



THE CITY OF  
GREATER GEELONG

# CYCLING AND TRAILS

SOCIAL INFRASTRUCTURE PLAN  
GENERATION ONE: 2020-23

**Council acknowledges Wadawurrung Traditional Owners of this land and all Aboriginal and Torres Strait Islander people who are part of the Greater Geelong community today.**

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## ACKNOWLEDGEMENTS

The preparation of this Report has been a collaborative effort of our Council, all relevant Council departments, partner organisations, our community clubs, groups and associations, and the Greater Geelong community.

We would like to thank the involvement of all our key stakeholders for their collaboration, insight and commitment to the future of our community infrastructure and to a new way of working.

This plan was endorsed by council on 28 July 2020.

## DISCLAIMER

This Report is prepared by the City of Greater Geelong. The Report is solely for the use of the City of Greater Geelong and is not intended to, and should not be used, or relied upon by anyone else. The City of Greater Geelong does not accept any duty of care, to any other person or entity other than itself.

The information contained in this document has been developed through an assessment of the current known state of the City's infrastructure, rigorous analysis of the available evidence, existing strategic guidance, plans and strategies, and extensive stakeholder and community consultation over the course of 2.5 years 2017 - 2020.

Information contained in the Report is current as at the relevant dates stated in the Report and may not reflect any event or circumstances which occur after the stated date. It has been prepared in good faith and neither the City of Greater Geelong, nor its servants, consultants, agents or staff shall be responsible in any way whatsoever to any person in respect to the report, including any errors or omission therein.

## THE POLICY

The Social Infrastructure Planning and Investment Policy aims to provide Council and the City of Greater Geelong with a guide to fair and equitable decision making, and to provide our community with a clear understanding of Council's role and how decisions are made.

## THE PLAN

The Social Infrastructure Plan will outline the needs of our community, investment priorities and the way forward to ensure that people know what is planned in the place that they live.

The plan is intended to provide Council and the community with a single, simpler and more integrated strategic summary of Council's investment priorities over the next 1-3 years.

The plan will be closely monitored and updated each year in line with the realisation of transformational elements identified in the document and as our understanding of social infrastructure continues to mature and grow.

## THE NETWORK REPORT

The network reports provide a summary of social infrastructure needs and requirements for each specific network over the next 1-3 years, understanding that the plan component identified in each will be updated annually, as new information becomes available.

The identified projects within the summary plan for each network are broken down into five key streams:

- New
- Renew
- Maintenance
- Planning
- Services / People

**This network report specifically relates to Cycling and Trails - Cycling Paths and Shared Trails, Criterium Track and Velodrome.**

For a complete overview of all the social infrastructure needs and priorities across the City of Greater Geelong, please refer to the Social Infrastructure Plan - Generation One: 2020 - 2023.

## NETWORK PROFILES

There are 13 individual network reports covering a diverse range of community places, spaces and services.

### Generation One: The Networks Covered



Early Years



Youth Spaces



Libraries



Community Meeting and Program Spaces



Arts and Culture



Open Space



Play Spaces



Aquatics and Leisure



Indoor Sport and Recreation



Outdoor Sport and Recreation  
(including sports pavilions)



Golf



Cycling and Trails

**(THIS NETWORK REPORT)**



Public Toilets

## WHAT CAN YOU FIND IN EACH NETWORK PROFILE AND PLAN

### Overview of the network + Map

Each network consists of an introduction including background context and a map of known facilities, an overview of what the network is, what it is made up of, it's value and what some of the emerging issues and opportunities are, in addition to any related plans, community insights and key considerations.

### Our guiding documents

A summary of related documents including strategies, plans, policies, needs assessments and technical reports.

### What our community told us

A summary of relevant community feedback and insights.

### Generation One – Things we considered

A summary of key considerations relating to each network (i.e. legislative changes, emerging issues and trends).

### Current State - Snapshot

A snapshot of what we know about the network so far including, known provision, condition, travel accessibility and service provision.

A gap analysis based on existing industry benchmarks compared with today's provision.

### Indicators of need by planning area

Provision, population, social and health indicators by each planning area to help inform any relevant areas of need and opportunities.

### Strategic focus areas and directions

In response to the needs and opportunities identified, this section outlines the strategic focus areas and directions for each network, including a high-level mantra to guide planning and investment for the next three years.

