



Cardinia Shire Council

Equestrian Strategy

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Executive summary

Cardinia Shire's rural setting, low density developments and unique landscape characteristics allow for a high level of horse ownership and equestrian activity. The location of the Shire on the fringe of Melbourne's urban development also makes the municipality a popular destination for agistment and equestrian activity for those living in Melbourne's south east.

Equestrian activity can be broadly broken into 'equestrian sport' (or organised equestrian activity) and 'recreational riding' (non-organised equestrian activity) which are both addressed within the Equestrian strategy, which aims to guide the future provision of these activities in Cardinia Shire over the next 10 years.

Equestrian sport encompasses a broad range of disciplines and activities that are provided by a variety of clubs, organisations and private providers, and occur at public and private equestrian venues.

Equestrian sport is well provided for in Cardinia Shire with 19 equestrian venues (including 11 public) and 31 equestrian clubs/groups that cater for a significant number of local and visiting riders. Public equestrian venues range in size from 0.7ha to 20ha and subsequently cater for varying activities and events. The standard and availability of facilities differs across equestrian venues with clubs and reserve committees identifying a range of issues and potential future improvements to maximise usage. Such improvements include the provision of year-round access to grounds and facilities, re/development of riding arenas and the progressive upgrade of clubrooms and supporting infrastructure.

Opportunities for greater access and sharing of facilities were also identified, as well as a review of management and maintenance arrangements to ensure a consistent and equitable approach across the municipality. Recognising the role of private providers and surrounding municipalities was also highlighted for the future provision of a coordinated network of equestrian opportunities across the region.

Recreational trail riding is a popular activity for horse riders in Cardinia Shire. The term 'horse trail' is commonly used to define public areas that are used for trail riding such as trails along roads and road verges, and trails through bushland reserves and open space corridors. The majority of horse trails in Cardinia Shire are informal unmarked riding routes that represent the natural desire lines of local riders. These riding routes are made of up three different types of trails.

- 'On-road' riding/driving is the predominant type of horse trail and generally occurs on quiet unsealed roads with low traffic volumes.
- 'Roadside' trails are generally located on wide road verges that have a sufficient clearing in roadside vegetation to enable riders to get off the road. Such trails may have a natural surface, or a constructed (gravel) surface.
- 'Off-road' trails are generally located in bushland reserves, along open space corridors and along unused road reserves.



Aqueduct Trail (Pakenham – Officer)

A designated horse trail network is proposed as part of the Equestrian strategy to enable Council to direct resources towards trail development and maintenance, improved safety and increased community awareness about available riding opportunities. It is also intended that the horse trail network be

considered in town planning and road improvement projects to ensure that identified trails are preserved and enhanced, rather than lost to future developments.

The proposed horse trail network includes over 226 km of trails, in addition to a further 90 km of horse/multi-use trails in Bunyip State Park and Kurth Kiln Regional Park. The majority of trails identified within the proposed network include existing trails and riding routes that are currently used by horse riders. Approximately two thirds of these trails are incorporated into Council's existing maintenance arrangements including on-road trails, constructed (gravel) roadside trails and off-road trails in bushland reserves and open space. However, additional allowances will be required for proposed new trails (over time) and for the inclusion of natural roadside trails, including periodic inspections and maintenance of roadside vegetation.

Guiding principles

The Equestrian strategy has been developed in accordance with the following guiding principles.

Diversity	<ul style="list-style-type: none"> Coordinated network of equestrian facilities and trails that provide a range of participation opportunities and cater for a variety of abilities and disciplines.
Sustainable provision	<ul style="list-style-type: none"> Manageable level of trail and facility provision in accordance with community demand and available resources. Appropriately located trails and facilities in areas that are unlikely to be affected by urban encroachment and can be sustained in the long term.
Access and connectivity	<ul style="list-style-type: none"> Interconnected network of equestrian facilities, trails and attractions. Safe and convenient access to equestrian venues and facilities throughout the municipality.
Maximum and multi-use	<ul style="list-style-type: none"> Ensuring the most efficient use of resources by encouraging shared use of facilities, providing year-round access (where possible), encouraging public use and maximising participation opportunities.
Quality	<ul style="list-style-type: none"> Provision of quality facilities and infrastructure that meet community needs, expectations and standards.
Environmental sustainability	<ul style="list-style-type: none"> Achieving balanced outcomes for competing land uses to maximise recreation, environmental and community goals. Sustainable land management practices to minimise the environmental impact of equestrian activity on public land.
Information	<ul style="list-style-type: none"> Ensuring existing and potential users are well informed about equestrian opportunities and how they can be accessed and utilised. Community awareness of horse riding areas and appropriate behaviours around horses.
Equity	<ul style="list-style-type: none"> Ensuring equitable arrangements for the management, maintenance, operation and use of all public equestrian venues and facilities. Providing opportunities for people of all ages and abilities to participate in equestrian activities.
Safety	<ul style="list-style-type: none"> Consideration of public safety in the design, location, management and use of equestrian trails and facilities. Effective monitoring and maintenance procedures to identify and address risk management issues.
Partnerships	<ul style="list-style-type: none"> Working in partnership with the community to plan, manage and maintain equestrian facilities and trails and to deliver quality participation

opportunities.

- Partnerships with land authorities, neighbouring municipalities and other key stakeholders in the delivery of a coordinated network of equestrian opportunities throughout the region.

Recommendations

Recommendations for the implementation of the Equestrian strategy are provided within a detailed implementation plan (Section 8.1) and are summarised below. A separate 'horse trail action plan' has also been prepared containing specific actions for individual trails (Section 8.2). Actions within these plans have been prioritised from 'very high' to 'long term' and will be progressively implemented in accordance with available resources.

1. Facility management and operation:

- 1.1 Encourage greater sharing of equestrian facilities between existing and potential new clubs / groups to maximise use of facilities and infrastructure.
- 1.2 Amend the classification of equestrian venues to reflect the level of facilities at each reserve, and in accordance with the facility hierarchy.
- 1.3 Review public access arrangements to equestrian reserves with the aim to provide an equitable approach across all reserves and to enable greater community access and participation. Review to be undertaken as part of the implementation of Council's 'Recreation reserves management and usage policy', and in consultation with reserve committees and user groups.
- 1.4 Incorporate equestrian activities into the 'Commercial use of open space policy' requiring commercial users of public equestrian facilities and trails to obtain and adhere to the terms of a user agreement. Investigate options to address the commercial use of Department of Sustainability and Environment (DSE) equestrian reserves and facilities.
- 1.5 Work with reserve committees and equestrian groups to review the scheduling of equestrian activity on sports grounds with consideration given to the:
 - standard of the playing surface/s and infrastructure (i.e. irrigation and drainage)
 - potential to restrict use to low impact activities
 - appropriate scheduling of activities (to avoid wet conditions and clashes with other users)
 - allocation of sufficient resources to rectify any potential damage to the surface
 - availability of alternative areas or venues.
- 1.6 Encourage regular communication between users at equestrian and multi-purpose reserves to:
 - enable greater sharing of facilities and avoid scheduling clashes
 - clarify maintenance requirements / processes and ensure maintenance personnel avoid damage to equestrian grounds in wet weather.
- 1.7 Lodge a formal request with DSE to change the reservation purpose of the Officer Pony Club Grounds to 'public purposes' to better reflect the use of the reserve.
- 1.8 Investigate the potential to establish a Committee of Management for the Officer Pony Club Grounds in consultation with key stakeholders to enable greater use of the reserve by new/additional groups (i.e. Officer Equestrian Club) and pending the ability of the reserve to provide public access.

2. Facility maintenance

- 2.1 Review the allocation of maintenance funding for equestrian reserves/venues as part of the implementation of Council's 'Recreation reserves management and usage policy', with consideration given to:
 - classification of the venue within the facility hierarchy
 - size of the reserve/venue
 - number and standard of available facilities (i.e. arenas)
 - unique features such as cross country courses and access roads with through traffic
 - topography of the site and complexity of maintenance requirements
 - management arrangements and user group obligations (i.e. public access)

- 2.2 Work with reserve committees to ensure adequate inspection and maintenance regimes are in place for riding arenas, including publically accessible arenas.
- 2.3 Promote environmental grant programs to reserve committees/clubs and encourage them to source funding for improved weed control and revegetation works.

3. Club operation

- 3.1 Liaise with clubs regarding the scheduling of major events and competitions to:
 - o ensure facilities are suitable and adequately prepared for anticipated numbers and activities
 - o assist with promotion via Council's website in an effort to increase community awareness.
- 3.2 Continue to support clubs in the recruitment and retention of participants and volunteers through sports development and volunteer programs / initiatives.

4. Facility planning

- 4.1 Work with reserve committees and clubs to undertake long-term planning for equestrian reserves and to plan and prioritise future capital improvements.
- 4.2 Support the retention of a Riding for the Disabled Centre in Cardinia Shire by working with the Officer centre to find a suitable venue for future operations.
- 4.3 Review opportunities for the future operation of the Koo Wee Rup Riding Club as part of the master planning process for the Koo Wee Rup Recreation Reserve.
- 4.4 Support the continued operation of the Tonimbuk Equestrian Centre as a 'regional' equestrian centre and encourage greater access and use by clubs and participants from Cardinia Shire and the broader south-east region. Pending changes to the centre's operation as a 'regional' facility, investigate potential future options to cater for the regional equestrian needs of the south east region (in consultation with neighbouring councils and other key stakeholders).

5. Facility improvements

- 5.1 Work with committees/clubs to provide year-round access to equestrian reserves and facilities by investigating and addressing drainage issues (where possible), including those identified at Pound Road, Yarrabubba, Catani, Officer and Koo Wee Rup.
- 5.2 Continue to support committees/clubs to undertake capital improvements through Council's Community Capital Works Program (CCWP) and by sourcing external funding. Ensure projects are consistent with future plans and include allowances for technical support.
- 5.3 Support the ongoing provision of Grade 1 cross country courses at Huxtable and Pound Road Reserves and encourage access/use by other clubs with limited facilities (subject to availability).
- 5.4 Support the progressive upgrade of clubrooms, amenities and other supportive infrastructure in accordance with community expectations and standards.
- 5.5 Support improvements to car/float parking and holding yards in an effort to maximise the capacity and accessibility of equestrian venues.
- 5.6 Continue to support the upgrade, redevelopment and expansion of riding arenas to ensure the provision of safe riding areas, flexible use and where possible, year-round access.
- 5.7 Improve access to reserves by installing signage at Officer Pony Club Grounds (standard entrance sign) and Pound Road Reserve (directional signage on Bunyip Modella Road).

6. Horse trails - General

- 6.1 Adopt the designated horse trail network as identified in Appendix 1 and 2.
- 6.2 Progressively upgrade and develop trails within the designated horse trail network in accordance with the horse trail action plan and available resources.
- 6.3 Continue to maintain designated horse trails in accordance with specified development and maintenance standards (Table 6.4.1) including existing off road' trails, constructed (gravel) roadside trails, and on-road trails.

- 6.4 Expand trail inspection and maintenance regimes (and associated resources) to include natural roadside trails, 'roadside safety zones' along on-road trails (sections of roadside trails in areas of limited visibility), and new/proposed trails as they are developed. Trails to be maintained in accordance with development and maintenance standards.
- 6.5 Audit bridges proposed for inclusion in the horse trail network to ensure they are suitable for horses and meet recommended standards.
- 6.6 Investigate the potential for hitching rails and watering points at rest stops and key destinations for major / high use equestrian trails.

7. Safety and risk management

- 7.1 Identify and formalise safe crossing points on roads with moderate to high traffic volumes and speeds, and for high use horse trails (in accordance with the Horse trail action plan) by:
 - installing warning signs to alert motorists of road crossings
 - investigating the potential installation of bollards on roads with high traffic volumes to help riders identify crossing points.
- 7.2 Improve the safety of 'on-road' trails (in accordance with the Horse trail action plan) by:
 - identifying areas with limited visibility and where possible, creating 'roadside safety zones' (sections of roadside trail that enable horse riders to get off the road)
 - installing warning signs for 'on road' trails with moderate to high traffic volumes.
- 7.3 Formalise 'roadside' trails on roads with high traffic volumes and speeds by installing barriers (or utilising existing natural barriers) to achieve adequate separation from the road (in accordance with Horse trail action plan).
- 7.4 Review existing warning signs and remove those that are located outside the designated horse trail network and/or do not meet the recommended standards for signage placement.
- 7.5 Continue to restrict motorbike/vehicle access to trails through the effective use of cavalettis and barriers. Assess and modify existing cavalettis that do not meet recommended standards.
- 7.6 Liaise with VicRoads regarding the provision of roadside trails and road crossings on VicRoads managed roads to ensure future road/roadside improvements make allowance for equestrian use.

