

*Destination*  
**GIPPSLAND**

# Gippsland Odyssey

Investment Strategy and Implementation Review

August 2022

This Gippsland Odyssey report was prepared by TRC Tourism for Destination Gippsland.

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## ACKNOWLEDGEMENT

We acknowledge the Indigenous peoples of the lands, waters and communities we work together with. We pay our respects to their cultures; and to their Elders – past, present and emerging.



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Image Credit: Destination Gippsland



IMAGE 1 KILCUNDA BASS COAST RAIL TRAIL

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IMAGE 2 GREAT SOUTHERN RAIL TRAIL FAMILY CYCLING

# Executive Summary

The concept of a long-distance cycling trail network originally named the 'Gippsland Trail' emerged from the Gippsland Tracks and Trails Feasibility Study undertaken by TRC Tourism, completed in 2019 for Destination Gippsland, the six Gippsland LGAs, and the Gippsland Mountain Bike Club.

The Trail concept centres on identifying a cycling network anchored by core (existing) rail trails complimented by additional mix of on-road, off-road, shared-use and newly-proposed trails. As an ensemble these trails will best showcase the Gippsland Region, its natural environment and community assets as the basis of an attractive cycling experience. The trail would be marketed both as a potential long-distance / multi-day undertaking while importantly also being pitched as a suite of shorter, achievable ride itineraries attractive to a variety of cycle tourism markets.

Rebadged as the 'Gippsland Odyssey', the proposed trail network forms the backbone of a cycling experience that would ultimately provide economic benefits to the region together with social and liveability benefits delivered to communities through improved connectivity, access to infrastructure, and improved health and commuter safety outcomes.

The trail has strategic links through the Gippsland Tracks and Trails Feasibility Study and the Destination Management Plan for Gippsland, with further relevance to numerous Council and LGA tracks, trails, tourism and development strategies and priorities both in progress and planned.

Following the release of the Gippsland Destination Management Plan, further work was undertaken into the trail's possible route, user markets, costs and benefits resulting in the Gippsland Trail Feasibility Study (2020).

The study found that:

- The creation of a multipurpose trail that contains elements of many of the existing trails – marketed as the 'Gippsland Trail' or 'Great Gippsland Trail' [or latterly, the 'Gippsland Odyssey'] – will provide a trail of State-wide significance
- The trail will have several 'contained' experiences that can be enjoyed in sections – and these sections will generally align with and better leverage the existing trail network (i.e., Great Southern Rail Trail)
- The trail could have several longer routes promoted as 'bike-packing' experiences that would enable riders the option of extended journeys throughout Gippsland.

Given the ongoing interest in pursuing development of the trail, and recognising various component upgrades and works over the past two years (i.e. sections of the Great Southern Rail Trail, the Gippsland Plains Rail Trail and the East Gippsland Rail Trail), Destination Gippsland engaged TRC to update the feasibility work and provide a series of prioritised works packages that can be used in helping understand the shared priorities across Gippsland for this trail, and to support grant applications.

The report has found that a significant amount of work has been undertaken over the previous 2 years including construction, funding and progress on planning. Further, funding applications are live for various sections of the trail.

The report provides criteria for determining the priority investments required over the coming decade.

Importantly, a significant amount of work is required in the form of continued planning, determining optimal route alignment, business case development and environmental and cultural assessment before works packages can be accurately funded and investment decisions made by funders.

Figure 1. Gippsland Odyssey as Proposed August 2022

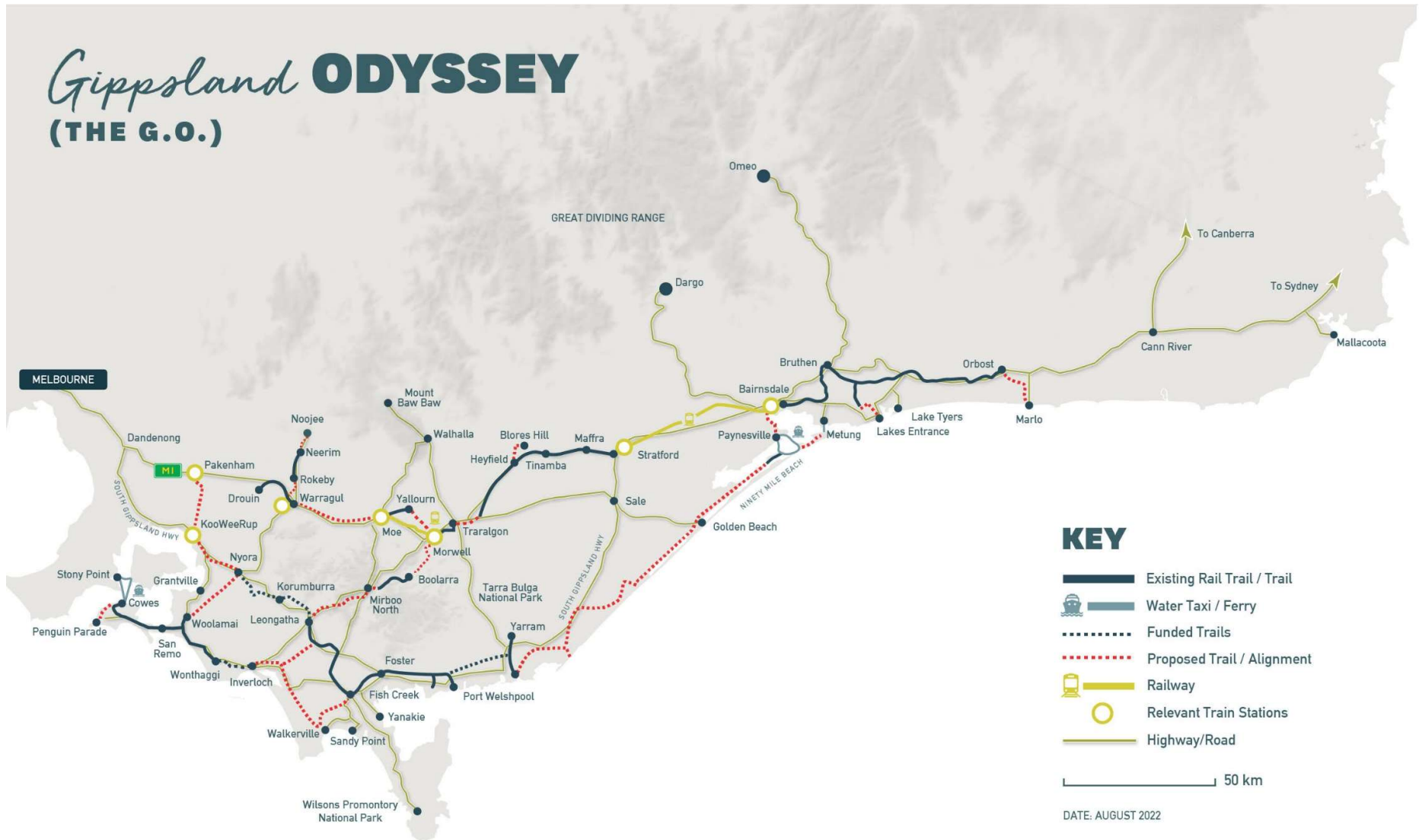


Table 1 below provides the summary of investment packages determined as a result of this study.

**Table 1.** Summary Table of Investment Priorities

PRIORITY	NAME	PRIORITY
1	Boolarra - Yinnar	Final design and pre-planning
1	Yinnar - Morwell	Feasibility and alignment
1	Nyora - Woolamai	Feasibility and alignment
1	Inverloch - Great Southern Rail Trail (Koonwarra)	Feasibility and alignment (Subject to Council endorsement)
1	Gippsland Discovery Trail Extension (Lakes Entrance)	Final alignment and construction
1	Bairnsdale - Paynesville	Feasibility and alignment
1	Warragul - Rokeby	Feasibility and alignment
1	Rokeby - Neerim	Final alignment and detailed design and costing
1	Neerim - Noojee	Feasibility and alignment
2	Warragul - Moe	Feasibility and alignment
2	Yallourn - Morwell	Feasibility and alignment
2	Leongatha – Mirboo North	Feasibility and alignment (Subject to Council endorsement)
2	East Gippsland Rail Trail Upgrades (Orbost connection + Nowa Nowa)	Orbost: Alignment, costing & fund identification Nowa Nowa: costing & fund identification, grant application
2	Heyfield – Blores Hill	Feasibility and alignment
2	Anderson – Cowes – Penguin Parade	Trail audit and alignment assessment
2	Orbost - Marlo	Feasibility and alignment
3	Nyora - Pakenham	Feasibility and alignment

Continued investment in the GO, through components including the various rail trail elements will see the concept come to life and the opportunity to market the GO nationally and eventually internationally, in addition to the component rail trails.

Next steps include experience and product development in addition to business development opportunities for the private sector.



# 1. Project Background

In 2019, TRC Tourism developed the Gippsland Tracks and Trails Feasibility Study for Destination Gippsland in partnership with the six Local Government Areas of Gippsland:

- Bass Coast Shire
- Baw Baw Shire
- Wellington Shire
- South Gippsland Shire
- Latrobe City
- East Gippsland Shire
- Gippsland Mountain Bike Club

This strategic assessment of the existing trails network in Gippsland and the opportunities for trail based tourism identified a range of trail based ‘signature’ experiences that either existed in part or were deemed opportunities to explore through further assessment and feasibility analysis.

The opportunities were presented under three themes:

- Walking Tracks
- Mountain Bike Trails (and Hubs), and
- Multi Use Trails.

