walking, Hanging, Cycling, ATV's (biking, Horse riding	NA	Walking, Running, Cycling			Walking, Running, Cycling				
Trail construction specification	NA	What is the trail width and surface finish?	NA	2.5 to 3m wide gravel and decorative concrete path with some areas of 'tumble step' to slow cyclists.			3m wide decorative concrete shared use path with grade separation and bollards.				
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's 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 consults benefits through	Limited vegetation removal required. Ground coverplants are mostly contained to low impact trail construction.	4	4	No vegetation removal required. Ground coverplants are mostly contained to low impact trail construction.	4	4		
Cultural Heritage	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 potential disturbance and trail works will require ground installation. 2 - The trail passes through an area that has a limited history of potential 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.	Little ground disturbance required on a highly modified site.	4	4	Little ground disturbance required on a highly modified site.	4	4		
Connectability	0.9	The proposed trail alignment is reasonably constructable, with no major concerns around terrain, available space, existing infrastructure, required infrastructure and the local 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 crosses 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 consideration in particular near toilet blocks.	3	2.7	Undergrounding powerlines will be costly and construction of a number of at least 400m connections. Busy road context will create challenges.	2	1.8		
Stakeholder Considerations	0.5	The proposed trail alignment does not create stakeholder conflict.	1 - This trail alignment will generate conflict with one or more stakeholders. 2 - This trail alignment may generate conflict with one or more stakeholders but conflict can be managed and mitigated. 3 - All stakeholders support the trail alignment.	Dromena 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 Dromena Foreshore Committee for the alignment.	1	0.5	Edge of busy road and negotiating bus stops.	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 are established tenure relationships 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.	Dromena Foreshore Committee and DECCA	2	1	Via Roads	2	1		
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 access is difficult. 2 - The trail has some unique safety issues that cannot be fully mitigated or emergency access is difficult. 3 - There are no unique safety issues or emergency access issues. Improved trail practice public space conditions.	Potential conflicts between pedestrians, cyclist use and cyclists. These can be mitigated. Outside of camping season there are very few safety issues.	3	2.1	Bay road conflicts can be mitigated through design.	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 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 vehicle noise or air pollution. There is significant nature vegetation and views across the landscape.	Some coastal context that is a great experience outside of camping season.	4	2.8	Road side	2	1.4		
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. scenic 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 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		
Local community value	0.7	The proposed trail alignment allows for to be accessible to people of all abilities	1 - The trail does not improve connectivity to community infrastructure. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail improves connectivity to several community infrastructure and will alleviate existing transport issues.	Connected connection in particular outside of camping season	4	2.8	Year round good connection	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. 2 - There are few commercial opportunities that this trail alignment will have little to no impact on. 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	Bay road side context	2	1		
Existing amenities	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, toilets, shelters, bike hire facilities, and water)	1 - There are no trail amenities. 2 - There are some trail amenities and/or amenities (i.e. car parks, toilets, shelters, bike hire facilities, and water) in the trail alignment.	Good access to coastal amenities including power, shade, toilets and beach access	3	1.5	Good access to coastal amenities including power, shade, toilets and beach access	4	2		
Accessibility	0.9	The proposed trail alignment allows for 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 crosses 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 vehicles.	4	3.6	Good accessibility	4	3.6		
TOTAL (GENERAL COMMENTS)					42	30.8	TOTAL (GENERAL COMMENTS)				
Percentage Change Due to Weighting					27%		25%		25%		

Evaluation Matrix											
KEY CONNECTION: Whitecliffs											
Evaluation Criteria											
Field Assessment Criteria	Weighting	Description	Rating Method	Comments/Recommendations	Score	Weighted Score	Comments/Recommendations	Score	Weighted Score	Comments/Recommendations	Score
Alignment Description		Currently there is a pedestrian connection along the coast at this point. This connection is stunning and well loved by those that use it. However it is narrow and crosses over the beach and other unsewered ground. This 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. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.			Following the north side of Point Nepean Road and then entering the foreshore reserve at the foot of the cliff. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.			Following the north side of Point Nepean Road and then entering the foreshore reserve at the foot of the cliff. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.	