8. Environmental considerations

- 8.1 Develop management plans in conjunction with recreation reserve committees, user groups and other stakeholders for reserves with significant bushland areas that provide for equestrian activities to ensure sustainable land management practices.
- 8.2 Develop a 'code of conduct' for horse riders that aims to minimise the impact of riding in environmentally sensitive areas, minimise conflict with other trail users and educate riders about the risks of riding on roads and roadsides. Publicise with promotional horse trail maps/information and by installing signage in key areas.
- 8.3 Ensure trails in environmentally sensitive areas are appropriately located, developed and regularly monitored to minimise their environmental impact. Address identified issues as they arise (i.e. erosion and weed growth).
- 8.4 Continue to support environmental and community groups with the management and maintenance of trails and surrounding bushland/open space areas, and encourage horse riders to become involved.

9. Partnerships

- 9.1 Improve communication and information sharing with peak bodies regarding trends, priorities, scheduling of events etc. and to help promote training programs and initiatives.
- 9.2 Continue to work in collaboration with neighbouring councils to ensure the coordinated provision of equestrian opportunities in the region, including horse trail connections, a regional equestrian centre, club support and development, event opportunities and access to complementary facilities.

- 9.3 Continue to work in collaboration with the Pakenham Racing Club to identify potential future opportunities for the broader equestrian community.
- 9.4 Acknowledge the role of private centres in servicing the equestrian needs of the community and encourage greater communication and information sharing about usage levels, programming, scheduling of events etc.
- 9.5 Continue discussions with Melbourne Water regarding potential future equestrian use of the trail along the outside perimeter of the Cardinia Reservoir (alongside Red Hill, Lewis and Emerald Beaconsfield roads).
- 9.6 Work in conjunction with Parks Victoria to ensure the inclusion of horse trails and support facilities within the Cardinia Creek Parklands, and to ensure the provision of trail connections from Cardinia Shire.
- 9.7 Continue to work with Parks Victoria in the provision of horse riding opportunities in Bunyip State Park and Kurth Kiln Regional Park and investigate opportunities to improve access:
 - from Tonimbuk/Bunyip North to Bunyip State Park through the provision of a horse unloading area and a potential connection from Dingo Ridge Track to Tonimbuk Road (as part of the future revision of the Bunyip State Park Management Plan)
 - from Gembrook to Kurth Kiln Regional Park and Bunyip State Park.
- 9.8 Investigate the potential to establish a horse/multi-use trail connection between the Aqueduct Trail and Cardinia Creek Parklands in collaboration with relevant stakeholders.
- 9.9 Work with VicTrack and other key stakeholders to progress the development of a multi-use rail trail along the disused Leongatha Rail Line that allows for horse riding and includes float parking and other supportive infrastructure.

10. Information and communication

- 10.1 Develop a promotional guide of equestrian opportunities in Cardinia Shire and ensure information is kept up-to-date and promoted widely. Guide to include maps of horse trails, equestrian facilities and supporting infrastructure (i.e. float parking), club information, riders code of conduct, contact information (to report issues/hazards) etc.
- 10.2 Increase community / driver awareness about the prevalence of horse trails in Cardinia Shire, the rights of horse riders / drivers and how to drive safely around horses by periodically publishing information on Council's website, Connect magazine, local newspapers, social media and via local clubs etc.
- 10.3 Ensure contact information for equestrian clubs and reserves is kept up-to-date and made available to the public via Council's community directory.
- 10.4 Monitor participation trends and community demand for equestrian opportunities by collecting and collating annual club membership data (as part of annual reporting); and periodically reviewing the number and distribution of horse properties in Cardinia Shire in consultation with the Department of Primary Industries (DPI).

11. Internal planning and review

- 11.1 Incorporate the designated horse trail network into Council's mapping and asset management systems to ensure it is readily available to all Council departments. Ensure data is kept up-to-date.
- 11.2 Assess potential new off-road and roadside trail opportunities in-line with the criteria for trail selection and prioritisation, including environmental considerations, connectivity and sustainability.
- 11.3 Ensure future town planning (i.e. township strategies, precinct and subdivision plans etc.) considers existing and proposed horse trails and the need to preserve and enhance connections to key destinations.
- 11.4 Ensure future road and footpath improvement projects do not negatively impact on designated horse trails. Where possible widen or realign road verges to ensure the ongoing safety of trail users and the preservation of horse trail connections.

- 11.5 Conduct an annual review of the horse trail network and implementation program to address emerging issues, potential new opportunities, changes to trail classifications and to confirm and scope priority works.

The Equestrian strategy and associated implementation / action plans should be regularly monitored and reviewed to ensure they remain effective in meeting the needs of the community and in responding to changing conditions and emerging issues.

1. Introduction

The Equestrian strategy has been developed to guide the future provision of equestrian opportunities in Cardinia Shire over the next 10 years.

Equestrian activity can loosely be divided into three main categories.

1. **Equestrian sport** or organised equestrian activity which occurs at public and private equestrian venues and is conducted by a range of clubs, organisations and private providers;
2. **Recreational riding** or non-organised equestrian activity which primarily occurs along a network of trails, roads and road verges throughout the Shire; and
3. **Racing** which is currently based at the Pakenham Racecourse and in the process of relocating to a new racecourse and training facility in Tynong.

The Equestrian strategy focuses on both equestrian sport and recreational riding in Cardinia Shire which are addressed in two separate sections of this report and include recommendations that aim to improve participation opportunities and strengthen the significance of equestrian activity within the Shire.

The strategy also acknowledges the significance of the horse racing industry in Cardinia Shire however excludes any specific analysis or recommendations relating to the racing industry.

1.1 Background

The previous Equestrian strategy was developed in 2001 and aimed to provide a clear vision and direction for Council managed equestrian facilities and trails and to provide priority actions over a 5-10 year period.

Due to the time that had elapsed since the development of this strategy and the significant changes that have occurred in Cardinia Shire over this time, Council identified the need to undertake a two-staged review the Equestrian strategy. Stage 1 involved the development of a discussion paper to determine the current status of equestrian activities and facilities in Cardinia Shire and opportunities for future provision. This initial review and discussion paper was prepared in 2011 and has been used to inform Stage 2 of the project, being the development of a new Equestrian strategy for Cardinia Shire.

1.2 Methodology and Scope

The development of the new Equestrian strategy (identified as Stage 2, above) has been undertaken in three stages.

1. **Background review** including a review of relevant strategies and reports, analysis of participation and industry trends, review of demographic data and consultation with council staff, peak bodies, land authorities and other councils.
2. **Consultation and needs assessment** involving surveys, feedback forms, submissions, meetings and interviews with local clubs, reserve committees, private providers, club members, recreational trail riders and the general public.
3. **Report preparation** involving the preparation of a draft strategy that seeks to:
 - provide practical and achievable recommendations that respond to identified needs and ensure that resources are appropriately targeted;
 - ensure consistency with Council's strategic direction and priorities;

- provide recommendations for a model of facility provision to help guide the allocation of resources for maintenance and capital improvements at equestrian venues throughout the municipality;
- identify an interconnected network of horse trails that are clearly defined, appropriately distributed and achievable for Council;
- provide a balanced outcome for competing land use needs to maximise recreational, environmental and community goals;
- identify potential future partnership opportunities; and
- provide a prioritised action plan for the progressive development / upgrade of equestrian facilities, trails and supportive infrastructure.

1.3 Community and stakeholder consultation

A comprehensive community engagement and consultation process was undertaken as part of the Equestrian strategy in an effort to engage and seek input from a large number of stakeholders and community members.

Consultation opportunities were promoted through a number of communication channels including a press release, website article and on-line survey, Connect magazine (December 2012 edition), social media and radio interview (Casey FM equine program). Information and feedback forms was also made available at the Council office and libraries, and were sent to township committees, equestrian club members, environmental groups and all known equestrian venues, agistment properties, horse equipment/produce suppliers and veterinary clinics.

In summary, the consultation process involved:

- organisation surveys - completed by all 21 equestrian clubs on public reserves
- on-site meetings - held at all 11 public equestrian reserves with club and committee representatives
- community feedback forms - 118 completed and returned
- public submissions – 19 received
- interviews and meetings
 - private equestrian centre operators and providers
 - other equestrian clubs/groups (not located on public reserves)
 - peak equestrian bodies
 - land authorities including Parks Victoria, DSE and Melbourne Water
 - local government authorities
 - relevant Council staff
- public exhibition of draft Strategy – 32 submissions received

The results from the consultation process are summarised within this report and been used to inform the Equestrian strategy. Detailed consultation results are provided in a separate background report.

2. Significance of equestrian activity in Cardinia Shire

2.1 Demographic profile

Cardinia Shire is a relatively rural, yet rapidly growing municipality on Melbourne's south-eastern fringe. The Shire has a total land area of approximately 128,088 ha (1,281 km²) and includes over 30 townships and localities which can be grouped into three landscape character areas or 'sub-regions'.

1. **Growth Area sub-region** (10,433ha) – rapidly growing residential area of Pakenham, Officer and Beaconsfield which is expected to increase from 40,816 people in 2011 to 104,566 in 2031.
2. **Hills sub-region** (55,929ha) – set in the foothills of the Dandenong Ranges and includes areas with significant environmental values. Population is expected to increase slightly from 21,257 in 2011 to 22,415 in 2031.
3. **Rural (south and east) sub-region** (61,628ha) – includes southern and eastern parts of the Shire from Nar Nar Goon to Bunyip in the east and the Koo Wee Rup swamp and Western Port in the south. Population is expected to increase from 12,781 (2011) to 28,632 in 2031.

Cardinia Shire had a total population of 79,786 residents (75,573 at the time of the 2011 Census) which is expected to almost double to approximately 155,613 by 2031. The majority of this growth will occur in the centrally located growth area sub-region, however some growth will also occur in the southern rural areas and in the townships of Koo Wee Rup, Lang Lang, Garfield and Bunyip.

This population growth is likely to increase participation in equestrian related activities as more families move into the area, including an increased demand for club based activities and use of equestrian facilities. The projected growth also highlights the need for sound planning to ensure equestrian facilities and trails are appropriately located in areas that can be protected from urban encroachment and that facilities are adequate to cater for long term needs.

2.2 Regional context

The rural, rural residential and low density urban development in the hills and rural sub-regions of Cardinia Shire allows for a high proportion of horse ownership and equestrian activity. The location of the Shire on the fringe of Melbourne's urban development and the ease of access along the Princes Highway also make the municipality a popular destination for agistment and equestrian activity for those living in Melbourne's south east.

Cardinia Shire has a significant number of equestrian facilities and attractions that draw horse riders from a broad area. More specifically, there are 19 equestrian venues (including 11 public) and 31 equestrian clubs that provide a broad range of equestrian opportunities.

The Tonimbuk Equestrian Centre is the region's major competition venue which reportedly attracts 25,000-30,000 users/competitors each year and hosts a number of high profile events such as the World Cup Show Jumping Championships and Tonimbuk Horse Trials. Other private venues such as the Victorian Equestrian Centre (Upper Beaconsfield) also cater for a broad catchment through its camps, training programs and interschool challenges.

A significant number of major events are also hosted by local clubs at public equestrian reserves, with some of the largest taking place at Huxtable Road Reserve (Pakenham Upper), Pound Road Reserve (Bunyip), Cannibal Creek Reserve (Garfield North) and the Lang Lang Showgrounds. The majority of local clubs hold at least one major event each year which can attract anywhere between 40 and 200 local and visiting riders.

The Shire's rural setting and unique landscape features provide additional equestrian opportunities through the availability of trail riding in natural environments, along easements, road verges and unsealed roads. Bunyip State Park and Kurth Kiln Regional Park have an extensive network of horse trails (over 90 kms) and visitor facilities which attract a high number of recreational and endurance riders and have hosted many organised rides including the prestigious Tom Quilty Gold Cup in 2009.

Finally, the Pakenham Racing Club is a major draw card for the region, attracting thousands of visitors to race meetings throughout the year and catering for over one hundred trainers. The new \$70 million, 235 hectare racecourse and training facility development in Tynong is expected to further enhance the club's profile within the Victorian racing industry through the development of an all-weather synthetic track, 2,400m turf track, two sand training tracks, grandstand and events centre, training infrastructure and allotments and much more. The Tynong location is reportedly within one hour of 60 per cent of Melbourne's horse population and is expected to bring hundreds of new and ongoing jobs to the region through the scheduling of 40 race meetings per year, in addition to race days that will be transferred from other race tracks affected by wet weather.



2.3 Economic impact

The economic impact of equestrian activity in Cardinia Shire is significant, however is difficult to quantify based on the varied nature of participation and a lack of up-to-date information.