Two (2) specific multi-use trails were recommended as ‘Signature Trails’:

- **Develop the ‘Gippsland Trail’.** The concept is to develop a multipurpose trail that contains elements of many of the existing trails but that can be marketed nationally and internationally as the ‘Gippsland Trail’. The trail will include several ‘contained’ experiences that can be enjoyed in sections generally aligning with the existing trails. The trail could have several longer routes promoted as ‘bike-packing’ routes that would enable riders the option of longer journeys through Gippsland. The trail will have easy access to public transport including the Melbourne Metro system and the Gippsland train line through the West Gippsland, Latrobe Valley and into East Gippsland at Bairnsdale.
- **The development of the Gippsland Lakes Aquatic Trail.** The proposed trail would pick up some of the best elements of the Gippsland Lakes landscape including waterborne kayaking or canoeing, cycling including riding through the Lakes National Park, walking and other activities. The proposed multi-day activity could include accommodation options in villages or newer more modern options including houseboats or glamping.

The figure below provides the map of the proposed Gippsland Signature multi-use trails.

**Figure 2.** Gippsland Signature Multi-Use Trails Map from the Gippsland Tracks and Trails Feasibility Study

Following the adoption of the Gippsland Tracks and Trails Feasibility Study by the project steering group and the majority of the partners more formally (Council adoption in many cases), Destination Gippsland engaged TRC Tourism in late 2019 to complete the initial assessment and business case for the Gippsland Trail.



Source – Gippsland Tracks and Trails Feasibility Study; 2019. TRC Tourism

## 1.1 The Concept

The concept as presented in the 2019 and 2020 studies is to create a world class trail route through Gippsland utilising many of the existing multi use and shared pathways that currently exist and that are generally going through a growth phase.

The proposed route travels over 700 kilometres through Gippsland, starting in the west at Clyde just on the outskirts of Melbourne or at the Drouin Station on the Gippsland rail line. With options along the route, and some sections including public transport, the trail covers the length and breadth of Gippsland and includes outstanding experiences, scenery and a number of communities.

The sections in blue (dark blue representing rail trails and light blue representing off road shared paths) utilise existing multi-use trails such as the East Gippsland Rail Trail and the Great Southern Rail Trail.

The sections shown on the map above in red are proposed to be linkages designed specifically for bike packing and local and regional use using the generally quieter sections of Council or State roads where no other options appear to be feasible.

The sections in purple are those where it is proposed to recommend using public transport. On road options do exist but are generally along sections of highway or road where the experience does not warrant the time and effort involved, or where significant route or safety issues may exist.

The yellow section represents an innovative element to the trail and one that is also an opportunity for business, with the development of a water based transport option. This is most likely to be an existing water taxi service that may expand its operation. The linkage on water, while weather dependant, and most likely a seasonal offering, will add to the trail's overall experience on offer.

While all of the elements come to approximately 700 kilometres, it is unlikely that the entire trail will be cycled or used in one visit with perhaps the exception of the bike packer market (an element of that market may spend 2 weeks undertaking the entire trip). The figure below provides the overview map of the proposed trail.



IMAGE 3 KILCUNDA BASS COAST RAIL TRAIL



Advantages of the proposed trail include:

- Provides a single ‘spine’ route through and around the majority of Gippsland
- Provides access to the public transport network at both Clyde and at Drouin (trail heads)
- Doubles as a foundation piece of infrastructure for communities for recreation, health and connectivity
- Provides different experiences for different markets that can be packaged together or had separately
- Does not lose the connection to trail history and community
- Provides links into Phillip Island and the trails that connect Cowes and San Remo
- Activates many areas that are currently ‘off the beaten track’ for visitors
- Provides very strong economic outcomes for Gippsland including the opportunity to develop a trails based industry.

## 1.2 Study Objectives

The objective is to:

- Update information on any trail developments that have or are in process of being completed on any confirmed alignments
- Revisit draft corridor alignments to assess for suitability, reflecting on any shift in on-ground contexts or development priorities and/or opportunities
- Confirm any funding applications against any section/s of the trail
- Confirm with LGA, Council and public land manager stakeholders that identified draft corridors remain preferred and notionally viable (at pre-feasibility stage)
- Identify works packages and costings for the future development of the Trail according to sections
- Set prioritisation schedule of the works packages.

## 1.3 Guiding Principles

A series of guiding principles have been applied to the development of the trail over a period of time. The principles are as follows:

### Guiding Principles

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#### Engagement and community benefit

The community and user groups are involved in trail development, become ambassadors and benefit from the trails recreationally, socially and economically.

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#### Partnerships

The optimal experiences are delivered through partnerships across sectors including tourism, education, health, environment and local government.

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#### Quality Trails

Trails and routes comply with Australian / International standards and meet and/or surpass visitor expectations.

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#### Sustainability

Trail planning and development takes into account short and long-term community health, social, economic, cultural and environmental considerations and conforms to the planning and regulatory framework.

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#### Outstanding Design to Complement Nature

The design of the experience, infrastructure, and trails will be to a very high level that helps inspire and educate users about the area and its people.

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#### Trail experiences

Consideration for the range of trail expectations with a focus on off-road routes where feasible and safe on-road alignments where necessary. The network will be designed to link cyclists to community and services, where itineraries from half day to multi day are supported and promoted.

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#### Aboriginal Participation

Opportunities align with aspirations of the Gunaikurnai people (through GLaWAC), Moogji Aboriginal Council East Gippsland Inc and Bunurong Land Council Corporation contribute to awareness and understanding of their culture, respect cultural values and provide benefits for local people.

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#### Working together

The Gippsland visitor economy works together to attract, retain and benefit from increased visitation.

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## 2. The Gippsland Odyssey – What has Changed

### 2.1 The Name and Sections

In order to have better cut through in a relatively crowded market for multi-use trail experiences in Australia, the trail has been renamed the Gippsland Odyssey from the Gippsland Trail. The intent has always been for the proposed route to be one that utilises the existing trails, and the markets that the various sections attract. Further, by creating a longer distance trail of scale, the intent is to capture a broader market through offering products across Gippsland, co-branded but each component offering a distinct experience aligned to the sub-regional in which it is located.

Further to the original concept (see Figure 2), additional components have been added to the spine trail. The components that combine to create the GO are provided in the following section.

### 2.2 Components

The Gippsland Odyssey concept study now identifies and seeks to link ten of Gippsland's twelve existing rail trails:

1. Bass Coast Rail Trail
2. Great Southern Rail Trail
3. Tarra Rail Trail
4. Grand Ridge Rail Trail
5. Rokeby to Crossover Rail Trail
6. Noojee Trestle Bridge Rail Trail
7. Moe to Yallourn Rail Trail
8. Gippsland Plains Rail Trail
9. East Gippsland Rail Trail
10. Gippsland Discovery Trail

It *does not* currently involve / link to:

1. Tyers Junction Rail Trail
2. Walhalla Goldfields Rail Trail

It also identifies and uses several existing shared pathway networks, including:

1. Anderson – San Remo Bike Path
2. Phillip Island Bike Path
3. Two Towns Trail (Drouin – Warragul)
4. Morwell to Traralgon Shared Path

The Gippsland Odyssey also seeks to integrate into trails and routes identified as part of the **Gippsland Lakes Aquatic Trail** concept (GLAT) [CLICK HERE](#), a cycle/walk/paddle tourism product currently in pre-development stage. Specifically, it links directly to the existing Loch Sport – Point Wilson (Sperm Whale Head) ride alignment on existing gravel road (public access). Gippsland Odyssey would also include other gateway connections to the GLAT experience including the (proposed) Bairnsdale – Paynesville alignment and the Gippsland Discovery Trail (extension) into Lakes Entrance.

Broadly, future development and works packages would include a mix of:

- Furthering pre-development and feasibility work for proposed new sections of trail, both off-road or on-road, requiring alignment identification, feasibility and business case studies, costing and funding identification, all completed prior to long term implementation (construction) works
- Furthering of projects for existing planned trail extensions, including funding identification, construction planning and permits and construction (i.e., Boolarra - Yinnar, Gippsland Discovery Trail)
- Furthering of upgrades, remedial and maintenance works on existing rail trails
- Signage plans, design and implementation
- Safety audits where on road alignments planned.

## 2.3 Overview of Works Recently Completed or Progress Made

The following provides a table of recent works or applications for funding that have been completed (since the completion of the 2020 Feasibility Study) on the Gippsland Odyssey route.

The table shows that all Council areas of Gippsland in partnership with the State and Federal Government have been active in pursuing various elements of the Gippsland Odyssey or potential side trails over the 2 year period since the feasibility assessment.

Significant works have progressed both the experience on offer through upgrades such as the works on the East Gippsland Rail Trail, extensions to existing trails to provide safer trail use (such as the Gippsland Plains Rail Trail), and through extensions to the trail network including the large extension of the Great Southern Rail Trail westwards to Nyora from Leongatha.



IMAGE 4 GIPPSLAND PLAINS RAIL TRAIL

**Table 2.** Recent Works and Investigations into The Gippsland Odyssey (Post the 2020 Feasibility Study)

COUNCIL AREA	NAME	NOTES	AMOUNT
<b>Bass Coast Shire Council</b>	Stony Point Ferry Feasibility Study	Bass Coast Council have announced that they will no longer be leading the development of the feasibility study into the suitability of Cowes Jetty as the docking point for a car ferry between Phillip Island and Stony Point. Council provides in principle support for the State Government to pursue this project further with local government as an important stakeholder.	TBD
<b>Bass Coast Shire Council</b>	Extension of the bass Coast Trail from Wonthaggi to Inverloch	The project has now been fully funded through the allocation of \$3 from the State Government added to the \$4.7 million allocated from the Council funds. This provides a strong connection between the growth areas of Wonthaggi and the popular residential and holiday towns of Inverloch.  The addition helps create a 57 km trail from Inverloch to Cowes.	\$7.7 million
<b>Bass Coast Shire Council</b>	Trail linkages on Phillip Island and other components	The Bass Coast Council is currently in the process of completing a new Tracks and Trails strategy for the Council and has a Draft out for consultation. The looks at among other priorities – the missing section of the proposed loop from Nyora to Woolamai Race Track, and also potential trails from Cowes to Summerlands and the Phillip Island Nature Park.	TBD - Underway
<b>Baw Baw Shire Council</b>	Rokeby to Neerim	The intent is to extend the Rokeby to Crossover Rail Trail through to Neerim and eventually complete a trail from Warragul to Noojee. Funding announcements are pending, and construction is expected to commence in the second half of 2022 to upgrade the existing trail from Rokeby and build new sections to complete the trail towards the main Neerim lookout.	\$4 million
<b>South Gippsland Shire Council</b>	Great Southern Rail Trail extension from Leongatha to Nyora	Construction of the route has commenced following the successful receipt of grant funding from the State Government totalling \$1.3 million.  The trail provides an extension through to Nyora and adds significant product to the Great Southern Rail Trail.	\$1.3 million