Trial Typology	NA	Connector Rural Short Break International Event	NA	Short Break International Event			Short Break International Event			Short Break International Event	
Trial User Group	NA	Who is this trail designed for? Walking Running Hiking Cycling MTB riding Horse riding	NA	Walking, Running, Hiking			Walking, Running, Hiking, Cycling			Walking, Running, Hiking, Cycling	
Trial construction specification	NA	What is the trail width and surface finish?	NA	Varies including existing concrete, gravel and boardwalk. Max 2m			1.5m to 3m concrete shared use path			1.5m to 3m concrete and boardwalk shared use path	
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. 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. Trial works will have little to no impact on existing biodiversity but may provide some benefits through mitigating existing threats to biodiversity.	This alignment may have significant impact due to its timing within the landscape and beach area.	1	1	The trail would require cutting into the road side where a history of disturbance is likely green road cut in.	3	3	No significant vegetation or ground disturbance required due to trail being already existing.	2
Cultural Heritage	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 precolonial disturbance and trail works will require ground disturbance. 2 - The trail passes through an area that has a history of precolonial disturbance. 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.	Significant ground disturbance required where boardwalk required.	1	1	Some disturbance would be focused on road side where a history of disturbance is likely green road cut in.	3	3	No ground disturbance required.	2
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. 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.	Significant alteration of the dunes, cliff and beachside may be required. Accessibility for construction will also be an issue.	1	0.9	An alignment within the Nepean River road reserve will require traffic and require retaining walls and some modification of the road shoulder.	3	2.7	Constructing new signalled crossings can be challenging.	2
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. 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.	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Due to impact on some and potential stakeholder support to suit likely.	1	0.5	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Protection crossing required on Point Nepean Road is likely to generate stakeholder challenges.	3	1.5	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Protection crossing required on Point Nepean Road is likely to generate stakeholder challenges.	3
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. 2 - Council does not manage the land, but they have a good working relationship with the land manager who shares similar values and interests. 3 - Council is the land manager.	Whitcliff Foreshore Association, Parks Vic	2	1	Whitcliff Foreshore Association, Vic Roads, Parks Vic	1	0.5	Whitcliff Foreshore Association, Vic Roads, Parks Vic	1
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 response is difficult. 2 - The trail has some minor safety issues that cannot be fully mitigated or emergency response is difficult. 3 - There are no unique safety issues or emergency response issues beyond best practice public space conditions.	through a short piece of trail this alignment is isolated from vehicular movement and roadside public safety issues that relate to emergency vehicle access. There are safety issues around coastal exposure risk.	2	1.4	This trail will be next to a busy road and will require multiple crossings of the road.	2	1.4	This trail will be next to a busy road and will require multiple crossings of the road.	3
Landscape Character	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'view' 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 be visible. 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.	Attaching coastal exposure	3	3.5	This trail will be next to a busy road and require crossing back.	3	2.1	This trail will be next to a busy road and require crossing back.	3
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. views, 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 to the coast and historic sites of Whitcliff.	3	3.5	This alignment better connects with the existing links, foreshore reserve and coastal trail.	3	2.1	This alignment does not connect with any attractions beyond the Bay Trail. It takes people away from the coast.	4
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. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will provide existing transport links.	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in it making the Bay Trail a more complete trail.	3
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. 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.	Improving the connectivity to the Whitcliff foreshore and coastal walk may generate commercial opportunities.	4	2	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	1.5	Additional crossings of Point Nepean Rd and creating a path that is narrow for a shared use path may diminish commercial opportunities.	7
Existing amenities	0.5	There are no trail amenities. There are some trail amenities 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 amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water). 3 - All trail amenities are within proximity to the trail alignment.	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4	2	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4	2	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4
Accessibility	0.9	The proposed trail alignment allows for 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.	Given the coastal and remote nature of this trail it will be difficult to provide for all user groups.	1	0.9	This trail would be well-suited for recreational cyclists and people with limited mobility.	4	3.6	The additional crossings and the use of a narrow footpath for cycling is not a great solution for cyclists.	2
TOTAL (GENERAL COMMENTS)					30	19.8		33	24.1		29
Percentage Change Due to Weighting					34%		27%		29%		21%

Evaluation Matrix											
KEY CONNECTION: Blairgowrie Yacht Squadron											
Evaluation Criteria											
Field Assessment Criteria	Weighting	Description	Rating Method	Comments/Recommendations	Score	Weighted Score	Comments/Recommendations	Score	Weighted Score	Comments/Recommendations	Score
Alignment Description		This key connection aims to solve two problems that pedestrians and cyclists face today: 1. Connect the Bay Trail from Canterbury Jolly Rd to the Yacht Squadron and beach. 2. Connect Blairgowrie shops and community to Blairgowrie Yacht Squadron and beach. This alignment will have both of these problems and solve them west of Blairgowrie Shops East of the shops to Canterbury Jolly Rd there is only one viable trail option and that is on the south side of Pt Nepean Rd.		Following the coastal side of the dunes and cliffs. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.			Following the north side of Point Nepean Road and then entering the foreshore reserve at the foot of the cliff. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.			Following the north side of Point Nepean Road and then entering the foreshore reserve at the foot of the cliff. The alignment follows an existing 1-1.5m wide path behind a seawall. A boardwalk would be required to be constructed to cross the beach. The alignment would require significant vegetation removal and ground disturbance.	