The number of horses in the municipality is currently unknown. Since July 2010, property owners in Victoria who have horses residing on their land have been required to obtain a 'Property Information Code' (PIC) from DPI. As of May 2013, 475 properties in Cardinia Shire have been allocated a PIC however not all property owners have yet registered and data on the number of horses on each property is not collected.

The 2001 Equestrian strategy estimated the direct economic contribution of recreational riders in Cardinia Shire to be over \$6.5 million which was derived from figures published in an ABS study into the cost of participating in sport and physical activity. This study excluded professional horse racing and support / service industries and has not been updated since this time, making it difficult to calculate more up-to-date estimates.

A study titled "South east horse industry employment survey" was also undertaken in 2001 to provide information on the size and nature of employment in the south-east region. The study found 'professional racing' to be the predominant horse industry, followed by the 'service and supply' sector, 'equine health', 'competition and recreation riding' and the 'breed' sectors.

While this study was unable to quantify the economic impact of the equestrian industry, it was able to demonstrate the size and breadth of the industry and make projections for significant future employment opportunities in the professional racing and competition and recreation sectors. The 'professional racing sector' was identified as including people engaged in horse racing activity such as trainers, jockeys, stable hands, stewards, track-riders and racing complex staff, while the 'competition and recreation sector' included businesses and clubs that engage in club riding, instruction, schooling, tourist trail riding and recreational riding. Both sectors require a range of support services such as farriers, veterinary surgeons,

horse dentists, equipment and rug manufacturers, breeders, fodder suppliers and growers, saddlers, horse transport businesses, float equipment manufacturers and agistment services.

A search of horse related businesses in Cardinia Shire that have been issued with an ABN by the Australian Tax Office found there to be 117 businesses listed under horse farming, 64 horse training (racing), 16 jockeys and numerous other businesses which include, but are not exclusive to the equestrian industry (i.e. veterinary services and sport / physical recreation instruction). A further search of published and on-line business listings found there to be 19 horse equipment suppliers, 15 agistment centres, nine horse studs, five private equestrian centres, seven equine health services, four float/horse transport services, two instructors, an organised trail ride business and arena construction company.

In addition to these businesses are 31 equestrian clubs that operate in the Shire and cater for a significant number of local and visiting riders. These clubs each contribute to the local economy through the range of activities and events they provide and their ability to attract a significant and frequent number of visitors to the municipality.

2.4 Strategic context

The Council Plan 2013-17 outlines the vision for Cardinia Shire which aims for the planned development of the municipality to enable present and future generations to enjoy and experience the diverse and distinctive characteristics of the Shire.

The Equestrian strategy has been developed in the context of the Council Plan and has been informed by a number of other strategic documents to ensure consistency with Council policies and priorities. Such documents included township strategies, structure plans, site-specific management plans and a range of shire-wide strategies such as the Recreation open space Strategy, Recreation reserves management and usage policies, Facility standards policy, Pedestrian and bicycle strategy, Road management plan, Roadside assessments and Sustainable management strategy.

A review of non-council documents was also undertaken to help inform regional issues and priorities including Parks Victoria's Cardinia Creek future directions plan / master plan, Bunyip State Park management plan and visitor information guides, South-East Victoria equine complex needs analysis and options development report, the Victorian Environmental Assessment Council's Yellingbo Investigation, and equestrian strategies (or similar) developed by other government authorities.

Council's previous Equestrian strategy (2001) and associated recommendations/actions was also reviewed to determine their status and relevance to the current level of provision. Since the previous strategy was developed, a range of improvements have been noted in the programming of events and activities, planning and operation of equestrian reserves and in the progressive development of facilities and infrastructure. Some improvements have also been made to the horse trail network however these have generally been undertaken in an adhoc manner due to the absence of a coordinated works program.

The strategic directions and many of the actions identified in the previous strategy are still relevant in 2013. However improved systems are required to more effectively implement priority actions, including the development of a detailed implementation plan with prioritised actions and responsible personnel to ensure the strategy is effectively integrated across Council departments.

3. Equestrian participation

3.1 Overview of equestrian sports

Equestrian sport encompasses a broad range of disciplines and activities which are summarised below. A brief explanation of these disciplines is provided in Appendix 3.

Olympic disciplines	Western disciplines
<ul style="list-style-type: none">- Dressage- Jumping- Eventing (dressage, jumping, cross country)	<ul style="list-style-type: none">- Cutting- Camp drafting- Reining- Barrel racing- Team penning- Western pleasure
Vaulting	
Endurance riding	
Mounted games (tent pegging, drill teams etc.)	Carriage driving
Polocrosse	Horse showing
Hunting	Riding for the disabled

Equestrian sports are governed by a number of different organisations and peak bodies.

Equestrian Australia (EA) is the National Sporting Organisation recognised by the Australian Sports Commission, the Australia Olympic Committee and international body for equestrian sport (FEI). EA is responsible for the governance, management and development of equestrian sport in Australia and represents the disciplines of dressage, jumping, eventing, vaulting, show horse, carriage driving, reining and endurance riding, in addition to para-equestrian and interschool competitions.

- In Cardinia Shire four clubs are affiliated with EA/EV including one show jumping club, one equestrian club, one pony club and one carriage driving.

Pony Club Victoria (PCAV) is responsible for the governance, management and development of equestrian sports for youth and young adults aged up to 25 years. (Older members can be accepted subject to certain conditions). Pony clubs specialise in a range of disciplines depending on the interests of club members, however the Olympic disciplines and mounted games tend to be the most popular.

- There are eight pony clubs affiliated with PCAV in Cardinia Shire.

Horse Riding Clubs Association of Victoria (HRCAV) caters for beginner riders through to experienced competitors. HRCAV is open to all ages, including children as young as six years; however clubs (particularly those in Cardinia Shire) tend to attract a higher proportion of adult riders. HRCAV provides competition programs for dressage, show jumping, combined training, horse trials (eventing), showing and competitive riding (navigation riders, time trials) and has a strong social aspect.

- There are nine clubs affiliated with HRCAV in Cardinia Shire.

Other organisations are involved in the provision of equestrian activities such as those governing specialist equestrian disciplines (i.e. National Cutting Horse Association), those providing for special needs groups (i.e. Riding for the Disabled) or those involved in the showing of horse breeds.

- In Cardinia Shire there are:
 - three clubs affiliated with the National Cutting Horse Association
 - one stock horse association
 - one riding for disabled centre

- one hunt club
- one Appaloosa club (affiliated with the Australian Appaloosa Association)
- one Arabian horse action club (affiliated with the Arabian Horse Society of Australia).
- The Australian Trail Horse Riders Association (Peninsula All Trail Horse Riders Association) and the Victorian Endurance Riders Association both have a presence within the region.
- Polocrosse is not represented in Cardinia Shire, but the nearest club/venue is located in Trafalgar. (The venue is also used for major camp drafting events and shows).

Overall, pony and riding clubs are the most dominant type of club in Cardinia Shire, with nine riding clubs and eight pony clubs provided within the municipality.

Both pony and riding clubs have a grading system that assesses the ability of the horse and rider as a combination. A separate grading system is required for each discipline which allows participants to progress from beginner (Grade 5) through to advanced (Grade 1). Advanced riders can progress onto Equestrian Australia levels which range from Preliminary to Advanced. (NB: EA's 'Preliminary' level is equivalent to Level 2 PCAV/HRCav, resulting in some overlap. EA also offer an 'Introductory' level.) Such riders would usually be members of both PCAV/HRCav and EA so they can compete in championship events while still enjoying the club environment. Most of these riders would also seek private tuition in addition to club activities, which are reported to be readily available in Cardinia Shire.

Pony Club Australia and Equestrian Australia have developed a dual member rebate scheme, providing discounted membership for riders that are registered with both organisations. This arrangement forms part of a new partnership initiative which aims to facilitate lifelong participation via a pathway through Pony Club and Equestrian Australia.

3.2 National and state participation trends

Research undertaken by the Australian Sports Commission as part of the 2010 Exercise Recreation and Sport Survey (ERASS) identified a national participation rate of 1.0% for participation in 'horse riding / equestrian activities / polocrosse for persons aged 15 years and over (excluding rodeo and horseracing). This was slightly higher than the Victorian participation rate of 0.8%. Furthermore:

- females have a higher participation rate (1.5%) than males (0.4%)
- non organised participation is higher (0.7%) than organised participation (0.5%)
(NB: It is acknowledged that some respondents participate in both organised and non-organised equestrian activities, resulting in a combined total that is greater than the national participation rate of 1.0%)
- national participation trends have declined from 1.5% in 2001 to 1.0% in 2010. Participation in Victoria has experienced a similar decline, particularly since 2005
- participation in equestrian activities is most popular amongst young people aged 15-24 years (1.5%) followed by adults aged between 35-44 years (1.3%)
- horse riding / equestrian activities / polocrosse is classified in the top ten 'regular' club-based activities in Australia due to its ability to attract regular participants.

The top ten most popular activities in Australia are walking (35.9%), aerobics/fitness (23.5%), swimming (13.0%), cycling (11.9%), running (10.6%), golf (6.7%), tennis (6.0%), bushwalking (4.8%), football – outdoor (4.8%) and netball (3.7%).

The ABS report titled Children's participation in cultural and leisure activities (2009) found that approximately 1.3% of children aged 5 to 14 years participate in horse riding and equestrian events. Furthermore:

- girls have a significantly higher participation rate than boys (2.4% compared to 0.3%)
- participation has declined from 1.5% in 2006 to 1.3% in 2009. However current participation rates are slightly higher than those recorded in 2003 (1.2%).

Consultation with peak bodies revealed the following anecdotal information regarding participation numbers and trends.

- Pony Club Victoria reported a recent decline in membership numbers with approximately 6,500 registered members in 2012, compared to 7,400 in 2008. The equine influenza in 2007 has reportedly been a contributor to the decline in addition to changing demographics associated with the urban sprawl. Membership numbers are reportedly increasing again with a high number of young riders starting to come through.
- Horse Riding Clubs Association of Victoria had 220 club and 5,600 members in 2012 which had increased from 5500 members in 2011. (NB: The HRCav was established in 1981 and has reported significant growth since its inception.)
- Equestrian Victoria reported a slight decline in participation with 4,950 members in 2012/13, compared to 5,000 in 2011/12. Economic conditions and participation costs were identified as the main factor in this decline, however it is hoped that costs will be reduced following a recent membership review.

3.3 Local participation trends

Equestrian participation in Cardinia Shire is higher than state and national participation levels. By applying national participation rates to Cardinia Shire's 2011 population figures, there should be approximately 784 equestrian participants in the Shire. However based on membership data supplied by equestrian clubs and major private venues within the municipality, there are currently 1,487 equestrian club members or people participating in 'organised' equestrian activities alone. The national participation rate for organised participation is 0.5 per cent however based on known membership numbers, the participation rate for organised equestrian participation in Cardinia Shire is estimated to be 1.9 per cent.

Participation numbers for 'non organised' equestrian activities is difficult to measure due to the nature of recreational trail riding/driving which people can enjoy without belonging to a club or association. However using the information gathered for organised participation and the national rate for participation in non-organised activities (0.7%), it is estimated that the rate for non-organised equestrian participation in Cardinia Shire is 2.7 per cent, which is equivalent to approximately 1,991 people (based on 2011 population figures).

Table 3.2.1 – Estimated participation rates for Cardinia Shire

Equestrian participation type	National participation rate	Cardinia Shire (based on 2011 census data)	
		Estimated participation rate	Estimated participation numbers
Organised participation	0.5%	1.9%	1,487 <i>(based on club survey results)</i>
Non organised participation	0.7%	2.7%	2,010
Total participation *	1.0%	3.8%	2,871

** Total participation rates/ numbers allow for participants that participate in both organised and non-organised activities.*

Based on the above table and discussion, the theoretical participation rate for equestrian activity in Cardinia Shire is 3.8 per cent which is equivalent to approximately 2,871 participants.

It is acknowledged that the accuracy of these figures can be debated and should therefore be used with caution. For example these figures do not consider those people who belong to a local club but reside outside Cardinia Shire. Conversely, the figures do not account for Cardinia Shire residents that belong to clubs outside the Shire, or people who participate at small private centres, engage in private tuition or participate in organised rides/activities on private property, etc.

As the population continues to grow, it is anticipated that participation in equestrian activity will also increase. While the majority of the population growth is forecast for residential areas; increasingly high levels of participation and demand are expected due to the nature of the rural residential interface and the proximity of equestrian facilities and attractions to Melbourne's south-eastern suburbs.