### The Plan: 2020 - 2023

Generation One of the plan provides a summary table of identified projects by 'Network' broken down into five streams – New, Renew, Maintenance, Planning, and Services / People.

# CYCLING AND TRAILS



## SCOPE

### Cycling Paths and Shared Trails, Criterium Track and Velodrome.

**Cycling and walking provides many benefits to our health, transport, social connections and the environment. The City of Greater Geelong has many trails, paths and other facilities that allow people to walk and cycle for transport, recreation and sport.**

At present only 41% of Greater Geelong adults meet physical activity guidelines with 10.3% categorised as sedentary, which can lead to a number of health issues. Increased physical activity through walking and cycling can help reduce the risk of health-related issues such as heart disease, obesity, osteoporosis and type 2 diabetes.

Walking and cycling for recreation and transport is an affordable and easily accessible form of exercise for many people. Walking and cycling are relatively low cost, flexible in terms of timing and can be very social when done with others. Not only is it good for physical health but it also has great benefits for mental health as well.

The City is seeking to encourage active travel, recreation and tourism as part of an improved and expanded cycling and shared trails network. These networks form an important element of providing for the growing population and associated health and wellbeing benefits across the community.

The City is also looking to encourage more people to leave their car at home and use active modes of travel to commute to work or make short trips to shops, schools and services. Walking and cycling for short trips reduces car dependency and decreases carbon emissions and fossil fuel consumption, while also improving air quality.

The City's Clever and Creative vision set a target of 50% of journeys to work being made by public transport, walking or cycling. Travel to work data from the 2016 Census, shows a 1% mode share for cycling, 3% mode share for walking and 6% mode share for public transport while 83% travelled by car and 4% worked from home.

People need safe places to walk or cycle, and even the perception of poor levels of safety can stop people from walking or cycling. The safety of facilities in terms of surface, road safety and public safety are all key to attracting people to use a path or trail.

The Victorian Cycling Strategy identifies that women, children and senior Victorians cycle far less than the typical cyclist, who is generally male and under the age of 45. Making the network safer and lower-stress will increase the participation of underrepresented groups. We can help encourage more people to walk or cycle by building facilities that reduce interactions with motor vehicles by providing paths and trails that are separated from traffic and providing safe crossing points.

Connecting people to destinations and connectivity between paths is also key to attracting people to walking and cycling. The City has commenced the delivery of the Principal Bicycle Network (PBN) and a network of Strategic Cycling Corridors (SCC), that provide safe spaces for cyclists of all levels of abilities and ages. These corridors form the spine of our cycle infrastructure and deliver people to services, education, retail and employment precincts.

The City's Shared Trails Master Plan (2020) identifies a number of gaps and deficiencies in our shared trail network and sets out a plan for the City's shared trails that will increase physical activity and create better connections between people and places. Connecting trails and paths allows people of all ages and ability to safely explore the region and provides an opportunity for cycle and trail tourism.

The shared trails network is defined as all off-road components of the Principle Bicycle Network (PBN) plus on-road and off-road components of the Strategic Cycling Corridor (SCC) network.

The nine major trails which make up the shared trails network are the: Barwon River Trail, Bay Trail, Bellarine Bayside Trail, Bellarine Rail Trail, Cowies Creek Trail, Hovells Creek Trail, Ted Wilson Trail, Tom McKean Trail; Wauron Ponds Creek Trail. Each of these is managed by the City except for the Barwon River Trail managed by Corangamite Catchment Management Authority, and the Bellarine Foreshore Trail managed by Bellarine Bayside Foreshore Committee.

There is opportunity to improve and increase the number of regional trails throughout Greater Geelong, and the Bellarine, that take advantage of the City's unique and picturesque landscapes and attractions. Further development of cycling route infrastructure across the region, including upgrading paths, linking key trails through off-road routes and signage, would enhance the opportunity to draw in tourism and niche cycling visitor markets. Geelong's world class cycling events also provide opportunities to increase visitation to the region and provide a quality cycling tourism experience.

Cycling for sport is also increasing significantly across Greater Geelong and is putting pressure on existing facilities. The City is home to some distinctive cycling facilities including a regional cycling facility, purpose-built criterium track, and a velodrome for training.

To ensure the appropriate level of planning, investment, integration and management of Greater Geelong's cycling and shared trail networks, the City will need to continue to work closely with key partners, stakeholders and other management authorities.