Trial Typology	NA	Connector Rural Short Break International Event	NA	Short Break International Event			Short Break International Event			Short Break International Event	
Trial User Group	NA	Who is this trail designed for? Walking Running Hiking Cycling MTB riding Horse riding	NA	Walking, Running, Hiking			Walking, Running, Hiking, Cycling			Walking, Running, Hiking, Cycling	
Trial construction specification	NA	What is the trail width and surface finish?	NA	Varies including existing concrete, gravel and boardwalk. Max 2m			1.5m to 3m concrete shared use path			1.5m to 3m concrete and boardwalk shared use path	
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. 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. Trial works will have little to no impact on existing biodiversity but may provide some benefits through mitigating existing threats to biodiversity.	This alignment may have significant impact due to its timing within the landscape and beach area.	1	1	The trail would require cutting into the road side where a history of disturbance is likely green road cut in.	3	3	No significant vegetation or ground disturbance required due to trail being already existing.	2
Cultural Heritage	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 precolonial disturbance and trail works will require ground disturbance. 2 - The trail passes through an area that has a history of precolonial disturbance. 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.	Significant ground disturbance required where boardwalk required.	1	1	Some disturbance would be focused on road side where a history of disturbance is likely green road cut in.	3	3	No ground disturbance required.	2
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. 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.	Significant alteration of the dunes, cliff and beachside may be required. Accessibility for construction will also be an issue.	1	0.9	An alignment within the Nepean River road reserve will require traffic and require retaining walls and some modification of the road shoulder.	3	2.7	Constructing new signalled crossings can be challenging.	2
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. 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.	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Due to impact on some and potential stakeholder support to suit likely.	1	0.5	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Protection crossing required on Point Nepean Road is likely to generate stakeholder challenges.	3	1.5	Whitcliff Foreshore Association, Vic Roads, Parks Victoria, DEECA. Protection crossing required on Point Nepean Road is likely to generate stakeholder challenges.	3
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. 2 - Council does not manage the land, but they have a good working relationship with the land manager who shares similar values and interests. 3 - Council is the land manager.	Whitcliff Foreshore Association, Parks Vic	2	1	Whitcliff Foreshore Association, Vic Roads, Parks Vic	1	0.5	Whitcliff Foreshore Association, Vic Roads, Parks Vic	1
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 response is difficult. 2 - The trail has some minor safety issues that cannot be fully mitigated or emergency response is difficult. 3 - There are no unique safety issues or emergency response issues beyond best practice public space conditions.	through a short piece of trail this alignment is isolated from vehicular movement and roadside public safety issues that relate to emergency vehicle access. There are safety issues around coastal exposure risk.	2	1.4	This trail will be next to a busy road and will require multiple crossings of the road.	2	1.4	This trail will be next to a busy road and will require multiple crossings of the road.	3
Landscape Character	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides 'view' 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 be visible. 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.	Attaching coastal exposure	3	3.5	This trail will be next to a busy road and require crossing back.	3	2.1	This trail will be next to a busy road and require crossing back.	3
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. views, 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 to the coast and historic sites of Whitcliff.	3	3.5	This alignment better connects with the existing links, foreshore reserve and coastal trail.	3	2.1	This alignment does not connect with any attractions beyond the Bay Trail. It takes people away from the coast.	4
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. 2 - The trail improves connectivity to some community infrastructure. 3 - The trail connects to important community infrastructure and will provide existing transport links.	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	2.1	The value in this missing link lies in it making the Bay Trail a more complete trail.	3
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. 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.	Improving the connectivity to the Whitcliff foreshore and coastal walk may generate commercial opportunities.	4	2	The value in this missing link lies in it making the Bay Trail a more complete trail.	3	1.5	Additional crossings of Point Nepean Rd and creating a path that is narrow for a shared use path may diminish commercial opportunities.	7