4. Equestrian sport in Cardinia Shire

In Cardinia Shire there are 19 equestrian venues and 31 equestrian clubs that cater for approximately 1,447 members/regular participants. These venues and clubs are listed in Table 4.1.1 and 4.1.2 on the following pages and include:

- 11 public equestrian venues
 - 21 equestrian clubs
 - 1,080 members
- eight private equestrian venues (that cater for local clubs/groups and/or conduct lessons)
 - seven affiliated clubs and four private clubs/groups
 - 407 members/regular participants
- one racing club (new racecourse and training facility under construction in Tynong)

Equestrian facilities are broadly distributed throughout Cardinia Shire. The Hills sub-region has the highest concentration with seven public and three major private centres, followed by the Rural (south and east) sub-region which has a further eight venues (four public and four private).

The growth corridor currently has two venues which have become subject to the pressures of urban encroachment. These include the Pakenham Racing Club which is in the process of moving to a new site in Tynong, and the Officer Riding for the Disabled Centre which will need to relocate to another site following the expiry of their short term lease. NB: The Officer Pony Club is situated on DSE land just outside the growth corridor boundary and is expected to continue to be available for equestrian activities into the future.

Table 4.1.1 - Membership summary – public equestrian venues

Equestrian venue	Location	Size	Owner	Tenure	Reserve type	Equestrian user group	Members (2012)
Hills sub-region							
Cannibal Creek Reserve	Garfield North Road, Garfield North	14.8ha	DSE	Committee of Management (DSE appointed)	Equestrian, bushland	Cannibal Creek Pony Club	30
						Mt Cannibal Adult Riding Club	30
						West Gippsland Quarter Horse Association	159
						West Gippsland Aust. Stock Horse Branch	134
Gembrook Riding Reserve	Cnr. Gembrook Road and Red Road	0.7ha	Council	Lease agreement	Equestrian	Gembrook Riding Club	27
Huxtable Road Reserve	Huxtable Road, Pakenham Upper	18.6ha	Council	Committee of Management	Equestrian	Pakenham Upper Riding Club	53
						Pakenham Pony Club	55
Josie Bysouth Reserve	Hillside Road, Cockatoo	3.8ha	Council	Committee of Management	Equestrian	Cockatoo and District Pony Club	43
						Cockatoo and District Riding Club (inactive)	7
Officer Pony Club Grounds	Brown Road	3.7ha	DSE	Lease agreement (Council the Committee of Management)	Equestrian	Officer Pony Club	16
						Officer Equestrian Club (newly formed)	0
Upper Beaconsfield Recreation Reserve	Burton Road	3.1ha	DSE	Committee of Management (DSE appointed)	Multi-use	Upper Beaconsfield Riding Club	37
						Upper Beaconsfield Pony Club	30
Yarrabubba Recreation Reserve	Yarrabubba Road, Nar Nar Goon North	2.3ha	Council	Committee of Management	Equestrian	Nar Nar Goon Riding Club	18
						Nar Nar Goon Pony Club	29
Rural (south and east) sub-region							
Catani Recreation Reserve	Taplins Road	2.1ha	DSE	Committee of Management (DSE appointed)	Multi-use	Gippsland Pleasure Harness Society	13
Koo Wee Rup Recreation Reserve	Denhams Road	1.7ha	DSE	Committee of Management	Multi-use	Koo Wee Rup Horse Riders Club	61
Lang Lang Showgrounds	Westernport Road	7ha	Trust	LL Pastoral, Agricultural and Horticultural Association	Multi-use	Port Phillip Show Jumping Club	224
Pound Road Reserve	Pound Road, Bunyip	20ha	DSE	Committee of Management (Council appointed)	Equestrian	Bunyip and District Pony Club	48
						Lillico and District Pony Club	15
						Bunyip Equestrian Club	51
Total							1,080

Table excludes Pakenham Racing Club and Show Societies.

Table 4.1.2 - Membership summary – private equestrian venues

Equestrian venue	Equestrian club	Membership - 2012
Officer Riding for the Disabled	Riding for the Disabled	38
No home venue	Gippsland Regional Appaloosa Club	30
No home venue	South Eastern Arabian Horse Action Club	20
Tonimbuk Equestrian Centre	Tonimbuk Equestrian Club	85
Victorian Equestrian Centre	Private clubs/groups	50
Lindawarra Equestrian Centre	Private clubs/groups	70
Jesmond Dene Equestrian Centre	Private lessons	14
Eight Mile Ranch	Eight Mile Cutting Club	No direct members
Hillbrick Road	Garfield Cutting and Team Penning Club	25
Deep Creek Road (depot only)	Melbourne Hunt Club	35
Diamond Park Riding Academy	Private clubs/groups	40
Total		407

Table excludes Cardinia Riding Club and Kooweerup Cutting Club which are no longer active in Cardinia Shire.

4.1 Club participation trends

Equestrian clubs at **public reserves** in Cardinia Shire reported a total of 1,080 active members in 2012. Furthermore, consultation with these clubs revealed the following:

- membership is female dominated (approximately 90%).
- the majority of members are aged 18 years and over (58%).
- approximately 58 per cent of members reside in Cardinia Shire, while the remaining 42% travel from neighbouring municipalities and the broader region.
- overall membership numbers have increased by 3.5 per cent (37 members) over the past two years.
 - 10 clubs reported an increase in membership, which they attributed to new and improved facilities, quality instructors, a strong club reputation and proactive committee.
 - nine clubs reported a decline in membership due to a range of factors including wet weather and limited ground availability, superior facilities in other areas, the economy and increased fees/insurance, older members retiring or losing interest.
 - One new club has recently been formed (Officer Equestrian Club) while four clubs are no longer active (Cockatoo and District Riding Club, Cardinia Riding Club and Catani Dressage and Pony Clubs).
 - Juniors (under 18s) have experienced the majority of growth amongst pony and riding clubs, while the older age groups have experienced a slight decline in membership.
- Clubs in Cardinia Shire have mixed views about anticipated future membership trends.
 - nine clubs anticipate a future increase in membership due to improved facilities, new families moving into the area, new events and increased promotion.
 - 10 clubs anticipate little change in membership due to the size of their grounds which are operating at, or close to capacity and have limited ability to cope with increased numbers.
 - 11 clubs reported having a membership cap primarily due to facility restrictions and the size of their reserve/facilities. Six of these clubs are currently operating at, or close to capacity based on membership numbers.
- the highest priorities for club participation and development are attracting and retaining young people to the club, developing/expanding programs and activities for juniors and improving activities for beginner riders/drivers.

Equestrian clubs and groups using **private facilities** reported a further 407 regular participants/members. Consultation with these groups and centre operators found varying participation trends.

- Some clubs/groups reported a declining or fluctuating membership which they attributed to changes in club activities and events (i.e. change in venue, reduced activities associated with scheduling issues and a decline in volunteers).
- There is an increasing demand for the Riding for Disabled (RDA) program, with a waiting list at the Officer Centre. (NB: Operational capacity is dependent on the number of available horses and volunteers, as opposed to number and size of facilities. Furthermore, a variety of different arrangements currently exist for the siting and operation of RDA facilities across Victoria.)
- Overall, clubs / centres are drawing members from an increasingly large catchment area.

4.2 Club activities and events

The majority of equestrian clubs hold one to two rallies (club activity days) each month, in addition to numerous other events throughout the year such as clinics, game days, competitions and training days. The nature of activities varies depending on the equestrian disciplines offered by the club, but usually involves full day events that are open to all club members. Private tuition and instruction also occurs at many reserves, however different arrangements currently exist for such activities.

Equestrian clubs in Cardinia Shire cater for a broad range of disciplines:

- The Olympic disciplines of show jumping, dressage and cross country are well provided for particularly by pony and riding clubs. Horse showing and organised trail riding also appear to be well represented.
- While provided by fewer clubs, the more specialist disciplines of western pleasure, camp drafting, carriage driving and endurance riding are also available in Cardinia Shire. However clubs providing western disciplines currently travel to neighbouring municipalities for major events.
- There is a strong focus on activities for beginners and intermediate riders/drivers, however there are still numerous clubs who provide for participants at an elite level. More specifically, three clubs reported catering for elite participation, with nominated disciplines including show jumping, western pleasure, cutting, camp drafting and showing.

Some equestrian clubs have reported using a number of alternate venues for some regular activities. More specifically, eight clubs reported an inability to host some scheduled events due to wet conditions and unusable grounds. This has been a particular issue for those clubs based at Pound Road, Catani, Officer, Gembrook and Yarrabubba Reserves. Alternative venues used have primarily included private facilities with indoor arenas including Oakwood Riding School (Clyde), Ayr Hill Equestrian Park (Clyde North), Tonimbuk Equestrian Centre and Wandin Park. Other facilities mentioned by clubs include Aaron Park (Clyde), Starling Road (Officer), Biddlesden Park (Seville), Tooradin Estate and Lang Lang Showgrounds.

Major club events

The majority of equestrian clubs host one or more major event each year that cater for a large number of local and visiting riders and provide major fundraising opportunities. A total of 29 major events were reported by clubs in 2011-12, which individually attracted between 40 and 250 riders/drivers.

Most major events are held at club's home venues, however the size of the reserve and provision of sufficient parking is a major determinant to a venues ability to cater for such events, in addition to the number and quality of available facilities (i.e. riding arenas). Many major events are held over more than one day therefore camping facilities are also an important consideration.

Due to site restrictions at some reserves, many major events are held at alternate venues such as the Tonimbuk Equestrian Centre, Ayr Hill Equestrian Park (Clyde North), Lang Lang Showgrounds and Trafalgar Equestrian Park. The affordability of these venues is an important consideration for clubs, due to the need to keep costs down for participants while trying to cover costs and create some additional revenue.

While outside the scope of the Equestrian strategy, a number of agricultural societies host annual shows throughout the municipality which have similar requirements and issues to those experienced by equestrian clubs, particularly those at multipurpose reserves (i.e. such as the competing demands for facilities). These include the Bunyip and District Agricultural Society (Bunyip Recreation Reserve), Catani Agricultural Society (Catani Recreation Reserve), Lang Lang Agricultural Show (Lang Lang Showground) and the Pakenham and District Agricultural and Horticultural Society (Pakenham Racecourse).

4.3 Equestrian facilities

The number and standard of facilities at equestrian venues varies depending on the size and quality of available land and level of resources. Peak bodies such as PCV and HRCV do not set facility requirements for affiliated clubs, but rather encourage clubs to make the best of what they have and be flexible with the range of activities offered. Clubs are not rated by their facilities however the quality of the venue is usually reflected by the number of participants and club members.

Public equestrian reserves in Cardinia Shire range in size from 0.7ha (Gembrook Riding Reserve) to 20.0ha (Pound Road Reserve) and have a range of different facilities that cater for varying numbers of participants. Equestrian clubs are generally satisfied with the condition and suitability of their facilities, however a range of issues and potential future improvements have been identified. Table 4.3.1 provides a list of facilities and key issues at each reserve. A summary of these facilities is also provided below.

Arenas

- There are 21 all-weather sand arenas and eight grass arenas of varying sizes and standards at public equestrian reserves in Cardinia Shire. The number of arenas at each reserve varies from one at Gembrook to five at Huxtable Road Reserve.
- There is a general preference for sand/all-weather arenas over grass arenas which can be slippery and often unusable in wet conditions (with the exception of the Lang Lang Showgrounds which reportedly has a high quality surface).
- Arenas should have a smooth, level surface that is free of holes and foreign objects and not hard or slippery. For all-weather arenas the quality of the base, provision of adequate drainage, and thickness and grade of the sand layer are all important to providing a quality riding surface. Regular grading is required to maintain a quality surface which is generally undertaken before club rallies and events.
- Riding arenas at public reserves are generally multi-purpose and can cater for a variety of disciplines and activities. The majority are of sufficient size to accommodate at least one competition size dressage arena (60m x 20m) while many offer larger areas that can be divided into two or more arenas and provide the flexibility to cater for other disciplines. While the surface requirements vary at an elite level (i.e. density of the sand layer), this is generally not an issue for club activities and competitions.
- Some specialist disciplines have different surface requirements. For example 'cutting' requires a deeper sand layer (as provided at Cannibal Creek), while carriage driving require a large grass arena (100m x 40m, Catani Recreation Reserve).