COUNCIL AREA	NAME	NOTES	AMOUNT
<b>South Gippsland Shire Council and Wellington Shire Council</b>	Welshpool to Alberton extension of the Great Southern Rail Trail	Wellington and South Gippsland Shire Council's jointly applied for and received funding to complete the eastward extension of the Great Southern Rail Trail to Alberton. This then provides a link to the Alberton to Yarram trail and the addition of the trail to Port Albert. Construction is due to be completed January 2023.	\$6 million
<b>Latrobe City</b>	Morwell to Traralgon Shared Pathway	Construction is close to completion on the Morwell to Traralgon Shared Pathway providing a central component of the proposed connection between many of the towns in Latrobe City.	\$4.55 million
<b>Latrobe City</b>	Planning – Inter-township Trail Network for Latrobe City	A feasibility assessment of the trail network to connect the townships of the Latrobe City is currently underway by Latrobe City. Designed to provide a long term plan to connect the towns of the Latrobe Valley – it also significantly helps the GO concept.	TBA – Latrobe City
<b>Wellington Shire Council</b>	Gippsland Plains Rail Trail Bridge Upgrades	Upgrades to bridges are currently underway including bridge works on the Thomson River bridges providing safer experiences off road.	\$1.3 million
<b>East Gippsland Shire Council</b>	East Gippsland Rail Trail	General upgrades and re-sealing of sections impacted by flood, fire and general maintenance needs. Predominantly Federal funding.	\$3 million
<b>East Gippsland Rail Trail</b>	Snowy River Bridge	The iconic Snowy River Rail bridge has the potential to form a key bookend for the East Gippsland Rail Trail. Funding has been received to restore the bridge and on advice, more is required.	\$3.5 million
<b>Various</b>	Enabling Tourism Fund	Various submissions have been made to the State Government under the Enabling Tourism Fund to provide the trail alignment and feasibility assessments required to get sections construction ready.	Various – applications funded by Councils.

## 3. Prioritisation of Works

The following section in this study details the identified routes for the trail, and the works required to deliver a world class trail experience. In order to put a priority on the works required in the assessment table, we use the following criteria to develop the priority.

### 3.1 Prioritisation Criteria

#### **Connection – connects a trail section into town/s or joins sections of trails.**

The degree to which the trails provides connectivity between towns in the region, activating the potential for economic returns and providing liveability benefits to community. The degree to which the proposed trail section delivers connectivity to the trail experience and increases the loop options for riders and other trail users, reducing the ‘dead-ends’ that trail users encounter.

#### **Development status – in development / construction**

Trails in construction that may require additional resources to deliver the experience planned for would receive a high priority. This criteria is not designed to put a lower priority overall on some sections of trail that have to begin construction.

#### **Funding status**

The degree to which the trail section has been funded. This can also be a proxy for land manager / trail manager consent to the trail’s development where it may not already exist.

#### **Implementation cost**

The overall cost of the section – recognising that this criteria also requires net benefit to be considered – with some high cost trail sections also being high benefit.

#### **Permissibility / land tenure**

New routes require land upon which to build the trail. Some forms of land may be harder to build on (i.e., private land, National Park) without the necessary consents, approvals and legal agreements being put in place.

#### **Environmental impact**

The degree to which the proposed trail section impacts the natural environment. This may include impacting native vegetation, or traversing areas of high environmental significance.

#### **Community support**

While it can be difficult to achieve consensus on a trail’s route and development, the degree to which the broader community supports the proposal is important to consider.

#### **Council / LGA support**

The degree to which the land manager / proposed trail manager endorses the proposal is vital and considered a criteria for prioritisation. High level of support will generally mean community support and opportunities for funding.

#### **Current use**

Trails that require extension or that already have a high level of informal or formal use would on face value have a higher priority assigned to them through this criteria.

#### **Tourism value (current or potential)**

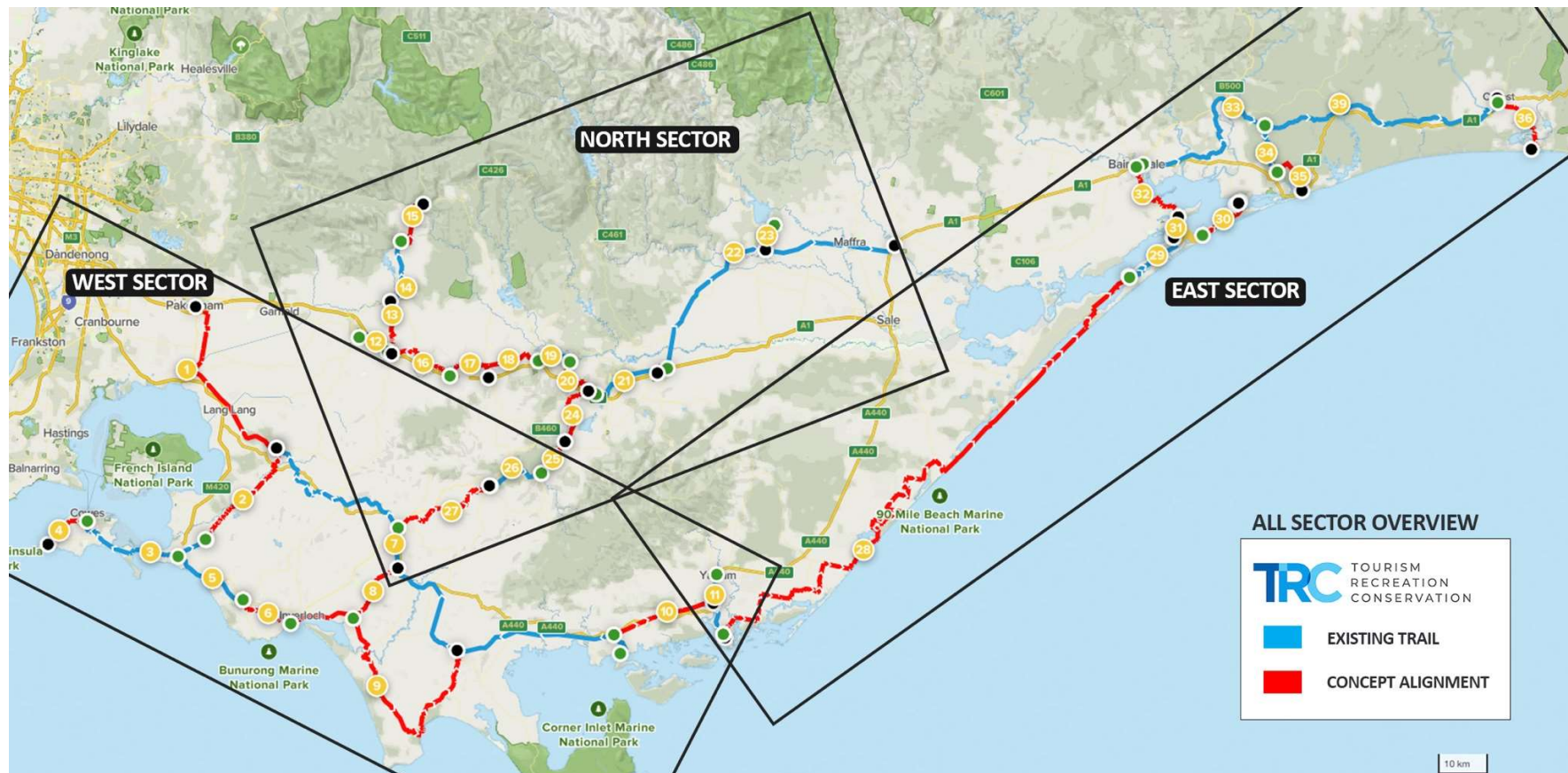
The degree to which the trail adds not only to community value but delivers to the tourism product / offering / experience of the region. This may be in the form of economic benefits directly from the trail, or more broadly to the region and could include the provision of opportunity for business development.

# 4. Description of Trail Sections

## 4.1 Overview of the Gippsland Odyssey Concept

Figure 3 below shows the concept in its entirety including the proposed additions to the GO. The additions include the rail trail to Neerim, the extension of the Grand Ridge Rail Trail and potential route alignments (for planning purposes only) for the trail from Inverloch to the Great Southern Rail Trail.

**Figure 4.** Overview Map of the Proposed Gippsland Odyssey Trail



Source – TRC Tourism 2022. Online Map: <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>  
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## 4.2 Detailed Sectors

For the purpose of providing more details – the trail has been divided into three sectors:

- The Western Sector
- The Northern Sector, and
- The Eastern Sector (2 sub sectors due to the length).

For each – a map showing more details of the proposed route is provide, and a table of trail details is also provided.

It should be noted the detailed assessment has been completed through background research, desktop analysis and interviews, in addition to the knowledge TRC Tourism has gained through the completion of the previous two studies. The proposed details will be subject in many cases to the outcomes of work underway or be guided by more detailed on ground assessments and feasibility studies.



IMAGE 5 GIPPSLAND PLAINS RAIL TRAIL

## Western Sector

The following map provides the existing and proposed routes for the western sector of the Gippsland Odyssey Trail.

**Figure 5.** Map of the western sections of the Gippsland Odyssey Trail



Source – TRC Tourism 2022. *Online Map:* <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

The following table provides the details of the proposed routes in the sector.