## OUR GUIDING DOCUMENTS:

The following related documents were used to inform this Plan (including strategic plans, policies, legislation and infrastructure plans):

- Shared Trails Master Plan (2020)
- Integrated Comprehensive Transport Plan (2015)
- Shared Path Management Plan (2018)
- Road Safety Strategy (2012 - 2017)
- Greater Geelong Physical Activity Strategy (2014 - 2017)
- Greater Geelong Cycling Strategy (2008) and Victorian Cycling Strategy (2018 - 2028)
- G21 Region Road Transport Plan (2017 - 2027) and G21 Regional Growth Plan (2006)
- Greater Geelong and Bellarine Tourism Development Plan (2019 - 22)

## WHAT OUR COMMUNITY TOLD US :

Through the Shared Trails Master Plan community engagement process in 2019, over 1,400 comments were received and are summarised into the three themes outlined below:

### GAPS AND OPPORTUNITIES

- Central - Strong desire to link networks (Barwon River Trail to Ted Wilson Trail and Barwon River Trails to Bellarine Rails Trail.
- Bellarine – General lack of shared paths and cycling facilities. Opportunities to connect towns, ferries and Bellarine Rail Trail with local business and wineries for tourism.
- Bellarine – Connection between Point Lonsdale and Ocean Grove, and the connection from Ocean Grove to Drysdale (with a particular focus on connections between townships and schools).
- Lara – Focus is connecting schools and connections from Lara town centre and You Yangs.
- Central – Focus on connecting the paths throughout the network (focus on Bell Park, Bell Post Hill, Wandana Heights / Highton, Waurin Ponds, Breakwater and South Geelong).