Huxtable Road Reserve



Josie Bysouth Reserve

Cross country and open space

- here are two full size 'Grade 1' cross country courses at public reserves in Cardinia Shire, which are located at the Huxtable Road Reserve (PCV Grade 1, EA Pre-Novice) and Pound Road Reserve (PCV Grade 1). The Tonimbuk Equestrian Centre also has a cross country course that caters for all PCV and EA grades.
- Six reserves have areas of varying sizes that are used for cross country training and activities. These range from small spaces at Upper Beaconsfield and Cannibal Creek to larger areas at the Officer Pony Club Grounds. While not suitable for competition, these venues provide opportunities for club based cross country activities, training and tuition.
- Yarrabubba, Gembrook and Lang Lang do not have cross country facilities due to lack of space. The cross country area at Koo Wee Rup has been unusable for three years due to wet conditions.
- There is potential for greater sharing of cross country facilities, particularly by those clubs that have full size courses, which are reportedly under increasing demand. Such arrangements would provide a more appropriate response to requests for additional facilities (such as Upper Beaconsfield Pony and Riding Club's request for a cross country course in McArthur Road). Negotiating access to existing cross country facilities would be a more sustainable solution than developing stand-alone and fragmented facilities which are generally not supported by Council.

T



Huxtable Road Reserve Cross Country Course

Clubrooms and amenities

- equestrian clubrooms are generally very basic with the majority consisting of a shed that is also used for storage purposes. Some clubrooms lack power and water and many have toilet facilities provided in either a separate block or have arrangements to access to a neighbouring facility. Many clubrooms also lack appropriate kitchen/canteen facilities.
- toilets at many reserves are unable to cope with major events and overnight camping.
- eating and shelter for horse riders and spectators is limited at most reserves.
- improvements to clubrooms and amenity facilities are a priority at many reserves including Josie Bysouth, Koo Wee Rup, Lang Lang and Gembrook. Other reserves such as Huxtable Road, Upper Beaconsfield and Catani have plans to improve storage facilities.

E



Pound Road Reserve Clubrooms

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S

I

Supporting infrastructure

- Between 90-100 per cent of club members float their horses to equestrian facilities however car parking at many reserves is limited and/or difficult to access in wet weather. Parking limitations restricts the number of users that can be



Koo Wee Rup Recreation Reserve Clubrooms

accommodated, which is an issue for major events. Large parking areas are also important for western disciplines that require large floats and cattle trucks, and carriage driving which need to load/unload carriages and harness up safely.

- The provision of holding yards for horses is important at equestrian reserves. Public reserves have between 12 and 42 yards and have identified the need for more. Yards at Catani Recreation Reserve are in a state of disrepair.
- Camping facilities are required by some clubs for multi-day events, however there is limited infrastructure at public venues to support overnight stays.



Cannibal Creek Reserve Holding Yards

Other facilities

- Sports grounds are occasionally used by equestrian clubs at multi-purpose reserves to run major events and shows. There are mixed views about the suitability of horses on sports grounds with some being concerned about the impact on playing surfaces, irrigation systems and the potential risk to players. However others believe the impact to be negligible. Clarification is needed on this issue, which will impact on a number of venues such as Catani, Lang Lang, Upper Beaconsfield (and Bunyip Recreation Reserve – Agricultural Show).

Ideally, equestrian activities should not be held on high quality sports grounds, however a compromised position may be required due to the significance of these events and where there is a lack of alternative venues/areas. Reserve committees should therefore be encouraged to work with equestrian groups to consider a range of factors including the:

- standard of the playing surface and associated infrastructure (i.e. irrigation system)
- potential to restrict use to low impact activities (i.e. ‘showing’ compared to ‘jumping’)
- appropriate scheduling, to avoid wet conditions and clashes with other users
- allocation of sufficient resources and time to rectify potential damage to the surface.

Capital improvements

Reserve committees and equestrian clubs have undertaken an extensive number of capital improvements over the last five years resulting in a range of new and improved facilities and infrastructure at public reserves throughout the Shire. More specifically, clubs identified over 40 projects that have been undertaken at a cost of over \$400,000. Many of these projects have been undertaken independently by clubs/committees, while other larger projects have been undertaken in partnership with Council.

While the majority of equestrian venues do not have formal master plans in place, clubs and reserve committees generally have prioritised plans for future improvements with the most common projects including new/improved riding arenas and improvements to clubrooms, amenities and storage facilities. A total of 41 future capital works projects were identified by clubs, of which 23 were classified by clubs as a ‘high priority’. Seeking funding for capital improvements was identified as the highest priority for equestrian clubs, followed by improving maintenance procedures and arrangements.

Support for such projects is available through Council’s community capital works grants program which provides matching funding for projects up to \$70,000, in addition to external funding programs (i.e. community facility funding program). Council needs to continue to work with clubs / committees to plan and prioritise facility improvements to ensure they are consistent with plans for the whole reserve and include adequate allowances for technical support (for major projects such as arena re/developments).

Future high priority projects include those that will address risk management issues (i.e. upgrading substandard arena surfaces) and those that aim to maximise the use of existing venues such as upgrading arenas, grounds and car parking to provide year round access (where possible). Significant improvements are also required to clubroom and amenity facilities to better cater for participants and spectators.

Table 4.3.1 – Public equestrian facilities and key issues

Venue	Facilities	Summary of key issues
Hills Sub-region		
<p>Cannibal Creek Reserve</p> <p>14.8 ha</p>	<p>Arenas:</p> <ul style="list-style-type: none"> - Bottom sand arena (60m x 20m) - Top sand arena 1 (65m x 30m) - Top sand arena 2 (80m x 45m) <p>Cross country jumps Bushland area Open space area Clubroom Shed x 2, Canteen, toilet block, shelter Storage shed Holding yards x 20 Large/cattle yards x 6 Car parking, along access road</p>	<ul style="list-style-type: none"> • Reserve is used heavily and requires a high level of maintenance to ensure facilities can cope with the demand. The size of the reserve and extent of facilities also contribute to the high level of maintenance required. • A number of commercial and private operators use the reserve without a user agreement and without contributing to the upkeep of facilities or club operations. • Reserve receives a high level of casual use which results in additional maintenance requirements. The committee perceive current arrangements to be inequitable due to the different arrangements at other reserves and the absence of funding subsidies. • Casual users often want to access arenas when they are required for club activities causing conflict with user groups. • Reserve committee is required to maintain Old Sale Road which is a 'through road' that also serves as an access road into the reserve. • Reserve has limited parking with restricts numbers at major events and requires some events to be held elsewhere. • Improvements are required to maximise the use of facilities, such as enlarging the top arena to allow greater flexibility. • Recreation use needs to consider the conservation of native vegetation within the reserve which is listed as 'vulnerable' and 'endangered'.
<p>Gembrook Riding Reserve</p> <p>0.7 ha</p>	<p>Sand arena (60m x 24m) Clubroom shed Storage shed Car park, shared with Comm. Centre Holding yards x 16</p>	<ul style="list-style-type: none"> • The riding club is solely responsible for the maintenance of the reserve. The club has a lease for the reserve and is therefore not eligible for a maintenance grant under Council's current policy. • Site is very small which limits the number of members that can be accommodated. • Supporting infrastructure is limited to a clubroom/shed with no power, water or toilet facilities. There is separate storage shed on site.
<p>Huxtable Road Riding Reserve</p> <p>18.6 ha</p>	<p>Arenas:</p> <ul style="list-style-type: none"> - Main sand arena (110m x 55m) - Medium sand arena (70m x 30m) - Small sand arena 2 (60m x 20m) - Large and small grass arenas <p>Cross country course (PCV Grade 1/EA pre-novice) Clubrooms, storage sheds Holding yards x 42 Car parking</p>	<ul style="list-style-type: none"> • Cost of maintenance is a major issue for the committee due to the large size of the reserve and extent of facilities provided. Such facilities need to be maintained to a high standard and facility improvements are ongoing. • Steep terrain provides an ongoing challenge for maintenance and the provision of graded access tracks. • Northern/bottom corner of the site has drainage issues and is unusable in wet conditions. • Additional facilities are required to better cater for major events such as spectator seating and additional holding yards. The ability to attract large numbers is also dependent on the car parking capacity of the reserve.
<p>Josie Bysouth Reserve</p> <p>3.8 ha</p>	<p>Arenas:</p> <ul style="list-style-type: none"> - Sand arena, public (60m x 27m) - Sand arena, new (60m x 27m) <p>Cross country course and open space</p>	<ul style="list-style-type: none"> • Maintenance of the reserve is an ongoing issue for the club/committee due to the size and terrain of the site. • Public arena receives a high level of casual use and subsequently requires a high level of maintenance. • Clubrooms are very small and are in poor condition (and contain asbestos) • Parking at the reserve is limited, particularly in wet conditions.

Venue	Facilities	Summary of key issues
	Clubrooms and toilets Holding yards Car parking Playground	<ul style="list-style-type: none"> Proposed development of a third arena (on the old tennis courts) would enable the club to cater for more members however would eliminate the overflow parking area that is required for the annual 'dressage jackpot'. Vandalism at the reserve is an ongoing issue however has improved since restricting vehicular access within the site.
Officer Pony Club Grounds 6.7 ha	Arenas: - Sand arena - Grass arenas x 2 Cross country course (2 separate areas) Open space Clubroom shed, port-a-loos x 2 Storage shed Holding yards x 22 Car park, gravel Facilities are located with a power-line easement.	<ul style="list-style-type: none"> Maintenance of the reserve is an ongoing issue for the club, for which it receives no external support. The club has a lease for use of the site and is therefore ineligible for a maintenance grant under Council's current policy. The pony club has a low membership numbers and limited resources to maintain the site, which subsequently receives low levels of use. The recent establishment of a new club at the reserve is hoped to improve this situation. Open space areas are difficult to access and maintain in wet conditions. The grass arenas can be slippery in wet weather and the club would like to upgrade to all-weather sand arenas in the future. Supporting infrastructure is very basic and there is no shelter or seating for horse riders or spectators. There is no sign at the entrance of the site, making it difficult to identify and access. DSE currently classifies the site as 'conservation and natural interest' which does not reflect the nature of the reserve or its activities. (Similar reserves generally have a 'public purposes' classification.) Ground location on the growth corridor boundary is likely to experience some urban encroachment, however is expected to continue to cater for equestrian sports into the future (pending continued/increasing demand). Recreation use needs to consider the conservation of native vegetation along the creek line.
Upper Beaconsfield Recreation Reserve 3.1 ha	Arenas: - Sand arena, public (80m x 40m) - Sand arena, middle (70m x 30m) - Sand arena, bottom (45m x 15m) - Round yard Cross country jumps Bushland Clubrooms Holding yards x 12 Car parking	<ul style="list-style-type: none"> Maintenance of the reserve is an ongoing issue due to the topography of the site and limited number of volunteers. Public arena receives a high level of casual use, but is in poor condition and needs to be redeveloped to address soft spots in the base. Other arenas also require resurfacing and drainage improvements. Cross country jumps/tracks are limited due to the site restrictions (i.e. limited open space / dense vegetation). The pony club has asked Council to consider access to an unused portion of the Beacons Hills Golf Club – McArthur Road for cross country activities. Additional storage and holding yards are reportedly required to better cater for clubs/members. Improvements to surrounding horse trails would enable more members and casual riders to access the reserve safely. Recreation use needs to consider the conservation of native vegetation within the reserve.
Yarrabubba Horse Riding Reserve 2.3 ha	Arenas: - Sand arena, northern - Sand arena, southern - Grass arenas x 2 Clubrooms and toilet block Holding yards x 30 Car parking (clay surface)	<ul style="list-style-type: none"> Reserve is low-lying and has significant drainage issues which restricts use in wet conditions (between two to six months each year) and requires clubs to alter activities, cancel events or relocate to an alternate venue. There is a problem with the base and sand layer of the northern arena and grass arenas are unusable in wet weather. Car park has a clay surface which can be slippery in wet conditions. Limited funding available to undertake priority works at the Reserve. Insufficient space at the reserve for cross country activities. Access to the reserve via the adjoining bushland reserve is currently incomplete but has potential for a future trail.