**Table 3.** Western Sector Trail Details including works required

**WESTERN SECTOR Online Map:** <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

Waypoint map #	Section name	From	To	Distance	Existing?	Council	Land manager(s)	Justification for works	Works required	Relative priority	Notes
1	Nyora to Pakenham	Nyora	Pakenham	41km	No	South Gippsland Shire + Cardinia Koo Wee Rup + Pakenham	Currently VicTrack and private property.	Connect through to Melbourne Metro train network / public transport	Alignment investigation Feasibility study Business Case Construction cost confirmation	Mid	<ul style="list-style-type: none"> <li>• Not <i>necessarily</i> required for product launch</li> <li>• Desirable for PT access</li> <li>• Multiple bridge and wetland crossings = cost and build challenge</li> <li>• Concept phase only</li> </ul> Cardinia have budgeted for the 23/24 financial year for the feasibility study. Stage 2 would be Lang Lang to Kooweerup and then Stage 3 Kooweerup to Pakenham
2	Nyora to Woolamai	Nyora	Woolamai	27km	No	Bass Coast Shire + South Gippsland Shire	Bass Coast Shire + South Gippsland Shire + DELWP + some private landholder leasing	Missing link to connect GSRT with Phillip Island, Woolamai, Bass Coast Rail Trail and Inverloch. Potential for stacked loop if Inverloch joins back to GSRT at either/both Koonwarra and Fish Creek.	Alignment investigation Feasibility study Business Case Construction cost confirmation	High	Critical link for north-south, stacked loop (predicated in other new on- and off-road links) and into Phillip Island  This section is one of the highest priorities in the recently released DRAFT Bass Coast Tracks and Trails Strategy – 2022-2032
3	Anderson to Cowes and to Stony Point	Anderson	San Remo – Cowes – Stony Point	23km	Yes	Bass Coast Shire	Bass Coast Shire	Links to major holiday destination.  Links to ferry Cowes-Stony Point (feasibility phase)	Audit of existing pathways  Upgrades / maintenance as required	Mid	Council have advised that the project will no longer be led by Council but that they are broadly supportive of the State Government leading the project.  <a href="https://www.basscoast.vic.gov.au/service/business/cowes-to-stony-point-car-ferry">https://www.basscoast.vic.gov.au/service/business/cowes-to-stony-point-car-ferry</a>

Waypoint map #	Section name	From	To	Distance	Existing?	Council	Land manager(s)	Justification for works	Works required	Relative priority	Notes
								Connects tourism offerings on Peninsula assuming ferry service	Investigate any on road to off road opportunities  Coordinate with Peninsula cross promotion in cycling experience space + coordinate with Feasibility Study authors		
4	Cowes to Phillip Island Nature Park (Penguins)	Cowes	Penguin Parade (Summerlands)	Approx. 12 km	No	Bass Coast	Mostly Bass Coast but some Phillip Island Nature Park	Creates a link from Cowes to the Penguins – one of Victoria’s most iconic attractions	Off road shared path created	High	Bass Coast DRAFT Tracks and Trail and Trails Strategy has this as part High and part Medium priority.  In the context of the GO – it will all be deemed to be a High priority.
5	Bass Coast Rail Trail	Woolamai	Wonthaggi	24km	Yes	Bass Coast Shire	Bass Coast Shire	Operational	Ongoing maintenance review	Ongoing	In use
6	Wonthaggi to Inverloch	Wonthaggi	Inverloch	14km	Under construction	Bass Coast Shire	Bass Coast Shire	Extends Bass Coast Rail Trail. Links Inverloch to Wonthaggi, Woolamai, Phillip Island. If Odyssey route extends north-east to link to GSRT, will complete full stacked loop option.	Construction of trail.  Currently in detailed design phase.  Funding approved.	High	\$7.7 million secured from both State and Local Government. Originated in Bass Coast’s Aspirational Network Pathways Plan and included in Bass Coast Advocacy Priorities. Majority of the path will run through Council-owned road reserves. <a href="https://www.basscoast.vic.gov.au/services/projects/wonthaggi-inverloch-shared-pathway">https://www.basscoast.vic.gov.au/services/projects/wonthaggi-inverloch-shared-pathway</a>  Challenge: community sentiment supports coastal route (rather than planned / approved inland route)

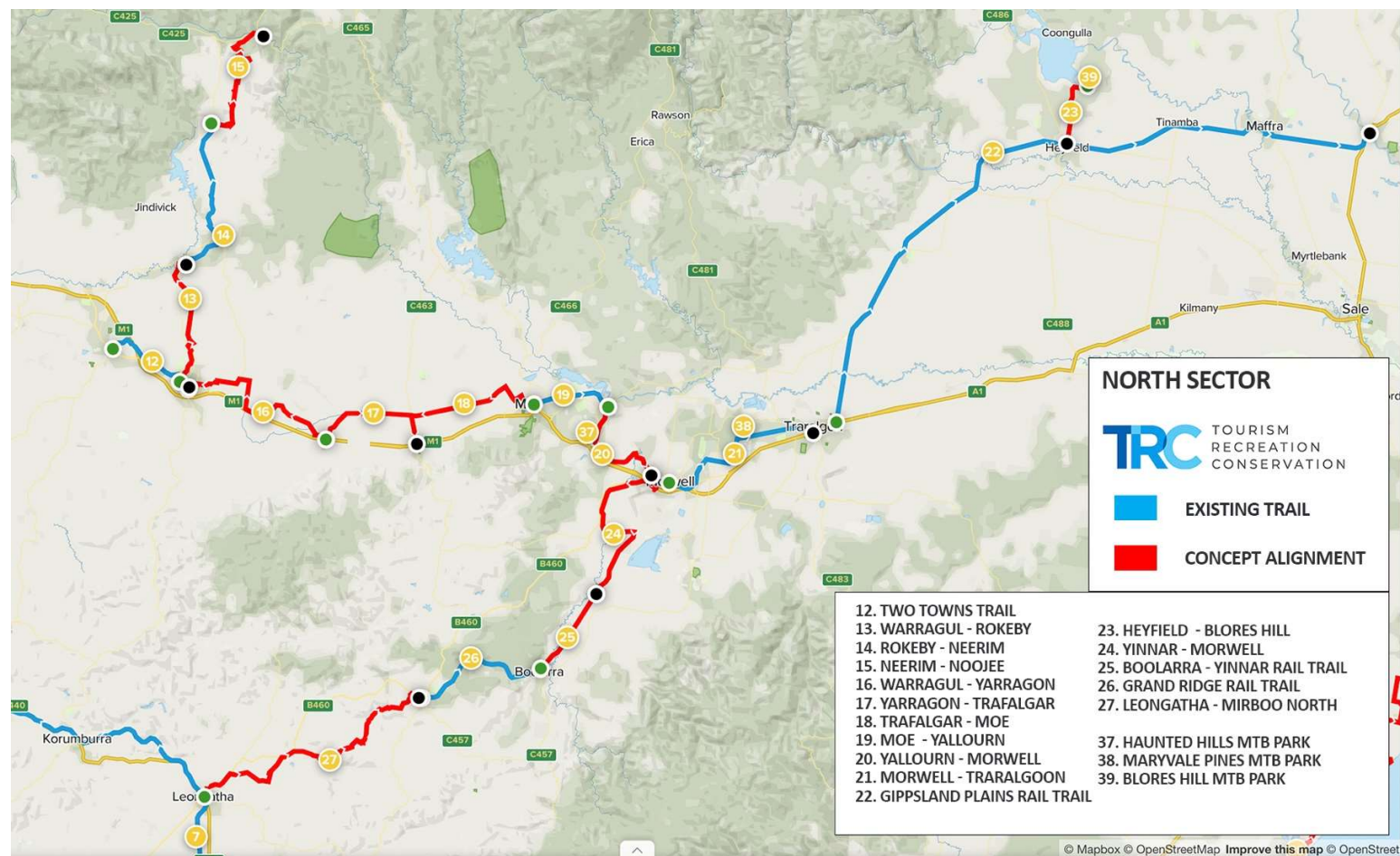
Waypoint map #	Section name	From	To	Distance	Existing?	Council	Land manager(s)	Justification for works	Works required	Relative priority	Notes
7	Great Southern Rail Trail	Nyora	Loch – Korumburra – Leongatha – Koonwarra – Fish Creek – Foster – Welshpool – Pt Welshpool	110km	Yes	South Gippsland Shire	South Gippsland Shire  Friends of the GSRT	Major cycling route in use.  Core spine for Gippsland Odyssey	Upgrades required / ongoing works in progress  Nyora to Loch section has ongoing bridge works and a short on-road diversion just below Korumburra for ongoing bridge work	Ongoing	In use <a href="https://www.gsrt.com.au">https://www.gsrt.com.au</a>  \$1.3 million investment supported two additional extensions of the trail, including a 21-kilometre section from Nyora to Korumburra, and a 15-kilometre section from Korumburra to Leongatha, which are both under construction.
8	Inverloch to Koonwarra	Inverloch	Koonwarra	15km	No	Bass Coast Shire + South Gippsland Shire	South Gippsland Shire + TBC	Connects Bass Coast Rail Trail (extension to Inverloch) in to Great Southern Rail Trail, creating a stacked loop (if Nyora – Woolamai constructed)  Links townships	On site alignment investigations  Feasibility study and business case  Implementation plan & costing  Construction (likely signage only for on road alignment)	High	<b>Concept only. Needs to be confirmed with South Gippsland Council prior to progressing further.</b>  Alignment on map a desktop corridor option only.  Likely all on-road (backroads)  Challenge to avoid all high traffic alignments.  Alternative: when VicRoads upgrade Leongatha to Inverloch road include a bike lane or some form of access.  Listed as a medium priority in the DRAFT Bass Coast Tracks and Trails Strategy.
9	Inverloch Fish Creek	Inverloch	Tarwin Lower – Walkerville – Fish Creek	67km	No	Bass Coast Shire + South Gippsland Shire	South Gippsland Shire + TBC	Alternative connection of Bass Coast Rail Trail (extension to Inverloch) in	On site re-alignment investigations	Low	<b>Concept only. Needs to be confirmed with South Gippsland Council prior to progressing further.</b>