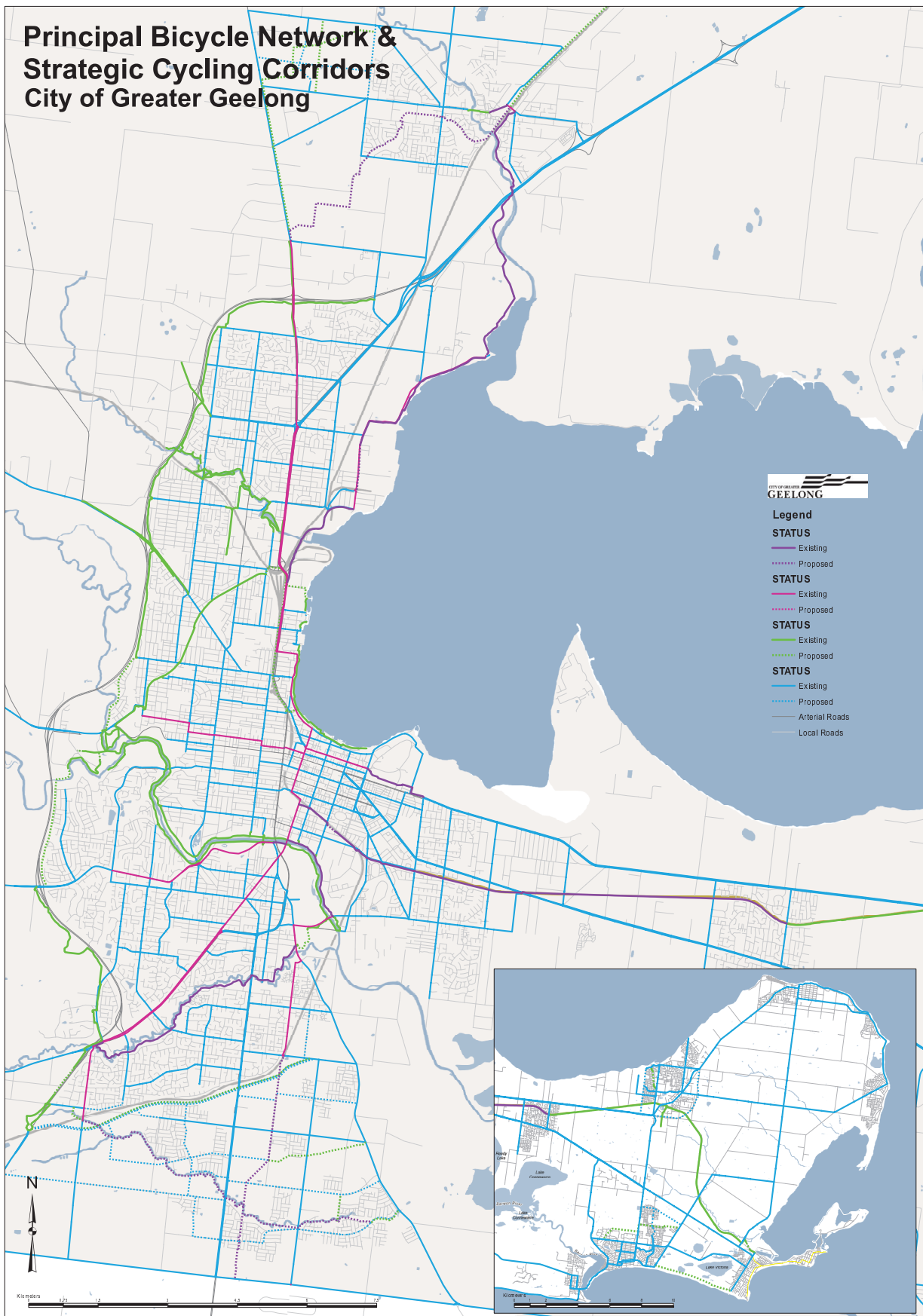
### ISSUES AND COMMENTS

- Interaction between speed of cyclists, behaviour of walkers and dogs-off lead all create issues due to path widths and configuration / lack of separation / delineation.
- Path condition, network gaps and compromised infrastructure in need of improvement. Perceived limited investment specifically in the north.
- 13th Beach road safety issues and environmental constraints make it difficult for infrastructure development.
- Point Lonsdale to ocean grove comprises environmental and cultural heritage concerns due to the dune system.

### SUPPORTING AMENITIES

- Seats, drinking fountains, bicycle maintenance stations, wayfinding signage, lighting, end of trip facilities and public toilets. Focus on Central Geelong and where there are existing path networks.

# MAP 19 - PRINCIPLE BICYCLE NETWORK (PBN) AND STRATEGIC CYCLING CORRIDORS (SCCS)



# MAP 20 - MAJOR SHARED TRAILS



CYCLING AND TRAILS

# CYCLING AND TRAILS

## Cycling Paths and Shared Trails, Criterium Track and Velodrome.

BUILDINGS & OWNERSHIP



SERVICE	CURRENT PROVISION STANDARDS	TODAY	BENCHMARK	DIFFERENCE
Cycling Routes – Commuter and recreation paths (on-road and off-road)	Principal Bicycle Network (PBN)	– On-road – Off-road 609 Km 142 Km	- -	- -
	Strategic Cycling Corridors (SCC)	– On-road – Off-road 50 Km 56 Km	- -	- -
Shared Trails	Official Shared Trails Network*	9 Trails	-	-
Velodrome	1 Facility per 500,000 Persons (all ages)	1 Facility	1	0
Criterium Track	No industry benchmark available.	1 Facility	-	-

Data Notes: For the purposes of the Social Infrastructure Plan, Official Shared Trails Network refers to trails that are officially named and/or are recognised as part of the Principal Bicycle Network (PBN) or recognised as being a 'recreational trail'. While it is recognised that other less formalised trails and connections exist that also contribute to the network, these have not been included in Generation One of the Social Infrastructure Plan.

### DISTRIBUTION

**EQUITY**

GOOD COVERAGE OF TRAILS AND CYCLING ROUTES BUT CONNECTIONS AND LINKS NEED IMPROVEMENT.

THERE IS GENERAL LACK OF SHARED PATHS AND CYCLING FACILITIES ON THE BELLARINE.

**CONDITION**

90% COMPLETED SHARED TRAIL PROVISION AND CONDITION AUDITS

AVERAGE SCORE: NOT APPLICABLE

### TRAVEL ACCESSIBILITY

**ACCESSIBILITY**

ON AVERAGE UNDER DEVELOPMENT IN 2020-21 OF DWELLINGS

100% OR MORE EXCELLENT WALKABILITY

Meaning that most residents live within a 20-minute walk to more than one option

50% - 100% GOOD WALKABILITY

Meaning that more than half of residents live within a 20-minute walk

50% OR LESS LIMITED WALKABILITY

Meaning that less than half of residents live within a 20-minute walk

NOTE: Comprehensive multi-mode travel accessibility assessments are in development

### USAGE / OCCUPANCY

**SUSTAINABILITY**

MANAGEMENT / SERVICE DELIVERY 78% COGG

SEVEN OFFICIAL TRAILS, OR 170KM OF THE SHARED TRAILS NETWORK, IS MANAGED DIRECTLY BY THE CITY WHILE TWO ARE MANAGED BY OTHERS.