Venue	Facilities	Summary of key issues
Rural (south and east) Subregion		
Catani Recreation Reserve 2.1ha	Grass arena (100m x 40m) Disused pony club arena Obstacles (x3) Clubrooms (shared/reserve) Storage shed Holding yards Car parking (shared/reserve)	<ul style="list-style-type: none"> Ongoing use of the oval for equestrian activities (i.e. monthly rallies, competitions including the Victorian Combined Driving Championships and Catani Agricultural Show) is uncertain following the redevelopment of the main oval. Improved communication is required to avoid scheduling clashes and to improve the sharing of facilities. The old sand arena is in a state of disrepair and is not being maintained, despite receiving some public/casual use. Holding yards are in a state of disrepair and are currently unusable. Condition of the main grass arena is unclear following recent resurfacing works and needs to be improved. Open space areas and cross country obstacles around the reserve are inaccessible in wet conditions. There are concerns about the safety of pine trees at the reserve (i.e. associated with falling limbs).
Koo Weer Rup Recreation Reserve 1.7ha	Arenas: - Sand arena, new (60m x 25m) - Sand arena (40m x 25m) - Round yard Open space/cross country area Clubroom Shed Holding yards x 20 Car parking – grass	<ul style="list-style-type: none"> The long term viability of the horse riding club at the Reserve is uncertain due to competing priorities amongst user groups and a proposal for a second oval which would impact on the cross country/open space area and round yard (as a minimum). A master plan will be undertaken in 2013/14 to clarify future uses and priorities at the reserve. The relationships between the horse riding club and reserve committee could be improved through better communication and greater involvement in the planning/budgeting of reserve maintenance. Cross country area/northern open space is low-lying and has been unusable for three years. Informal grass area is used for car parking which can be difficult to access in wet conditions. Clubrooms consist of a small shed that is without power or toilets (generator only) and is also required for storage.
Lang Lang Showgrounds 7ha	Arenas: - Grass arena - Sand arena, new (90m x 30m) Open space Storage sheds x 2, public toilet block Hitching rails Car park, gravel	<ul style="list-style-type: none"> Limited supporting infrastructure and amenities for horse riders and spectators. There is no dedicated clubroom or kitchen/canteen facilities, public toilets are old and there is no shelter or seating for spectators. Equestrian facilities do not receive a high level of regular use despite the high quality riding surfaces and their ability to cope well in wet weather. Facilities / equipment are available for club hire, but there are no arrangements in place for public/casual access. Periodic use of the oval for the agricultural show and show jumping has a detrimental effect on the quality of the playing surface.
Pound Road Reserve, Bunyip 20ha	Arenas: - Sand arena - Sand arena, new (100m x 61m) Cross country course (PCV Grade 1) Large open space area Bushland area Clubrooms and toilet block Storage sheds/containers Holding yards x 27 Car parking x 3 (grassed areas)	<ul style="list-style-type: none"> Reserve has significant drainage issues which restricts access and use over the winter/wet months and require clubs to cancel, postpone or find alternate venues for events and activities. The cross country course and open space areas are unusable in wet weather and car parking is also severely limited. Ongoing consultation and cooperation is required between Landcare and equestrian user groups to balance the environmental and sporting needs of the reserve. The need for a management plan has been identified to help guide the future use and management of the reserve. Protecting the cross country course and new large arena from unauthorised access is/will be an ongoing issue due to the difficulty in restricting access to riders once inside the reserve. Potential to improve directional signage to the reserve. Recreation use needs to consider the conservation of native vegetation and the Southern Brown Bandicoot, both of

Venue	Facilities	Summary of key issues
		which are listed as 'endangered'.

4.4 Management and operation

Of the 11 public equestrian venues in Cardinia Shire five are Council owned, five are owned by DSE and one is owned by a community trust. Furthermore, six of these reserves are dedicated equestrian reserves, while the remaining five form part of larger multi-purpose reserves.

Management and maintenance arrangements

The majority of public equestrian venues are managed by voluntary Committees of Management who receive an annual maintenance grant from Council to assist with the upkeep of the reserve and associated facilities. Clubs in-turn have usage agreements with their respective Committee of Management which outlines their roles and responsibilities. The management arrangements for each reserve are outlined in Table 4.1.1 however in summary they include:

- five Council appointed Committees of Management
- three DSE appointed Committees of Management
- two lease agreements
- one Lang Lang Pastoral, Agricultural and Horticultural Association (Lang Lang Showgrounds).

The ongoing maintenance and upkeep of equestrian reserves and facilities is a major challenge for committees and user groups who generally operate with limited resources. Council's current maintenance policy allocates between \$880 to \$4,422 per annum for equestrian reserves depending on their classification and whether they are a stand-alone reserve or part of larger multipurpose recreation reserve. Venues that operate under a lease agreement do not receive any maintenance funding. Council has identified the need to review the Fees and charges policy for all recreation reserves, as part of the implementation of the Recreation reserves management and usage policy. Based on consultation with equestrian clubs and committees, this should consider:

- classification of the venue within the facility hierarchy
- size of the reserve/venue (i.e. larger sites should receive a higher allocation than smaller sites)
- number and standard of available facilities (i.e. riding arenas)
- unique features such as full-size cross country courses and access roads with through traffic
- topography of the site and complexity of maintenance requirements
- management arrangements and user group obligations (i.e. lease agreement for reserves with exclusive access v committees of management for publically accessible reserves).

A number of other issues have been identified that relate to the management and maintenance of public equestrian venues which are listed below.

- A small, dedicated and aging group of volunteers currently represent the majority of reserve and club committees. Being a female dominated sport, some clubs (especially riding clubs) have particular difficulty sourcing skilled volunteers and labourers to help undertake major maintenance and improvement projects. Continued efforts are needed to address the recruitment and retention of volunteers, as with other sports in Cardinia Shire.
- Maintenance of grounds can be difficult in wet weather and sometimes needs to be deferred to avoid damage being caused (i.e. wheel ruts caused by tractors/mowers). It is important for those maintaining the reserve to liaise with users to avoid potential damage to grounds and associated risk management issues to horses and riders.
- Improved communication and forward planning is required at some larger recreation reserves to ensure the needs of equestrian groups are equally represented and considered. This is particularly

an issue at multipurpose reserves that have a number of different sporting groups with competing needs and priorities.

- Improved maintenance of environmentally significant areas is required at several reserves including revegetation along creeks and boundaries and improved weed control. Management plans are required for reserves with significant bushland areas to ensure the protection of environmental values while allowing for continued equestrian use and activity.

Access arrangements - public

Equestrian reserves form part of Shire's network of public open space and should ideally be available to the public for casual use, in addition to organised sporting activities by user groups.

Different arrangements currently exist for casual access to equestrian reserves across the Shire. In most instances, club members are permitted to use all or most facilities at any time and are often issued with a key as part of their registration (in addition to 24/7 insurance cover). Additionally:

- five reserves allow public access to at least one riding arena at no cost when not required for club activities (Josie Bysouth, Upper Beaconsfield, Cannibal Creek, Catani and Lang Lang)
- three reserves permit public access to equestrian facilities by arrangement and for a fee (Pound Road, Huxtable Road and Yarabubba Recreation Reserve)
- three reserves restrict casual access to members only (Koo Wee Rup, Officer and Gembrook).

Consultation results found those reserves with open/publically accessible facilities feel disadvantaged over those reserves that charge a fee or restrict access to members only. Publically accessible reserves and arenas generally receive a high level of use and require higher levels of maintenance (i.e. grading of sand arenas and repairing rails etc.). Many clubs also feel that non-members do not look after facilities as well as members or riders who are required to register and/or pay a fee for entry.

A consistent approach across all public equestrian facilities is preferred, to ensure arrangements are equitable to all clubs and to avoid confusion amongst residents. Where possible, public access to equestrian facilities should be encouraged at all equestrian reserves, with a preference for at least one riding arena and float parking facilities for riders to access the reserve and/or the surrounding trail network. For reserves with locked gates, access arrangements should be clearly displayed and keys made available to the public (i.e. via a bond arrangement). Reserves that restrict public access or charge a fee for entry may need their management arrangements and maintenance funding reviewed in line with Council's Recreation reserve management and usage policy (April 2011) which proposes lease arrangements for community groups with exclusive access to reserve facilities.

Annual maintenance funding should also reflect the need for increased inspections and maintenance regimes associated with public access to ensure facilities are well maintained and safe for all users. Signage to advise users of appropriate behaviours and safety precautions would also be beneficial.

Access arrangements – private operators

A number of private operators use equestrian facilities for commercial activities outside of club activities (i.e. private tuition). Many operate without a user agreement and without contributing to the maintenance of the reserve or operational activities of user groups. Such use adds to the wear and tear of facilities (especially sand arenas) and the level of maintenance that is required to be undertaken by volunteers.

Use of public reserves by private and commercial operators should be formalised through user agreements that clearly define the roles and responsibilities of such operators including risk management arrangements and potential contributions towards reserve maintenance and/or club activities.

4.5 Facility usage and demand

The nature of equestrian sport restricts the number of participants that can use a facility at any one time due to the space required to run activities. The size of the reserve and the number of available volunteers limits a clubs ability to cope with large numbers and often requires clubs to impose a membership cap. (NB: Six clubs are currently operating at, or close to their reported membership cap.)

However, the scheduling of equestrian activities enables venues to be used by more than one user group and therefore achieve greater levels of use. Most equestrian groups have similar facility and operational requirements and tend to work well together due to the ability to draw on a greater level of financial and in-kind support.

In Cardinia Shire, Cannibal Creek and Pound Road Reserves have the highest numbers of user groups (four and three respectively) and receive the greatest levels of use, followed by Huxtable Road, Upper Beaconsfield and Yarrabubba Reserves which each have two equestrian clubs. Sharing arrangements at these reserves reportedly work well with the help of clearly defined user agreements. However some issues have been reported where equestrian clubs are co-located with other sporting groups on larger multi-purpose reserves due to competing priorities for facilities and resources. Those reserves with only one active equestrian club (i.e. Officer, Gembrook, Josie Bysouth and Koo Wee Rup) receive lower levels of use and tend to have greater difficulty maintaining facilities.

Overall, the existing network of equestrian facilities has scope for greater future use and has capacity to cater for anticipated growth in club based equestrian activity. Where possible clubs and committees of management should be encouraged to maximise the use of their facilities through increased sharing with existing and potential new clubs/groups (where demand exists) and through the development of new programs and initiatives that enable more participants to benefit from facilities and infrastructure.



5. Facility hierarchy

5.1 Classification of equestrian facilities

There is a need to review the hierarchy of equestrian facilities in the region to help determine the roles of individual venues and to ensure a complementary range of facilities are available to the community.

There are no officially recognised standards for equestrian venues or minimum land requirements for the ideal mix and configuration of facilities. Different models of equestrian provision currently exist throughout Victoria however the preferred facility hierarchy generally consists of a large / regional centre that caters for high level competitions and major events and which is supported by a number of smaller, district facilities. These district / club based facilities should ideally be multi-use and provide for a range of disciplines and activities; however this is not always achievable due to site and facility restrictions. Furthermore multi-use facilities are not always achievable due to different facility and infrastructure requirements for some specialist disciplines.

In Cardinia Shire, recreation reserves and sporting facilities are classified in accordance with a hierarchy that includes the following levels of provision:

Local → Neighbourhood → District → Municipal → Regional

This hierarchy is detailed in the 'Draft facilities standards policy (2011) and is used to determine facility standards and annual maintenance funding for recreation reserves. Within this policy, public equestrian venues are classified as either 'neighbourhood' or 'district', while those venues with lease agreements (Officer and Gembrook) are currently excluded.

Neighbourhood level facilities are generally small venues with a limited range of facilities and supportive infrastructure, while district venues are typically located on larger sites and have an increased range of facilities that can cater for a variety of disciplines and activities.

There is currently no public regional equestrian facility that is recognised within the existing hierarchy, however the privately owned Tonimbuk Equestrian Centre currently fulfils the role of a regional centre (refer to Section 5.3 for further discussion).

The Equestrian strategy does not propose to alter the existing hierarchy for recreation reserves, however does propose to recognise venues that are currently operating under a lease arrangement (regardless of whether they receive maintenance funding), and change the classification of some reserves in response to recent facility developments. It also highlights the diversity of 'district' venues that exist throughout the municipality and the need to consider the large size and unique range of facilities provided at some reserves when allocating annual maintenance funding (i.e. Huxtable and Pound Road Reserves that are both over 15ha in size and include full-size cross country courses).

In summary, the proposed hierarchy for equestrian facilities in Cardinia Shire includes the following three categories, which are detailed further in Table 5.1.1.