Existing amenities	0.5	There are no trail amenities. There are some trail amenities 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 amenities (i.e. car parks, toilets, shelters, kitchen facilities, and water). 3 - All trail amenities are within proximity to the trail alignment.	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4	2	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4	2	There are great amenities either side of this missing link in association with foreshore reserves and camp grounds. The different alignment options do not differentiate in connectivity.	4
Accessibility	0.9	The proposed trail alignment allows for 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.	Given the coastal and remote nature of this trail it will be difficult to provide for all user groups.	1	0.9	This trail would be well-suited for recreational cyclists and people with limited mobility.	4	3.6	The additional crossings and the use of a narrow footpath for cycling is not a great solution for cyclists.	2
TOTAL (GENERAL COMMENTS)					37	25.1		37	25.9		28
Percentage Change Due to Weighting					32%		30%		21%		

Evaluation Matrix												
KEY CONNECTION: Hughes Road												
Evaluation Criteria				Alignment A Foreshore		Alignment B Foreshore		Alignment C Foreshore		Alignment D Foreshore		
Field Assessment Criteria	Weighting	Description	Ranking Method	Comments/Recommendations	Score	Comments/Recommendations	Score	Comments/Recommendations	Score	Comments/Recommendations	Score	
Alignment Description		This key connection aims to provide for Bay Trail users. This connection must therefore accommodate walkers, people with prams or wheelchairs and on bikes.		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 revegetation to build an accessible path that navigates stormwater and undulating dune topography.		A trail out over the water that avoids impact with the Eagle Island wharf also creating recreational and experiential opportunities. This trail may be built in the context of seawall rise. These coastal protection is required along with stabilising beach vegetation with other coastal green space infrastructure.				
Trail Typology	NA	Connector Rail Short Break International Event		International Short Break Event		International Short Break Event		International Short Break Event		International Short Break Event		
Trail User Group	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		Walking, Running, Cycling		
Trail construction specification	NA	What is the trail width and surface finish?	NA	1.5m to 2.5m wide decorative concrete path with grade separation and bollard protection.		2.5 to 3m wide mostly boardwalk		3 to 5m wide jellyboardwalk and recreational platform				
Biodiversity	1.0	The proposed trail alignment does not impact biodiversity but may require 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 trail works will impact this biodiversity. 3- The trail does not pass through a sensitive landscape and this remnant vegetation is present. The trail may require 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 environment will have ecological impact.	3	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 pre-colonial disturbance and that works will require ground disturbance but this can be mitigated. 3- The trail passes through an area that has a limited history of pre-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.	Significant ground disturbance required however given trail site context historical ground disturbance likely.	3	3	Significant ground disturbance in an area with a history of limited disturbance.	1	4	Avoids sensitive dune environment	4	4
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 utilises an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Relatively wide required. Road side construction	4	3.6	Dune environment	2	1.8	Marine environment	3	4
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 conflict with stakeholders, but the conflict can be managed and mitigated. 5- All stakeholders support this trail alignment.	No unique stakeholder considerations	5	2.5	Environmental groups	1	0.5	Environmental groups	3	4
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- The trail passes through an area that they have 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.	3	4
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 access is difficult. 3- The trail has some minor safety issues that cannot be fully mitigated or emergency access is difficult. 5- There are no unique safety issues or emergency access 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.	3	4
Landscape Character	0.7	The proposed trail offers an experience that allows users to engage with the Peninsula's unique landscape and/or provides new '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 environment	1	0.1	Coastal dune experience	3	2.1	Unique marine experience	3	4
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. scenic 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.	Trail separated from coastal attraction	1	0.1	Good connection to coastal attraction	3	2.1	Good connection to coastal attraction	3	4
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 enhance existing transport status.	Improved connection to bus stop	4	2.8	No unique value	3	2.1	No unique value	3	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 low 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.	4	4
Existing amenities	0.5	The proposed trail alignment is well supported by existing facilities 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. 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	3	4
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.	No unique accessibility issues	3	2.7	No unique accessibility issues	3	2.7	No unique accessibility issues	3	4