Of the nine major trails, seven are managed by the City, while the Barwon River Trail is managed by Corangamite Catchment Management Authority and the Bellarine Foreshore Trail is managed by Bellarine Bayside Foreshore Committee.

### FELT NEED

Linking residents with employment and education precincts, shops and services will be important.

Improve provision of supporting amenities along existing path networks and in Central Geelong.

Improve level of comfort and safety by providing pathways that protect people, are separated from traffic or aligned with low traffic volume streets.

The City's Clever and Creative vision set a target of 50% of journeys to work being made by public transport, walking or cycling. Travel to work data from the 2016 Census, shows a 1% mode share for cycling, 3% mode share for walking and 6% mode share for public transport while 83% travelled by car and 4% worked from home.

Increased effort will be required to achieve the necessary behaviour change and mode share.

# CYCLING AND TRAILS



IN THE NEXT 3 YEARS WE WILL FOCUS ON:

## CONNECTING THE NETWORK

### STRATEGIC FOCUS AREAS



#### CONNECT PEOPLE WITH PLACES

Connecting commuter and active transport routes to ensure people can access key places, spaces and services.



#### INCREASE THE LEVEL OF COMFORT, SAFETY AND INTEREST

Improve participation in walking and cycling through network improvements and information sharing.



#### WORK IN PARTNERSHIP WITH THE SECTOR

Work in partnership to deliver, integrate and manage the network.



#### BUILD CYCLING TOURISM

Take advantage of our world class events, unique attractions and picturesque landscapes.

### DIRECTIONS

REF	DIRECTION	POLICY / RESPONSE ALIGNMENT
1.	<p>Connect people with places and active transport routes through network improvements and connections. Guided by the Shared Trails Master Plan Assessment Framework (2020) and the Cycling Investment Prioritisation Tool (2015), address path and trail deficiencies, create key connections and deliver improvements across the network.</p> <p>Improvements should be focussed on addressing the following themes:</p> <ul style="list-style-type: none"> <li>• Network gaps: Gaps between corridors and key destinations or attractions which require the planning and development of new shared trails and paths.</li> <li>• Trail or pathway gaps: Minor gaps in existing trail and path corridors.</li> <li>• Network deficiencies: Deficiencies in the existing network which may include issues with corridor safety, surface condition, path configuration and/or criticality of specialised cycling infrastructure (e.g. regional cycling facility / criterium track).</li> <li>• Amenity gaps: Gaps in the provision of supporting amenities with a focus on existing path networks and trails.</li> </ul> <p>Improve visitor and user safety and experience. Improve participation in walking and cycling through improved user safety, experience and overall network improvements. Improve the level of comfort and safety by providing pathways that are protected, separated from traffic or are aligned with low traffic volume streets. Focus priority of investment on linking residents with employment and education precincts, transport nodes, shops and services.</p>	<p>In response to ensure equity of access, provision and continuity, quality and access, to shared paths and cycling facilities.</p> <p>In response to the need to create key connections in the network; connecting people to the places they need.</p> <p>In response to the need to encourage people to walk and cycle, especially when commuting to work, taking short trips or exercising.</p> <p>In response to the need for sustainability and viability of all facilities and networks.</p> <p>In response to the need to further develop cycling route and trail infrastructure across the network.</p> <p>In response to the need to increase visitor and user safety and experience of existing networks.</p>
2.	<p>Continue to grow the visitor economy by linking tourism destinations to townships and quality experiences. Target cycling and walking tourism and enhance the opportunity to draw in tourists and niche cycling visitor markets through the improvement of infrastructure, visitor experience and increased marketing and promotion of recreational trails, unique attractions and picturesque landscapes.</p> <p>Retain Geelong's world class cycling events to provide opportunities for increase visitation to the region while providing quality and memorable cycling tourism experiences. Cycling events should also consider trip cycles, pre-trip inspiration and planning assistance, promotion and information sharing and capturing the post trip feedback loop.</p>	<p>In response to the need to grow tourism and the visitor economy.</p> <p>In response to connecting trails and paths allowing people of all ages and ability to safely explore the region and provides an opportunity for cycle and trail tourism.</p>
3.	<p>Continue to collect and monitor the performance of the City's pathways and shared trails including, but not limited to: Connection to the network and travel accessibility; Condition, safety and fit-for-purpose; Network usage, participant demographics and modes of transport; Surrounding road, public transport and on-road cycle network; Crash history; Land use and population catchments; Planning scheme overlays (including environmental, heritage and flooding), and Health data identifying local levels of physical activity.</p>	<p>In response to the need for equity, accessibility and sustainability of paths and trails through understanding of asset performance, usage preferences, gaps and needs.</p>
4.	<p>Continue to work in partnership with landowners, management authorities, funding partners and other agencies to ensure a coherent and connected network.</p>	<p>In response to the need to work in partnership with key stakeholders and partners to ensure a coherent and connected network.</p>