1. Neighbourhood
2. District
3. Regional

Table 5.1.1 – Equestrian facility hierarchy – Key characteristics and facility components

	Neighbourhood	District	Regional
Size	Small site (or area within a larger site)	Medium site (depending on land availability)	Large site with buffer (South East Victorian Equine Network (SEVEN) report recommended 48ha)
Distribution and catchment	Several venues distributed throughout the municipality catering for surrounding townships and localities (or greater depending on the disciplines offered)		One in the south-east region of Victoria
Function	Club activities (generally restricted to one club, but greater use encouraged)	Club activities (two or more clubs), plus some major / high level events i.e. zone level competitions (up to 200 riders).	Major events, shows, elite level competitions ** and multiday events (200+ riders) plus rallies, clinics etc.
Riding arenas / areas	1- 2 arenas	2 or more arenas Open space / warm up area preferred. Arenas for specialists disciplines as required (i.e. carriage driving, cutting)	Indoor arena/s Outdoor all-weather and grass arenas (dressage and jumping) Multipurpose grass fields Open space / warm up area
Cross country course	None	Some cross country areas / obstacles (depending on available space). Full size course at major district reserves	Full size course catering for all EFA and PCV grades
Buildings and amenities	Basic clubroom, storage and amenities provided, or shared with a neighbouring facility	Clubroom and amenities (shared between equestrian groups) and storage provided Seating and shelter for spectators	Pavilion with change rooms, toilets, kiosk, meeting / function room, kitchen, office and administration areas. Storage compound. Spectator viewing areas
Parking	Car / float parking.	Car / float parking and overflow parking (depending on demand and available space)	Extensive all-weather car / float parking and overflow parking
Stabling / yards	Holding / day yards	Holding / day yards Cattle yards (for quarter and stock horse clubs)	Stabling for large numbers (50+) Holding / day yards (100+) Area for portable yards and stalls Cattle yards (depending on demand)
Accommodation	None	Some camping facilities may be available (depending on activities / disciplines)	Camping facilities (powered and unpowered sites, amenities block). Cabins/units may be available
Equestrian venues within facility hierarchy	Gembrook Riding Reserve * Lang Lang Showgrounds Catani Recreation Reserve *	Josie Bysouth Reserve Officer Pony Club Grounds * Koo Wee Rup Rec. Reserve * Upper Beaconsfield Rec. Reserve Yarrabubba Horse Riding Reserve Cannibal Creek Reserve Pound Road Reserve (Bunyip) Huxtable Road Riding Reserve	Tonimbuk Equestrian Centre

* Indicates proposed changes to current classifications

The designated state level facility is the Werribee Park National Equestrian Centre

NB: Classifications may change over time, depending on demand. For example, ‘neighbourhood’ facilities may be upgraded to a ‘district’ classification or consolidated with another nearby venue that services a similar catchment area.

5.2 Private equestrian facilities

Cardinia Shire has a number of private equestrian venues that provide a range of high quality facilities and services. Table 4.1.2 provides a list of these facilities which range from smaller centres that provide tuition for individuals and/or groups, to larger centres such as the Victorian Equestrian Centre that operates as a major riding school (and conducts interschool events), and the Tonimbuk Equestrian Centre that conducts major events and international standard competitions. Additionally, the Riding for Disabled Centre in Officer provides a specialist riding program for people with a disability.

Private centres in Cardinia Shire and in neighbouring municipalities tend to offer a complementary range of facilities and services to public equestrian venues, such as indoor/undercover riding arenas. These facilities are often used by local clubs and groups as an alternative venue in wet weather and/or for major events.

While private equestrian centres are outside of Council's control and influence, it is important that they are recognised for the role that they play in servicing the needs of residents and visitors to the region. These venues should therefore be considered when analysing overall provision in the region and to avoid an unnecessary duplication of facilities and resources. However it should also be acknowledged that the long-term provision and availability of private facilities cannot be guaranteed and facilities should therefore be monitored for their ongoing ability to service the needs of the community.



5.3 Regional facilities

Regional equestrian facilities generally have a catchment greater than one municipality and provide a broad range of high quality facilities on a large site that is capable of hosting major events and competitions, with large numbers of participants and spectators. While there are no officially recognised standards for such a facility, consultation results and background research identified a range of preferred facility components and features which are summarised in Table 5.1.1.

The Tonimbuk Equestrian Centre is the major equestrian venue in Cardinia Shire and the broader region and currently meets the criteria for a regional equestrian facility. The Centre is over 64ha in size and includes an extensive range of high quality facilities and supporting infrastructure including:

- | | |
|---------------|--|
| Indoor arenas | <ul style="list-style-type: none">• Two riding arenas (90m x 40m and 75m x 40m), with competition lighting and international standard riding surfaces.• Club / function room, secretary's office and judges box.• Spectator seating• Toilets and showers. |
|---------------|--|

Outdoor arenas	<ul style="list-style-type: none"> • Two all-weather outdoor arenas, 75m x 37m. • Extensive sand-based grassed area, sufficient for 4 dressage arenas plus warm up area.
Cross country course	<ul style="list-style-type: none"> • Caters for all EFA and PCAV grades.
Stabling and yards	<ul style="list-style-type: none"> • 83 stables • 100 portable stables and 56 outdoor yards (to be erected).
Accommodation	<ul style="list-style-type: none"> • Camping facilities (powered sites, fresh water, hot showers and toilets). • Two self-contained units.

The perceived need for a regional equestrian facility has been debated for many years. Many have discounted Tonimbuk as servicing this need due to it being privately owned and therefore subject to the control of proprietors. However the Tonimbuk Equestrian Centre has been successful in hosting many major events such as World Cup Show Jumping, Tonimbuk Horse Trials and the Tom Quilty Cup, in addition to providing a venue for clubs / groups from across the region to hold a variety of events, competitions, clinics, rallies and shows.

Other councils have acknowledged the significance of the Tonimbuk Equestrian Centre, with Baw Baw Shire Council recognising Tonimbuk as servicing the needs of surrounding communities for major events and championships and classifying the centre as regional facility in their 'Equestrian Facilities Plan' (2007).

The Tonimbuk Equestrian Centre was also identified as being one of the preferred venues in a study that that was undertaken in 2005 by the South East Victoria Equine Network (SEVEN). This study found strong demand for a regional equestrian facility in the south east region which included the municipalities of Cardinia Shire, City of Casey, Frankston City, Mornington Peninsula Shire, City of Greater Dandenong and Bass Coast Shire. The Tonimbuk Equestrian Centre was identified as the only venue with existing facilities and land that had the potential to be further developed to provide the ideal mix of competition facilities, but was discounted due to the ownership structure and potential governance and management issues. The preferred option involving a partnership with the Pakenham Racing Club on land adjacent to the new racecourse in Tynong has since been found to be unattainable.

The Tonimbuk Equestrian Centre has been successful in catering for a reported 25,000 - 30,000 participants / competitors each year, however recent consultation results found there to be a perceived demand for an 'affordable' competition venue in the region, with only some local clubs using Tonimbuk for major events. Furthermore, there is an expectation amongst clubs and some peak bodies that access to such facilities should be more affordable, despite hire costs being comparable to other similar centres. The operation of any regional facility therefore needs to be carefully managed to ensure it is effective in catering for community demand while remaining viable.

As previously discussed, the long-term provision and availability of privately owned facilities cannot be guaranteed. While the Tonimbuk Equestrian Centre has been operating as the regional facility for the area, the long-term future of the Centre is uncertain, particularly following its recent sale. Should the Centre cease to operate or change the nature of its operation, then a gap in the provision of regional equestrian facilities is anticipated. Should this occur, it is recommended that Council in conjunction with neighbouring municipalities investigate potential options to cater for the regional equestrian needs of the south east region.

5.4 Equestrian provision in the broader region

Consultation with other local government authorities revealed varying levels of equestrian provision and plans for potential future developments.

- City of Casey has ten equestrian clubs and eight private centres and is in the process of investigating the need for a regional equestrian centre in consultation with Council and other neighbouring municipalities.
- Baw Baw Shire has five equestrian venues (including one private) and 12 equestrian clubs and recognises the Tonimbuk Equestrian Centre as the regional facility for the area. Lardner Park (Warragul) is in the process of being developed 'municipal' level facility and a master plan has been prepared for polocrosse and camp draft facilities in Trafalgar.
- Yarra Ranges Shire has 13 equestrian clubs, nine privately-owned centres and two showgrounds. A preliminary proposal for a regional centre in Healesville has been received by Council involving an indoor arena and two outdoor arenas, however further planning and investigation has not yet been undertaken by Council.
- South Gippsland Shire has approximately six equestrian venues and has developed initial concept plans for a major/regional equestrian centre in Stony Creek consisting of an indoor arena, three outdoor sand arenas and a cross country course.
- Mornington Peninsula Shire has 11 equestrian venues (including five private) and 18 clubs. The largest is 'Woolleys Road Reserve' in Crib Point (10ha) which is has six equestrian user groups and will be developed as a low level regional facility with grass arenas and no winter access.
- Other councils including City of Greater Dandenong, Frankston City, Latrobe City and Bass Coast Shire have no reported plans for major equestrian facilities at this time.

The definition of a regional equestrian facility varies across different councils however consideration should be given to the potential future plans of other municipalities and the likely impact on equestrian facilities in Cardinia Shire (once more detailed planning has occurred). Potential future partnership opportunities should also be explored with neighbouring councils as part of any further investigation into regional equestrian facilities.



6. Recreational trail riding in Cardinia Shire

6.1 Current situation

Trail riding is a popular activity for horse riders in Cardinia Shire. The term 'horse trail' is commonly used to define public areas that are used for recreational trail riding such as trails along roads and road verges, trails within bushland reserves and trails along open space corridors.

The majority of horse trails in Cardinia Shire are informal unmarked riding routes that represent the natural desire lines of local riders. Many are used for recreational riding, while others are used for riding to and from equestrian facilities and other key destinations (i.e. agistment properties and bushland reserves).

A combination of trail types are currently used by horse riders in Cardinia Shire.

On-road riding/driving is the predominant type of horse trail and generally occurs on quiet unsealed roads with low traffic volumes. In some areas, these roads have signage to warn motorists however in most areas they are unmarked. Due to the predominantly rural nature of Shire, most of these trails have historically been safe for riders/drivers however increasing traffic volumes and speeding vehicles is a growing concern for riders/drivers in some areas.

Roadside trails are generally located on wide road verges that have a sufficient clearing in roadside vegetation to enable riders to get off the road. The majority of these trails have a natural surface or a narrow track that has been developed by riders over time. In many instances, these trails have become overgrown and/or are difficult to access in wet weather forcing riders onto often busy roads. However in some areas well used trails have been replaced with formally constructed multi-use paths.

Off-road trails are generally located in bushland reserves, along open space corridors and along unused road reserves (paper roads or fire access tracks). These trails are considered to be the safest and most sought after type of trail as they are located away from vehicles and provide opportunities for riding in natural settings. Examples of off-road trails include those located within Bunyip State Park, Kurth Kiln Regional Park, Chambers Reserve (perimeter track), Bunyip Sanctuary and the Aqueduct Trail (Pakenham/Officer).

The 2001 Equestrian strategy identified a network of horse trails and open space corridors known as the 'Primary Trail Network'. An analysis of this network identified the following key issues:

- the primary trail network includes a high concentration of trails in Upper Beaconsfield and Pakenham Upper but omits other areas with known horse riding activity.
- there is pressure to develop new trails and upgrade existing trails that are not recognised within the primary trail network.
- changing demographics, urban encroachment and increasing traffic volumes have impacted on the safety of some horse trails and consideration needs to be given to the suitability and long term sustainability of these trails.
- the primary trail network has not been fully integrated into Council's mapping and asset management systems, therefore formal processes for monitoring and maintaining horse trails, or developing new trails have not been established.
- limited resources and the absence of a detailed / prioritised implementation plan have impacted on the delivery of trails within the primary trail network.

6.2 Trail riding activity and trends

Based on national trends, participation in non-organised equestrian activity such as trail riding is higher than participation in organised/club based activities. As previously discussed (Section 3.3) it is anticipated that Cardinia Shire has a significantly higher participation rate in recreational riding than national averages due to the high proportion of horse properties, equestrian facilities and unique attractions such as Bunyip State Park.

In addition to non-organised participation, horse trails are also used for some organised activities such as trail rides/drives that are organised by local clubs and private providers, and endurance riding which requires long rides of up to 80km or greater for training and competition.

The trail network also caters for a range of other users such as walkers, joggers/runners, cyclists and mountain bike riders. Despite being referred to as a horse trail network, these trails should therefore be recognised for their multi-use function and the benefits they provide to the broader community such as providing connections between townships and destinations, opportunities for social engagement and incentives for physical activity.

The profile, activities and views of recreational horse trail riders were captured in a community survey that was distributed as part of the Equestrian strategy's consultation process. A total of 118 community surveys were completed which included detailed information about trail riding activities and issues. In summary, the majority of survey respondents:

- Were female (88%)
- Aged between 40 and 59 years (56%)
- Ride on public trails, roads/roadsides or reserves in Cardinia Shire at least once a week (66%)
- Use a combination of trail types including quiet roads, roadsides and open spaces / reserves.

Consultation results identified almost 190 different trails or riding routes throughout the Shire. A high number of trails were identified in Pakenham / Pakenham Upper and Upper Beaconsfield / Dewhurst, which is consistent with the high level of survey respondents from these areas. The most popular trails identified included:

- Bunyip State Park
- Split Rock Road, Upper Beaconsfield
- Chambers Reserve, Pakenham Upper
- Kurth Kiln Regional Park
- Aqueduct Trail.