TOTAL (GENERAL COMMENTS)		TOTAL (GENERAL COMMENTS)			35	25.1		29	20.1		NOT EVALUATED	
Percentage Change Due to Weighting					28%			31%				

Evaluation Matrix																
KEY CONNECTION: Point Nepean Rd to Arthurs Seat				ZONE 1				ZONE 2								
Evaluation Criteria				Alignment A		Alignment B		Alignment C		Alignment D						
Field Assessment Criteria	Weighting	Description	Ranking Method	Comments/Recommendations	Score	Comments/Recommendations	Score	Comments/Recommendations	Score	Comments/Recommendations	Score					
Alignment Description / objectives		This key connection is between the Bay Trail on the coast and the summit of Arthurs Seat 238m above. There are several walking tracks, MTB bike tracks and road cycling options that make this connection. However there is no viable connection for people with prams or wheelchairs. Given the steep slope of the mountain it has been determined that the only viable accessible connection is via the Eagle gondola. This then means that an accessible connection is required from the bottom of the gondola to the Bay Trail. Therefore this evaluation focuses on determining the best alignment for this connection.		From the bottom of the gondola this trail crosses Arthurs seat Rd to the east side and connects with Clarence Ave as a shared use road and onto Tower Hill Rd as a shared use road.		From the bottom of the gondola 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 impacts on vegetation loss it is proposed that the existing path on the east side of Arthurs Seat Rd is widened to create more space for the trail.		Crossing under the Mornington Peninsula Frey using an existing pedestrian tunnel. It then travels down Coddington St (path side) and connects 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.		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 SLP within the existing carpark way (subject to traffic engineering advice). The trail then crosses under the freeway and travels north along McCulloch St. McCulloch St is a shared use road that provides semi-separated bike paths that connects to Pt Nepean Rd and the Bay Trail.						
Trail Typology	NA	Connector Rail Short Break International Event		International Short Break Event		International Short Break Event		International Short Break Event		International Short Break Event						
Trail User Group	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		Walking, Running, Cycling						
Trail construction specification	NA	What is the trail width and surface finish?	NA	Shared use road		2.5 to 3m wide decorative concrete path		Shared use road		2.5 to 3m wide decorative concrete path along Arthurs Seat Rd and existing footpath and semi-separated bike path on McCulloch St						
Biodiversity	1.0	The proposed trail alignment does not impact biodiversity but may require biodiversity by mitigating existing biodiversity threats and aligns with Council policies.		Limited impact required.	5	Some vegetation loss possible within the road reserve.	4	Limited impact required.	4	Limited impact required.	4					
Cultural Heritage	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.		Given the lack of construction works required a CRMP may not be required.	5	Significant ground disturbance required.	3	Limited impact required.	4	Limited impact required.	4					
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.		Very little work required beyond reflagging.	5	Kerf and channel work required to make space for path.	3.9	It is assumed that the freeway underpass is maintained. Given this assumption no challenging construction considerations.	5	Some trouble may be difficult to manage on Arthurs Seat Rd. In addition creating a safe pedestrian crossing will be difficult at the Boundary Rd intersection.	2					
Stakeholder Considerations	0.5	The proposed trail alignment does not create stakeholder conflict.		Private land owner on Clarence Ave	2	No Roads	3	No special considerations.	5	Modifying McCulloch St may impact parking and pick-up/drop-off facilities for the Dromana Primary School.	3					
Land Tenure	0.5	The design, construction and management of the proposed trail alignment is clear and not likely to cause cross-organisational issues.		Council Rd	5	Via Roads	3	Mostly council land	4	Via Roads	3					
Safety	0.7	The proposed trail alignment is safe with no known CPED issues.		Shared road environment.	3	No significant issues.	4	Freeway tunnel underpass has poor passive surveillance. Shared road environments may generate safety issues too.	3	The intersection under the freeway will be very difficult to create a safe crossing.	3					
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.		No significant offence.	3	No significant offence.	3	Avoids freeway underpass/intersection	3	Intersection under freeway	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. scenic spots etc).		No unique connections	3	No unique connections	3	Connects with visitor centre	4	No unique connections	3					
Local community value	0.7	The proposed trail alignment is well connected to community infrastructure (i.e. school, shops, civic centres)		No new connection provided.	3	More visible and flatter connection	5	Could connect with Primary School although not an ideal as McCulloch St connectivity. Connects with Dromana Park Playground	3	Good connection with Dromana Primary School.	4					
Potential for commercial activation (product marketability)	0.5	The proposed trail alignment creates commercial opportunities.		Limited unique opportunities	3	Limited unique opportunities	3	Visitor Centre could be ideal location for staff/cafe of Peninsula Trail	4	Limited unique opportunities	2					