# IDENTIFIED PROJECTS

## SUMMARY OF INFRASTRUCTURE DEVELOPMENT OVER THE NEXT 3 YEARS (2020-23)

### CYCLING AND TRAILS

HARD INFRASTRUCTURE			SOFT INFRASTRUCTURE	
NEW	RENEW	MAINTENANCE	PLANNING	SERVICES / PEOPLE
<p><b>New:</b></p> <p>Southern Link (Waurm Ponds to Central Geelong) Stages 1 and 2</p> <p>Lara - Elcho drain line Link (funded).</p> <p>Barwon Heads to Barwon Heads Surf Life Saving Club – Implement trail in partnership with Barwon Coast Committee of Management.</p>	<p><b>Minor refurbishment:</b></p> <p>In conjunction with line marking program, identify opportunities for line-marking for cycling.</p> <p>Implement path via line marking for:</p> <ul style="list-style-type: none"> <li>• Bay Trail at Rippleside</li> <li>• Tom McKean Trail to Cowies Creek Trail</li> </ul> <p><b>Major Refurbishment:</b></p> <p>Implement Bay Trail to North Shore Station connection through widening of the existing footpath.</p> <p>Finalise the delivery of the Bellarine Rail Trail sealing projects – segments to be completed.</p>	<p>Asset Management Plan – develop annual maintenance program(s).</p> <p>Priority investment should be given to the Principal Bicycle Network (PPBN) and Strategic Cycling Corridor (SCC) and the</p> <p>Pedestrian Priority Network (PPN) – with a focus on Grovedale and Ocean Grove.</p>	<p>Implement Shared Trails Master Plan (2020).</p> <p>Develop Asset Management and Renewal Plan to address network gaps and deficiencies (including supporting amenities).</p> <p>Develop Active Transport Plan. Review the strategic footpath network across the municipality and consider the implementation of Leopold Strategic Footpath Network.</p> <p>Develop a business case to address network gaps in Eastern suburbs north-south connectivity.</p> <p>Investigate the connections from Ted Wilson Trail to Bayside Trail, following the implementation and monitoring of western link corridor.</p> <p>Develop a business case and confirm shared trail corridor availability for:</p> <ul style="list-style-type: none"> <li>• Drysdale to Ocean Grove</li> <li>• Ted Wilson Trail (Fyansford)</li> <li>• Railway / Princess Highway Crossing</li> <li>• Deakin University to Waurm Ponds Station</li> </ul> <p>Consult with landowners to confirm shared trail corridor availability for Cowies Creek Trail to Bay Trail.</p> <p>Engage with Geelong Line Upgrade project to identify preferred route for Waurm Ponds Station southern cross access.</p> <p>Develop a business case for the foreshore shared trail corridor between Drysdale and Portarlington.</p> <p>Investigate the requirements for the shared trail corridor between Drysdale and St Leonards.</p> <p>Explore a feasibility via environmental investigations and consultation for a shared trail connection between Hovells Creek Trail and Lara.</p> <p>Develop a business case for West Oval velodrome relocation and co-locate with regional cycling facility, Belmont.</p>	<p>Work in collaboration with private and not-for-profit infrastructure providers to ensure reasonable access to shared trails and cycling opportunities across the municipality.</p> <p>Collaborate with key stakeholders and multi-agency infrastructure providers in all facility planning.</p> <p>Develop active travel maps and digital wayfinding (including ‘plan my trip’ functionality). To include pre-trip inspiration, promotion and planning assistance.</p> <p>Participate in Parks Victoria You Yangs Precinct Master Plan.</p> <p>Implement Smart City Technology assessing existing service performance.</p>

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