Waypoint map #	Section name	From	To	Distance	Existing?	Council	Land manager(s)	Justification for works	Works required	Relative priority	Notes
								to Great Southern Rail Trail, creating a stacked loop (if Nyora – Woolamai constructed)  Links townships	Feasibility study and business case  Implementation plan & costing  Construction (likely signage only)		Alignment on map desktop corridor. Likely all on-road (backroads)  Issues with high traffic Inverloch-Venus Bay (previous) alignment, no road verge; how to re-route to avoid? <b>Vic Roads feedback</b> is to reroute away from Inverloch – Venus Bay Rd between Cuttriss St & Pound Creek Rd. i.e., off road. NOTE: current reroute option as per this desktop iteration potentially only requires using Inverloch-Venus Bay Rd between Townsend Bluff Rd and Treadwell Rs, and then Mahars Landing Rd and Koonwarra Pound Creek Road. Re-investigation required: can roadside off road trail fit in verge / road reserve?  Potentially preferable focus on #7 with priority to find safe linkage to Great Southern Rail Trail (instead of prioritising linking into Tarwin Lower et al)
10	Great Southern Rail Trail	Welshpool	Alberton	22km	No	South Gippsland Shire + Shire of Wellington	South Gippsland Shire + Shire of Wellington  Friends of the GSRT	Final extension to link to Tarra Trail (Yarram-Alberton-Port Albert).  Potentially onward alignment link from Port Albert to Loch Sport (linking in GLAT)	Construction moving ahead based on grant funding.	High	\$6 million State Government grant via Regional Infrastructure Fund's Stimulus Round.  <a href="https://onegippsland.org/article/one-gippsland-welcomes-boost-to-regional-tourism-jobs-and-innovation-1">https://onegippsland.org/article/one-gippsland-welcomes-boost-to-regional-tourism-jobs-and-innovation-1</a>  <a href="https://www.rdv.vic.gov.au/news/iconic-gippsland-rail-trail-to-extend-through-to-alberton">https://www.rdv.vic.gov.au/news/iconic-gippsland-rail-trail-to-extend-through-to-alberton</a>
11	Tarra Trail	Yarram	Alberton – Port Albert	15km	Yes	Shire of Wellington	Shire of Wellington  Friends of the GSRT	In use	In use - maintenance	Ongoing	

## Northern Sector

The following map and table provide details of the proposed works components for the Northern Sector.

**Figure 6.** Map of Northern Sector of the proposed Gippsland Odyssey



Source – TRC Tourism. Online Map: <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

**Table 4.** Table of proposed sections in the north sector and works required.

**NORTHERN SECTOR Online Map:** <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
12	Two Towns trail	Drouin	Warragul	10km	Yes	Baw Baw Shire	Baw Baw Shire	Links Drouin to major centre (Warragul)	Audit for and completion of Upgrades / maintenance	<b>Low</b>	In existence. Condition and use is reasonable and managed by Baw Baw Shire Council.
13	Warragul - Rokeby	Warragul	Rokeby	13km	No (exists in section to from Railways Station to near Brandy Creek Rd in northern outskirts)	Baw Baw Shire	Baw Baw Shire + private land developers	Links major population and public transport centre to northern attractions and towns  Creates transit corridors within town limits	Identification and audit of draft alignment  Engagement with land developers seeking alignment agreement and construction agreement  Feasibility study including alignment confirmation  Costing of works and business case  Planning and Construction	<b>Medium -High</b>	Warragul – Noojee is one of four Tier One advocacy priorities.  <a href="https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail">https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail</a>  Warragul – Rokeby section second priority after Rokeby - Noojee.  Longer term planning indicates that the new estate north of Warragul will have concrete paths constructed into Warragul. Road it is on will form a ring road that will also have shared pathways.
14	Rokeby – Neerim incl Crossover Trail	Rokeby	Neerim	16km	Yes	Baw Baw Shire	Baw Baw Shire + private land owners / lessees	Links to key historic tourism destinations including historically significant Noojee Trestle Bridge, the tallest remaining wooden railway bridge in Victoria, as well as historic	Upgrades required with some realignment / new path roadside.  Route proposed by Baw Baw Cycling Feasibility Study is approx. 28 kilometres (Rokeby – Noojee); mix of existing trail and off-road path (will be upgraded), newly built off road paths, newly built on road bike lanes, crossings, boardwalks, signage, safety	<b>High</b>	One of four Tier One advocacy priorities.  \$2.25 million estimated by Council, 2 year project once funded.  Priority sections include Rokeby to Main Neerim lookout  <a href="https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail">https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail</a>  “Cost is contingent on final designs and future external funding applications from State and Federal

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
								township of Noojee. Improved safety Community connection Significant inter-generational impact	elements and a range of associated infrastructure. Feasibility study & alignment Costing Staged implementation plan Funding identification and application		Governments, philanthropic contributions as well as supplementary Council contributions. Funding opportunities will be identified and pursued as planning and design progresses, and as funding streams from State and Federal Governments become available.”  Challenges that require planning and design solutions to be investigated, include: <ul style="list-style-type: none"> <li>Engineering challenges such as areas of dense native vegetation, steep road embankments and narrow existing road reserves.</li> <li>Connections between trail sections that are outside of public land.</li> <li>Conflict points such as high-speed traffic proximity, private driveways and road crossings.</li> </ul>
15	Neerim to Noojee	Neerim	Noojee	15km	No (exists in section - Noojee trestle Bridge Rail Trail)	Baw Baw Shire		Links to key historic tourism destinations including historically significant Noojee Trestle Bridge, the tallest remaining wooden railway bridge in Victoria, as well as historic	Upgrades to Neerim lookout as per #13.  Works as per #13.  *Alignment to be finalised.	High	One of four Tier One advocacy priorities.  \$2.25 million estimated by Council, 2 year project once funded.  Difficult alignments – railway alignment via private property or investigate quiet backroad alternatives that lead in to Noojee Trestle Bridge Rail Trail.  The Noojee Trestle Bridge is closed due to general maintenance and other issues. The additional works requires funding, and it is now going through the tender process.

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
								township of Noojee. Improved safety Community connection Significant inter-generational impact			The bridge is likely to be closed to the public until mid-2022.  <a href="https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail">https://www.bawbawshire.vic.gov.au/About-Council/Major-Projects/Rokeby-to-Noojee-Trail</a>
16	Warragul to Yarragon	Warragul	Yarragon	18km	No	Baw Baw Shire	Baw Baw Shire	Links major towns and attractions Tourism & Community Safety	Feasibility study & alignment ( <i>Warragul to Moe</i> ) Costing Staged implementation plan Funding identification and application	Medium	Difficult alignments via roadway verges / on road sections.  Investigate to north of highway  Investigate Moe River alignment via No1 Rd, Rhodes Rd to Darnum and Little Moe River Rd.
17	Yarragon to Trafalgar	Yarragon	Trafalgar	11km	No	Baw Baw Shire	Baw Baw Shire	Links major towns and attractions Tourism & Community Safety	Feasibility study & alignment ( <i>Warragul to Moe</i> ) Costing Staged implementation plan Funding identification and application	Medium	Difficult alignments via roadway verges / on road sections.  Investigate via N Canal Rd
18	Trafalgar to Moe	Trafalgar	Moe	15km	No	Baw Baw Shire and City of Latrobe	Baw Baw Shire and City of Latrobe	Links major towns and attractions Tourism & Community Safety	Feasibility study & alignment ( <i>Warragul to Moe</i> ) Costing Staged implementation plan	Medium	Difficult alignments via roadway verges / on road sections.  Investigate via S Canal Rd

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
									Funding identification and application		
19	Moe - Yallourn Rail Trail	Moe	Yallourn	8km	Yes	City of Latrobe	Moe Yallourn Rail Trail Committee	Links Moe – Yallourn	Maintenance ongoing	Ongoing	Requires forward linking to Morwell to increase usage.
							City of Latrobe				
20	Yallourn to Morwell	Yallourn	Morwell	12km	No	City of Latrobe	Moe Yallourn Rail Trail Committee	Links Yallourn to Morwell and completes	Feasibility study & alignment Costing Staged implementation plan Funding identification and application	Medium	Aligns to the Inter-Township Trail Network plan currently underway.  Consultation with Energy Australia required (via Latrobe City?) regarding permissible use of boundary trails for alignment linking back into Toners Lane.  Timeline will depend on mine rehabilitation works.  Feasibility dependent on Energy Australia  Worse case 15-20 years before built
21	Morwell – Traralgon Shared Path	Morwell	Traralgon	17km	Yes	City of Latrobe	City of Latrobe	Links two major population centres.  Links in to Safety.	In progress. Nearly complete.  Still required: 1. Morwell Station to Toners Lane 2. Traralgon end to Gippsland Plains Rail Trail	High	Mostly complete. Fully funded by TAC's Safer Cycling and Pedestrian Fund and the Federal government's Community development fund. Total cost of the project is \$4.55 million. The project includes the original Traralgon to Morwell shared path alignment, and also two further sections. The first section starts at the Morwell Railway Station to Morwell Civic Gardens (Kernot Hall) and a second section which connects from Alexanders Road through to the Latrobe Regional Hospital. See: <a href="https://www.latrobe.vic.gov.au/Cit">https://www.latrobe.vic.gov.au/Cit</a>