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)		No unique amenities	3	No unique amenities	3	Dromana Park and visitor centre	4	No unique amenities	3					
Accessibility	0.9	The proposed trail alignment allows for it to be accessible to people of all abilities.		Shared and shared use road reduces access.	3	Flatter connection	5	Shared road environment can have considerable issues. Furthermore, the ramp down to the tunnel is very steep this does not meet DCA standards.	3	Accessible path could be built along this connection. The intersection under the freeway may pose challenges.	4					
TOTAL (GENERAL COMMENTS)					43	32.1		40	28.9		46	32.8		35	25.9	
Percentage Change Due to Weighting					25%				28%				26%			

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Evaluation Matrix										
KEY CONNECTION: Balnarring to Bittern										
Evaluation Criteria						Alignment A		Alignment B		Weighted Score
Field Assessment Criteria	Weighting	Description	Rating Method	Comments/Recommendations	Rating	Weighted Score	Comments/Recommendations	Rating	Weighted Score	
Alignment Description / Objective		To connect Balnarring to Bittern for people walking and on bike whilst accommodating existing informal bridle trail.		Following the south (west) side of Frankston-Phillston Rd. This trail will be located within the generic road reserve. The main challenges will be engaging existing users, wet conditions, Clonney St, coastal assets north of seawall and engaging with private property owners many of whom have prohibited equestrian with parking. This alignment will connect trail into the existing trail in Bittern and Balnarring Village Reserve.			Following an existing shared use path along B Beach Rd and Sandy Point Rd. This trail is a part of the Western Port Bay Trail and is in adequate condition. Some of the road improvements. In general the paths surface is deteriorating and could be improved along with widening. 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.			
Trail Typology	NA	Connector Bridle Short Break Informal Equestrian	NA	Connector Short Break Equestrian			Connector Short Break Equestrian			
Trail User Group	NA	Who is this trail designed for? Walking Running Hanging Cycling MTB riding Horse riding	NA	Walking, Running, Cycling			Walking, Running, Cycling			
Trail construction specification	NA	What is the trail width and surface first?	NA	2.5-3m wide decorative concrete shared use path			Existing 2m wide shared use path.			
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 value and it is likely that the trail's works will impact this biodiversity. 3 – The trail does not pass through a sensitive landscape and the remnant vegetation is present. The trail may impact existing biodiversity but the use 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 making bank. There are some wet areas that may require breakdown of trail, investment into improving biodiversity could be considered.	3	3	Very little biodiversity present given existing trail, investment into improving biodiversity could be considered.	5	5	
Cultural Heritage	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	
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 utilizes an existing trail that requires some upgrades that are simple and easily accessed by construction crews.	Wet areas near Clonney Rd. Cross fall near Balnarring will require cutting imposed road crossings required at Clonney St and Coolart Rd.	3	2.7	Existing trail	5	4.5	
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 – The trail alignment will 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	
Land Tenure	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 – Council is the land manager.	Vic Roads	3	1.5	Existing trail	5	2.5	
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 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.	Some road crossings cannot be avoided however there are low 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	
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 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 vehicle 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	
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. scenic spots etc).	1 – The trail does not connect to any existing or potential attractions. 3 – The trail connects to some attractions but many of them are 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	
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 enhance existing transport links.	Great value given needed connection between Balnarring and Bittern.	5	3.5	Little community value given existing trail. Some value if improvements are made.	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 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	
Existing amenities	0.5	The proposed trail alignment is well supported by existing trail infrastructure and amenities (i.e. car parks, bikes, 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 to the trail. 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	
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 – 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.	Some road crossings may provide challenges.	4	3.6	Narrow path and several ungrated road crossings create accessibility issues that will be difficult to resolve.	1	0.9	
TOTAL (GENERAL COMMENTS)						40	29.1		38	28.4
Percentage Change Due to Weighting						27%		25%		



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