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
											<a href="#">v/Roads Drains Lights and Trees/ Paths</a>
22	Gippsland Plains Rail Trail	Traralgon	Heyfield – Maffra - Stratford	63km	Yes	City of Latrobe + Shire of Wellington	City of Latrobe + Shire of Wellington + Gippsland Plains Rail Trail Committee of Management	In operation.	Investigate alignment start Gippsland Plains Rail Trail back into Traralgon Station  Maintenance ongoing	<b>High</b>  <b>Ongoing</b>	Thompson River Bridge recently completed works  Link required Traralgon end in to Traralgon Station / Shared Path Network (McNairn Rd > Howitt Street > Traralgon Creek Park)
23	Heyfield to Blores Hill	Heyfield	Blores Hill	7km	No	Shire of Wellington	Shire of Wellington  Parks Victoria (Glenmaggie Regional Park)	Links Gippsland Plains Rail Trail to Blores Hill  Links Heyfield community riders to MTB park facility (safety and access)	Alignment investigations  Feasibility and business case  Construction	<b>Medium</b>	Concept floated to link in Blores Hill MTB with Heyfield as a side track rail trail. Rough estimate \$1 million to construct (TRC figure).  Use of public road reserve and Parks Victoria (Glenmaggie Regional Park)  Also, a mechanism to get visitors to Glenmaggie Wier Wall through off road shared pathways.
24	Yinnar to Morwell	Yinnar	Morwell	20km	No	City of Latrobe	Latrobe City  Boolarra to Yinnar Trail Committee  Hazelwood Environment Review Committee  ENGIE	Final missing link to complete Mirboo North (Grand Ridge Rail trail) to Moe  <i>ASSUMPTION: Boolarra – Yinnar progresses to build stage).</i>  High tourism value	Alignment investigations  Feasibility and business case  Construction	<b>High</b>	Concept floated in discussion on <i>Boolarra - Yinnar Rail Trail Business Case.</i>  Uses perimeter trails of Morwell / Hazelwood Open Cut Mine. Initial discussions (with Council) positive. Demolition activities on the 4,000 ha Hazelwood site are expected to be complete by 2023. Site flagged for ‘new commercial and recreational use’. Concept Masterplan for site has been developed by ENGIE. <a href="https://www.hazelwoodrehabilitation.com.au">https://www.hazelwoodrehabilitation.com.au</a>  Proposed alignment south of mine site links to historical railway route

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
								Links communities			Potential land tenure (private) challenges on this section
								If Mirboo North connected south to Leongatha, network then links GSRT to Gippsland Plains Rail Trail			Issue: ownership of bridge nearby Toners Lane (over Princes Fwy). Council investigating acquirement process / costs. Approx. \$300k to rehabilitate bridge.  Mine pits: 1-2 years before answer to question of if pits can become lakes.
25	Boolarra – Yinnar Rail Trail	Boolarra	Yinnar	8km	No	City of Latrobe	Boolarra to Yinnar Trail Committee	Adjoins and links into existing Grand Ridge Rail Trail (GRRT).	Funding sources to be identified / grants applied for	High	TRC report <i>Boolarra Yinnar Rail Trail Business Case</i> published June 2021.
							Grand Ridge Rail Trail committee of management (CoM)	Extends feasibility of alignment extending further to	Pre-Construction planning, land owner consultation/agreements and permits		Estimated cost \$4 million. This is for construction of the trail from Boolarra to Yinnar and includes fencing and other infrastructure.
							City of Latrobe	Morwell and Traralgon	Construction		Increase in regional income generated annually by the operation of the extended trail network and visitor/user spending totals \$1.246 million in year 1, increasing to \$1.548 million in year 10
								Connects communities			Estimated increase in regional income generated by trail users totals \$13.715 million over a 10-year period.  The estimated health benefit for all trail users totals \$11.460 million over a 10-year period
26	Grand Ridge Rail Trail	Mirboo North	Boolarra	13km	Yes	South Gippsland Shire +	Grand Ridge Rail committee of	In operation.	Ongoing maintenance.	Ongoing	Currently an isolated end to end trail.

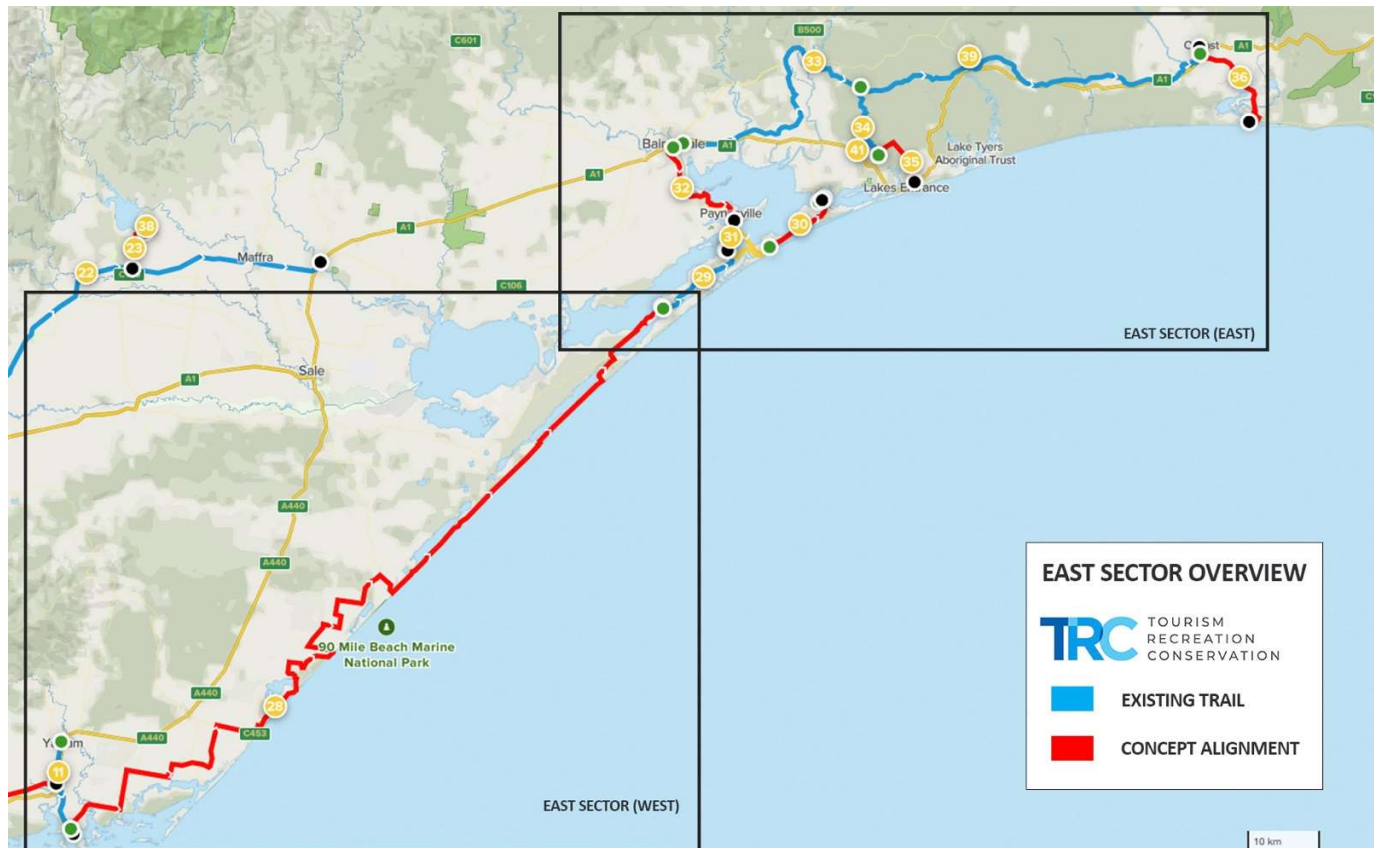
Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
						City of Latrobe	management (CoM) under the Crown Land Reserves Act and governed by the Department of Environment Land Water and Planning				Requires connecting through to Yinnar > Morwell and back to Leongatha.  Maintained by energetic group of volunteers.
27	Leongatha - Mirboo North	Leongatha	Mirboo North	28km	No	South Gippsland Shire	South Gippsland Shire Council	Links GSRT through to Morwell and Gippsland Plains Rail Trail (ASSUMPTION: Boolarra – Yinnar and Yinnar – Morwell sections are constructed) Links community Links southern attractions to central and northern attractions	Alignment investigations  Feasibility and business case  Construction	Medium	<b>Requires confirmation through South Gippsland Council. May need the revision to the existing Tracks and Trails Strategy.</b>  Likely on road, signed touring trail Safety and other considerations require investigation.

## Eastern Sector

The Eastern Sector is broken into 2 areas (east and west) due the scale of the sector and the long section of currently proposed road riding (bikepacking) between Port Albert and Loch Sport.

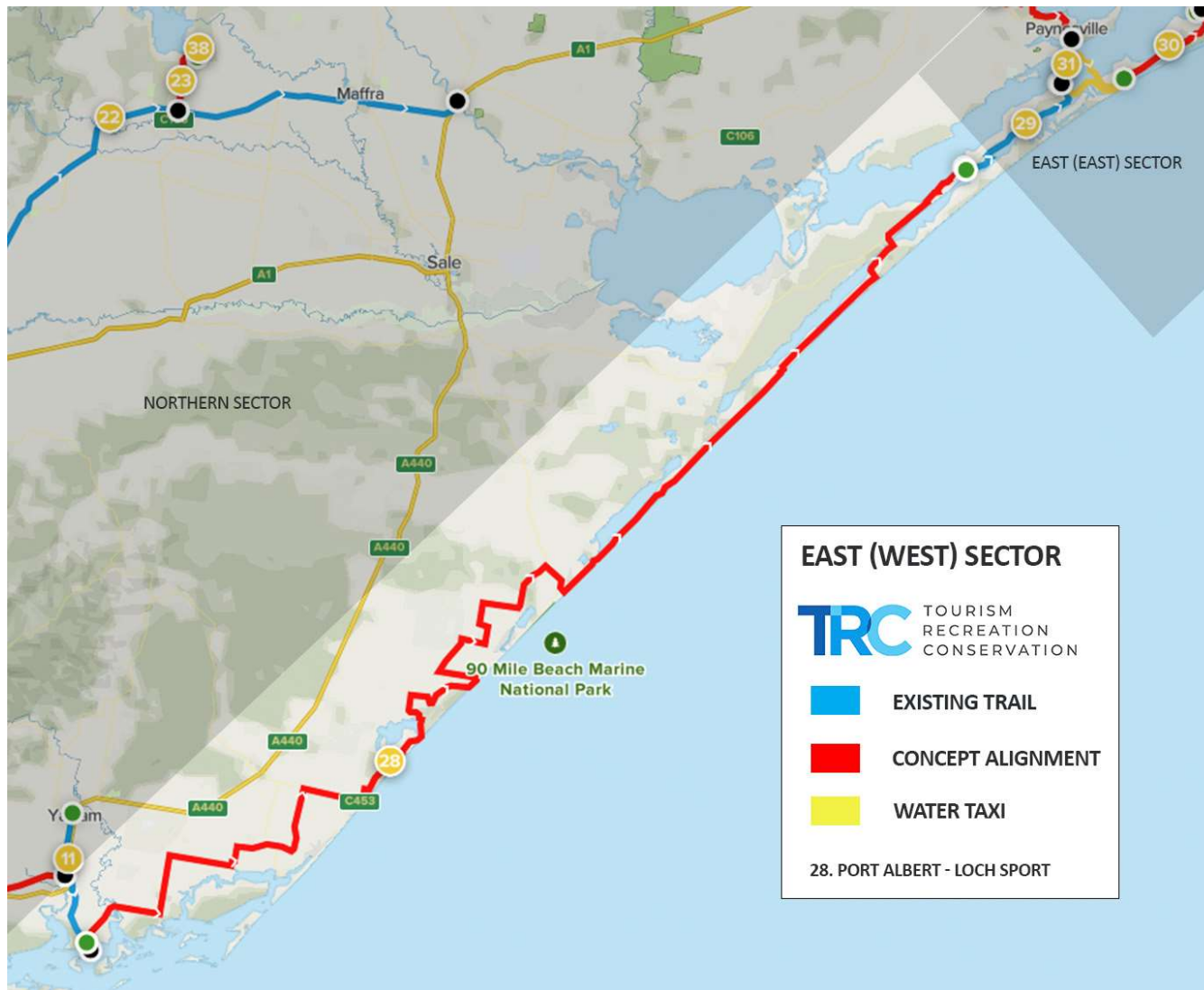
The following maps and table provide the detail of the proposed routes.

**Figure 7.** Eastern Sector Overview Map



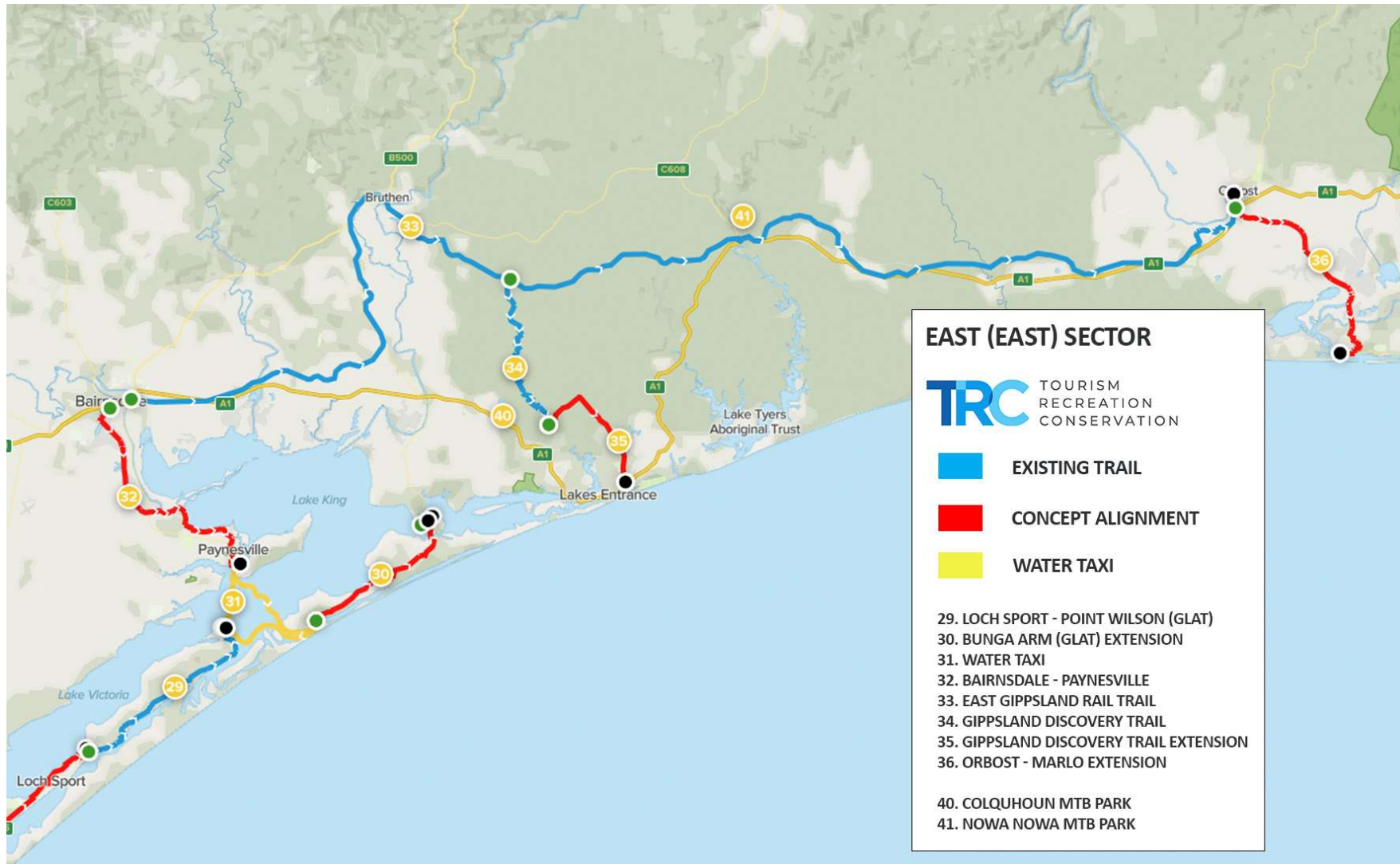
Source – TRC Tourism. Online Map: <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

**Figure 8.** Eastern Sector (WEST) – component map



Source – TRC Tourism. Online Map: <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

**Figure 9.** Eastern Sector(EAST) – component map



Source TRC Tourism - Online Map: <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

**Table 5.** Trail notes and proposed works – Eastern Sector

**EASTERN SECTOR Online Map:** <https://www.alltrails.com/explore/map/trail-planner-map-41a6fd3--42?u=m>

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
28	Port Albert – Loch Sport	Port Albert	Loch Sport	145km	No	Shire of Wellington	Shire of Wellington  Parks Victoria (Jack Smith Wildlife Reserve)	Completes full southern route through to Loch Sport / links in to GLAT trail  Activates Loch Sport (along with GLAT)	Alignment investigations  Feasibility study  Business case and cost estimates dependent upon the route most likely chose.	Low	Issues with high traffic South Gippsland Hwy between Woodside Beach Rd or Dewars Rd & Gifford Rd (previous) alignment, no road verge; how to re-route to avoid? Vic Roads feedback is to reroute away from the current suggested alignment i.e., off road. NOTE: current reroute option as per this desktop iteration negates use of Sth Gippsland Hwy altogether, however, requires investigation as to feasibility given closer to coastline and associated variable environment. Re-investigation required: is new desktop route viable?  Mostly on road / bike packing route. Some trail build / upgrade potential in Jack Smith Wildlife Reserve? Sections may be able to use Parks Vic managed land from McLoughlins to Reeves Beach.  Note – some cyclists are already using this proposed route.
29	Loch Sport - Pt Wilson	Loch Sport	Point Wilson	15km	Yes	Shire of East Gippsland	Parks Victoria	Linking section into GLAT (planned)	Funding identified  Permissions for upgrade / signage	High (part of GLAT project)	Requires water taxi link to Paynesville or Bunga Arm.  Lake Reeves Road through the National Park has just been maintained / upgraded and is suitable for cycling.
30	GLAT extension	Bunga Arm	Bunga Arm	13km	No / Yes	Shire of East Gippsland	Parks Victoria	Linking section for GLAT (planned)	Funding identified  Permissions for upgrade / signage	High (part of GLAT project)	Requires water taxi link Bunga Arm > Metung. Route requires careful survey work to ensure no private property is used.

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
32	Bairnsdale - Paynesville	Bairnsdale	Paynesville	19km	No	Shire of East Gippsland	Parks Victoria + Shire of East Gippsland	Links major population centre to coast / village (Paynesville)  Links to public transport  Links to GLAT (planned)	Alignment investigations  Feasibility study  Business case and cost estimates	High	A feasibility is currently underway through East Gippsland Shire Council.
33	East Gippsland Rail Trail	Bairnsdale	Buchan – Nowa Nowa – Orbost – (Marlo)	98km (+16km)	Yes	Shire of East Gippsland	Shire of East Gippsland  East Gippsland Rail Trail Committee of Management	In operation, major tourism drawcard  Connecting communities  Australia’s longest trestle railway bridge	Upgrades required:  Snowy River bridge and trailhead (funded)  Final EGRT section into Orbost  Discovery Trail extension. <i>See notes for grant application details</i>  Lakes Entrance to Nowa Nowa section remedial and upgrade works	High	ONGOING: \$3.5 million (Vic Government allocation confirmed Nov 2020 via Gippsland Tourism Recovery program) for Snowy River Bridge. Expected to be completed by June 2023.  ONGOING: \$2million funding + \$1.5 million via state/federal Regional Recovery Partnerships program post Black Summer Bushfires for general EGRT upgrades announced in 2021 <a href="https://eastgippslandrailtrail.com.au/news/item/23-trail-work-starting">https://eastgippslandrailtrail.com.au/news/item/23-trail-work-starting</a> Work continuing throughout 2022.  APPLICATION (March 2021) made for funding via Building Better Regions Fund – Infrastructure Project Stream. Three components:  1. Upgrade and extension of EGRT: \$2.51 million to repair and upgrade, including resurfacing, (\$1.8 million), bridgeworks (\$400k), interpretive signage (\$60k), project management (\$250k)  2. Reconstruction of Snowy River Rail Bridge: \$3.5 million (Vic Government allocation confirmed Nov 2020 via

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
									Ongoing Maintenance Funding issue resolved		<p>Gippsland Tourism Recovery program) restoration of 700m long historic trestle bridge, which will function as historic trailhead at Orbost end of trail. Funded via Regional Development Victoria &amp; DEWLP.  <a href="https://www.savethesnowyrailbridge.org/progress">https://www.savethesnowyrailbridge.org/progress</a></p> <p>3. Extension of Gippsland Discovery Trail into Lakes Entrance : final 7km of trail requires alignment and construction of 2.1m wide crushed rock surfacing from Scriveners Rd to Country Club Drive, then asphalt or concrete and 3m wide for remainder to Lakes Aqua dome carpark) + signage. Est: \$990,000</p> <p>Estimated project completion: 2023 (if funded).</p> <p>Snowy River Bridge trail extension into Orbost required</p> <p>Lakes Entrance – Nowa Nowa upgrades potential target Vic Forestry Plan Timber Transition Project with Nowa Nowa focus.  <a href="https://www.rdv.vic.gov.au/grants-and-programs/local-development-strategy-grants">https://www.rdv.vic.gov.au/grants-and-programs/local-development-strategy-grants</a></p> <p>“Grants of approximately \$500,000 per impacted community are available to them to develop new strategic plans or updating existing one, undertaking feasibility studies, research or economic assessments or engagement staff or consultants”</p>

Waypoint Map #	Section Name	From	To	Distance	Existing?	Council	Land Manager(s)	Justification	Works required	Relative Priority	Notes
Overall – the Rail Trail needs some product development and activation to improve the experience on offer to users, in addition to the infrastructure upgrades.											
34+35	Gippsland Discovery Trail	East Gippsland Rail Trail intersection	Lakes Entrance	13km + 9.5km extension	Yes / No	Shire of East Gippsland	Shire of East Gippsland  East Gippsland Rail Trail Committee of Management	In operation	Alignment investigation / confirmation  Costing  Construction	High	As per above, included in Regional Development Vic application UNSURE OUTCOME:  Extension of Gippsland Discovery Trail into Lakes Entrance : final 7km (9.5km) of trail requires alignment and construction of 2.1m wide crushed rock surfacing from Scriveners Rd to Country Club Drive, then asphalt or concrete and 3m wide for remainder to Lakes Aquadrome carpark) + signage. Est: \$990,000
36	Orbost to Marlo	Orbost	Marlo	Approx. 16 km	No	Shire of East Gippsland	Various including VicRoads, Shire, DELWP and potentially Parks Vic	Extends the East Gippsland Rail Trail from its current end to an iconic destination at the mouth of the Snowy River.  Possible connection to Marlo to Cape Conran.	Build on previous studies on the route alignment	Medium	Orbost to Marlo – the possible extension has had previous feasibility work undertaken. The trail links Marlo as the mouth of the Snowy River to the EG Rail Trail and opens up further consideration of Cape Conran.

# 5. Proposed Funding Priorities

The following table provides an assessment of the funding priorities that have emerged from this desk top assessment, research and consultation with land managers and Councils.

It is subject to individual Council endorsement and land manager consent, and in most cases, funding support from investors including State Government and Federal Government in addition to local Council funds.

The criteria applied in previous sections of this report are used in the following table to present a guide to the overall funding priority of the section.

### Criteria

1. Connection – connects a trail section into town/s or other trails
2. Development status – in development / construction
3. Funding status
4. Implementation cost
5. Permissibility / land tenure
6. Environmental impact
7. Community support
8. Council / LGA support
9. Current use
10. Tourism value (current or potential).

In the following table – the colours are applied to criteria follows:

<b>Green</b>	Criteria is met to a high degree – or there are no negative consequences of the proposed section
<b>Yellow</b>	Criteria is partially met, or there may be some hurdles that need to be overcome
<b>Red</b>	Criteria is not met – or there are likely to be significant hurdles to overcome.

Time frames as suggested are as follows:

- Short Term – 1 to 5 years
- Medium Term – 3 to 7 years
- Long Term – 5 to 10 years

**Table 6.** Table of Trail Sections and Priority Assessment Against Criteria

Package	Trail Component # (WayPoint Map No.)	Description	Council	Criteria 1 Connects	Criteria 2 DA Status	Criteria 3 Funding	Criteria 4 Imp	Criteria 5 Land Tenure	Criteria 6 Impact	Criteria 7 Comm Support	Criteria 8 LGA Support	Criteria 9 Current Use	Criteria 10 Tourism Value	Action	Cost	Priority and Timing
1.1	25	Boolarra to Yinnar	Latrobe City	Green	Yellow	Yellow	Green	Yellow	Green	Green	Green	Yellow	Green	Apply for funding – feasibility complete	Approx. \$4 mill	High Priority Short Term
1.2	24	Yinnar to Morwell	Latrobe City	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Red	Green	Feasibility underway	TBA	High Priority Medium Term
1.3	2	Nyora to Woolamai	Bass Coast Shire / South Gippsland Shire	Green	Red	Yellow	Yellow	Yellow	Green	Green	Yellow	Red	Green	Feasibility and Business Case Needed	TBA Feasibility approx. \$500K	High Priority Medium Term
1.4	35	Gippsland Discovery Trail Extension	East Gippsland Shire	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Green	Route selected – funding required	Approx. \$1 million	High Priority Short Term
1.5	32	Bairnsdale to Paynesville	East Gippsland/ South Gippsland Shire	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green	Yellow	Green	Feasibility and permits funding applied for	TBA	High Priority Short Term
1.6	13	Warragul to Rokeby	Baw Baw Shire	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green	Red	Yellow	Feasibility Required inc business case	TBA – estimated \$100K for feasibility	High Priority Short Term
1.7	14	Rokeby to Neerim	Baw Baw shire	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	Underway now. Additional funds required	\$2.25 million required	High Priority Short Term
1.8	15	Neerim to Noojee	Baw Baw Shire	Green	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Feasibility required to assess routes and funding	Approx. \$100K feasibility and bus case required	High Priority Medium Term

Package	Trail Component # (WayPoint Map No.)	Description	Council	Criteria 1 Connects	Criteria 2 DA Status	Criteria 3 Funding	Criteria 4 Imp	Criteria 5 Land Tenure	Criteria 6 Impact	Criteria 7 Comm Support	Criteria 8 LGA Support	Criteria 9 Current Use	Criteria 10 Tourism Value	Action	Cost	Priority and Timing
2.1	16, 17, 18	Warragul to Moe	Baw Baw shire / La Trobe											Feasibility required including route options	Approx. \$80K feasibility and business case	Medium Priority Medium Term
2.2	20	Yallourn to Morwell with Haunted Hills Connection	Latrobe City											Business Case and route alignment required	TBA Depends on mine timing	Medium Priority Medium Term
2.3	27	Leongatha to Mirboo North	South Gippsland Shire											Feasibility Assessment required to determine route and benefits/costs	\$Approx. \$100k required	Medium Priority Medium Term. Subject to Sth Gippsland Council consideration
2.4	8 or 9	Inverloch to GSRT	Bass Coast shire / South Gippsland Shire											Feasibility and Business Case Needed	TBA Feasibility approx. \$100K	Medium Priority Medium to Long Term. Subject to South Gippsland Shire Council consideration.
2.5	23	Gippsland Plains Rail Trail to Blores Hill	Wellington Shire											Extend Rail Trail to Blores Hill inc MTB Park access	Approx. \$60K Alignment study and feasibility required	Medium Priority Short Term

Package	Trail Component # (WayPoint Map No.)	Description	Council	Criteria 1 Connects	Criteria 2 DA Status	Criteria 3 Funding	Criteria 4 Imp	Criteria 5 Land Tenure	Criteria 6 Impact	Criteria 7 Comm Support	Criteria 8 LGA Support	Criteria 9 Current Use	Criteria 10 Tourism Value	Action	Cost	Priority and Timing
2.6	36	East Gippsland Rail Trail extension to Marlo from Orbost	East Gippsland Shire	Green	Yellow	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Green	Feasibility funding sought through ETF	TBA	Medium Priority Medium Term
2.7	3 + 4	Anderson to Cowes + Cowes to Penguin Parade	Bass Coast Shire	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Green	Trail audit and alignment study including business case	TBA	Medium Priority Short Term
3.1	1	Nyora to Pakenham	South Gippsland shire, Cardinia	Green	Red	Red	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Green	Continue advocacy and seek feasibility	TBA	Low to Medium Priority Longer Term

## 6. Conclusion

This updated Gippsland Odyssey Investment Strategy and Implementation Review updates the feasibility assessment work undertaken by TRC Tourism in 2019 and 2020 on what was then called the Gippsland Trail.

The concept of the trail remains sound, with the objective of creating a world class trail that encompasses the best that Gippsland has to offer accessed predominantly by off road shared trails – including many of the existing rail trails.

The markets that would potentially use each section will differ, and with many sections providing strong community connections, the trail will bring positive community outcomes in addition to increased economic benefits.

The report updates the substantial amount of work undertaken by the region's Local Government Authorities in partnership with Destination Gippsland over the past 2 years in progressing the construction and planning of the components of the trail. The report then identifies the priority sections remaining.

The report finds that there is substantial feasibility, route assessment and business case work to be undertaken before accurate costs can be established, and funds applied for.

There remain some significant alignment challenges pertaining to some lower-priority, non-critical sections of the concept, however the priority segments remain worthwhile from a continually improving economic and social perspective and from a marketing and demand view.

There are 9 High Priority packages, 7 Medium Priority Packages and 1 Lower Priority (partly due to the scale and cost) package of works that will continue to deliver on the promise of the trail.

Continued investment by the partners involved including leadership from Destination Gippsland will see the longer term vision come to fruition.



IMAGE 6 GIPPSLAND PLAINS RAIL TRAIL



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