Avards Track, Bunyip State Park

6.3 Key issues and opportunities

Trail riders have varying levels of satisfaction with horse trails in Cardinia Shire and raised a broad range of issues and potential future opportunities.

Safety concerns

- Safety concerns associated with increased traffic volumes and speeds are a major issue for many riders. Many roads and roadside trails that have previously been used for horse riding are no longer deemed to be safe for use.

- Horse riders are concerned about the inability to get off some busy roads (i.e. when facing traffic, on dangerous/blind corners etc.) due to a lack of roadside trails, intermittent roadside trails and/or illegal barriers on nature strips.
- Strong demand for a community / driver awareness campaign to educate drivers about the rights of horse riders and how to drive safely around horses. There is also strong support to improve the safety of on-road and roadside trails through:
 - improved signage warning motorists about the presence of horse trails and horse riders
 - lower speed limits and traffic calming measures in some designated areas in an effort to slow vehicles
 - removal of illegal fences / barriers on the nature strips of designated horse trails.

Extent of trail riding opportunities

- The number of safe horse riding trails is diminishing as more roads are sealed and as more people move into the area. Many horse riders are becoming less inclined to ride on unsealed roads due to safety concerns and stressed the need for more / improved roadside and off-road trails. Riders also stressed the importance of preserving designated horse trails to avoid any further loss of safe riding areas (i.e. through the creation of wide road verges and roadside trails when sealing roads).
- Lack of safe, continuous and inter-connecting off-road and roadside trails. Many existing horse trails are overgrown and impassable in sections forcing riders onto often busy roads.
- Many horse trails are in poor condition due to lack of maintenance. Key issues include overgrown vegetation, low hanging branches and fallen trees, eroded surfaces, potholes and inappropriate surfaces (i.e. sealed paths, large coarse stones).
- Horse riders in many localities report a lack of off-road and roadside trails which requires them to use unsealed roads and which often deters/limits recreational trail riding. Localities identified include Heath Hill / Yannathan, Bunyip, Garfield, Gembrook, Cockatoo and Emerald.
- Sealed pathways are not appropriate for horse riders.

Information and awareness

- Lack of information about horse trails in Cardinia Shire and a strong desire for maps to be developed to better inform residents and visitors about designated riding trails and areas. Many horse owners are unaware of where they can ride and would ride more often if they knew where they could go.
- Strong demand for safe riding areas that are readily accessible to the public and many people are unaware of the existence and availability of public equestrian reserves in Cardinia Shire. Furthermore, many people are uncertain about:
 - the number of publically owned equestrian reserves that are provided throughout the municipality;
 - the level of support that Council provides to these reserves (i.e. through funding for maintenance and capital improvements);
 - access arrangements for casual use. (I.e. are reserves available for public use? How do riders gain access? When are arenas available? Why do some reserves charge a fee for entry or require riders to join a club?)

Bushland reserves and open space corridors

- Some concern about the environmental impact of horses in bushland areas and the inappropriate use of some walking tracks by horse riders. Consideration needs to be given to the surrounding habitat when planning future horse trails. (Refer to section 6.6 'environmental considerations' for further discussion.)
- Illegal use of trails by motorbikes and four-wheel drives creates conflict and safety concerns for horse riders and damage trail surfaces.
- Some reported issues with the standard of cavalettis that have been installed in bushland areas, with calls for a standard design to be used in the future.

- Insufficient float parking at some key trails including the Aqueduct trail, Chambers Reserve and Bunyip State Park.

Potential future trails and priorities

- Preference for safe, off-road trails within reserves / bushland areas (with sufficient parking) and along wide road verges. Widespread, interconnecting trails that provide circuits and link to neighbouring areas and key destinations are also desired, in addition to trails that require minimal road crossings. In summary, horse riders prefer the following trail characteristics:
 - network of interconnecting trails
 - circuits / loops around towns, as opposed to a single trail that requires riders to ride ‘up and back’
 - connections between towns / localities
 - connections between equestrian reserves and key destinations
 - access to / within equestrian reserves and open spaces
 - safe trails that are away from traffic and motorbikes, have sufficient signage, appropriate surfaces and safe road crossings
 - provision of sufficient parking / horse unloading areas.
- Strong support for existing and proposed ‘multi-use’ trails to be accessible to horse riders such as the proposed South Gippsland Rail Trail and Cockatoo to Gembrook Trail. There is also support amongst horse riders for the use of areas that currently prohibit horse riding such as the Emerald to Cockatoo Trail and Wrights Forest.
- Unused road reserves or ‘paper’ roads were identified for their ability to provide safe access for horse riders and for potential inclusion in the Cardinia’s horse trail network.
- Horse riders identified over 60 high priority trails that they would like recognised and maintained in the future, with the most commonly identified trails including the South Gippsland Rail Trail, Split Rock Road (Upper Beaconsfield), Cardinia Reservoir (perimeter trail), Cannibal Creek Reserve to the Tonimbuk Equestrian Centre, Emerald to Cockatoo to Gembrook, Bunyip State Park, Gembrook to Kurth Kiln Regional Park, St Georges Road and Stoney Creek Road (Upper Beaconsfield).

Other issues



- There is a significant number of horse owners and horse riders in Cardinia Shire who contribute to a strong equine industry and local economy. Many believe that horse riders are poorly recognised and that more funding should be invested into horse trails and facilities to preserve / encourage participation in equestrian activities and to ensure Cardinia Shire remains a horse friendly municipality.



6.4 Trail types

Cardinia Shire has three different types of trails that make up the horse trail network, which is similar to the classification of trails provided in other municipalities, including the City of Casey. The table on the following pages (Table 6.4.1) provides a summary of the key characteristics and siting guidelines for these trails, in addition to development and maintenance standards.

The classification of trails may change over time and will need to be regularly monitored. For example, increasing traffic volumes may require some on-road trails to be developed along the roadside (where possible) and some roadside and off-road trails with a natural surface may need to be upgraded to a constructed surface over time in response to increasing levels of use (i.e. to combat erosion caused by heavy use).

Table 6.4.1 – Horse trail categories

Trail category	Key characteristics	Development & maintenance standards
On-road trail		
 <p><i>Pooley Road, Tynong North</i></p>	<ul style="list-style-type: none"> ○ Primarily located on unsealed local access or limited access roads (and some unsealed collector roads where required). ○ Low traffic volumes (<300 vehicles per day, where possible). Warning signs provided on roads with higher traffic volumes (i.e. 300-500 vehicles per day). ○ Low speed environment. ○ Located in rural settings. ○ Some ability to get off-road when required. ○ Good visibility. Sections of roadside trail or ‘safety zones’ may be required where visibility is reduced (i.e. on sharp bends). <p>NB: Horse riders/drivers are subject to the same rules as other vehicles under Victorian road rules (refer to section 6.5).</p>	<ul style="list-style-type: none"> ○ Trail width as per road. ○ Inspection and maintenance undertaken in accordance with Road management plan and road classification (i.e. local access roads inspected once every 12 weeks or when alerted about an obstruction or hazard). ○ Where possible, the use of coarse crushed rock for maintenance works should be minimised (i.e. large, sharp rocks).
Off-road trail		
 <p><i>Aqueduct Trail (Thenlis Road)</i></p>	<ul style="list-style-type: none"> ○ Located in bushland reserves, along open space corridors, unused road reserves or fire access tracks. ○ Natural or constructed trail surface depending on location and usage levels. Surfaces should generally be smooth and compacted, free of obstacles (i.e. potholes) and include adequate drainage. ○ Directional signage to be provided at key access points. Other signage may include distance markers and behavioural signs (i.e. code of conduct for minimal impact and shared use). Warning signage provided for road crossings. ○ Float parking and some supporting infrastructure required for major trails. ○ Cavalettis (and gates) are often required to restrict unauthorised 	<ul style="list-style-type: none"> ○ Trail width varies depending on the surrounding environment. 3 m – 4 m is preferred to minimise user conflict. ○ Vegetation maintained to provide 3m-6m wide and 4 m vertical clearances (depending on location). ○ Sustainable trail design and construction, including water sensitive urban design and erosion control design features. ○ Inspections undertaken four times per year and following major storm events. ○ Maintenance works conducted following

	motorbike/vehicle access.	<p>inspections or when alerted to a hazard.</p> <ul style="list-style-type: none"> ○ Trail maintenance to control weeds, remove obstructions and manage erosion (where necessary).
Roadside trail		
 <p><i>St Georges Road, Upper Beaconsfield (Natural)</i></p>	<ul style="list-style-type: none"> ○ Wide road side verges, with sufficient clearing in roadside vegetation. ○ Preference for trails alongside unsealed roads with low traffic volumes and speed, but other roads can be used where sufficient set-back/separation can be achieved. ○ Free from unauthorised barriers (i.e. fences and landscape planting by adjoining property owners). ○ Located on roadsides with low environmental values (where possible). ○ Warning signage required for road crossings (for roads with high traffic volumes). <p>Natural trail</p> <ul style="list-style-type: none"> ○ Natural surfaces are preferred in most instances. ○ Some obstacles are likely (i.e. rocks, tree roots etc.). ○ Natural drainage, except where significant issues exist. Access may be limited in wet weather. ○ Some on-road riding may be required if road verge is too narrow or heavily vegetated in some sections (on unsealed roads with clear lines of site). <p>Constructed trail</p> <ul style="list-style-type: none"> ○ Constructed surfaces with compacted crushed rock/granite surface and drainage as required. ○ Generally required for heavily used trails or those located in 	<ul style="list-style-type: none"> ○ Vegetation maintained to provide 2 m – 3 m wide and 4 m vertical clearances. ○ Natural or constructed barriers may be required in some instances to achieve adequate separation from roads or to help direct horse riders in sensitive areas. ○ Inspected twice a year and following major storm events (in accordance with gravel footpaths in Road management plan). ○ Maintenance works conducted following inspections or when alerted to a hazard. <p>Natural trail</p> <ul style="list-style-type: none"> ○ Trail width to maintain the natural form of the trail. Approximate width 2 m - 2.5 m. ○ Modified trail surface may be required in steep or wet sections (through use of crushed rock or culvert crossings) ○ Trail maintenance to control weeds, remove obstructions and manage erosion (where necessary) <p>Constructed trail</p> <ul style="list-style-type: none"> ○ Preferred width of 2.5m – 3m (where possible) to minimise user conflict.
 <p><i>Mirraboopa Road, Maryknoll (Constructed)</i></p>		

	built up areas or alongside sealed roads where clear delineation is needed.	<ul style="list-style-type: none"> ○ Trail maintenance to address pot holes/erosion, humps, grass/vegetation encroachment and slippery/muddy areas.
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Multi-use trails

Horse trails in Cardinia Shire are not intended to be used exclusively by horse riders. Identified trails are also used by pedestrian and cyclists/mountain bike riders and should therefore be acknowledged for their multi-use function. This is particularly relevant for off-road and constructed roadside trails to ensure that they are of sufficient width to minimise conflict between users. The use of multi-use trail signage may be required at key locations on major/high use trails to minimise potential conflict and encourage users to share trails effectively. Key messages such as being courteous, slowing down on blind corners and letting others know you are coming may also be promoted in a trail user's code of conduct and via trail signage.

It should also be noted that not all multi-use trails are appropriate for horse riders, particularly sealed paths (and roads) that can be slippery and unsafe for horses. Such paths often exist in more urban/built up areas (i.e. town centres) due to the need to provide accessible surfaces for all residents including older adults and people with prams and mobility aids/wheelchairs. Horse riding in these areas should be diverted to a more suitable area or be provided on the opposite side of the road or adjacent to the sealed path (if sufficient space is available).

6.5 Road safety

Under Victorian road rules, animals being ridden are regarded as a vehicle and are generally subject to the same road rules as drivers. However there are also some specific additional rules.

- Horse riders (and those being carried on a horse) under the age of 18 riding on a road, footpath or any road-related area must wear a helmet.
- If you are riding two-abreast with another rider, you must not ride more than 1.5m apart.
- Riding of animals is allowed on footpaths and nature strips, unless specifically prohibited. However you must give way to any pedestrians.
- Animal drawn vehicles, when used at night or in conditions of reduced visibility, must display a white light on each side at the front, a red light at each side at the rear (visible for 200m) and red reflectors on each side towards the rear.

Despite horse riders being permitted on all roads, many roads are unsuitable for on-road riding/driving. As outlined in Table 6.4.1 only unsealed roads with low traffic volumes and speeds are suitable for on-road riding/driving and have been included in the proposed horse trail network. Similarly, there is a preference for roadside trails to ideally be provided alongside unsealed roads with low traffic volumes and speeds, however other roads with sealed surfaces and higher traffic volumes / speeds may be considered where sufficient set-back / separation can be achieved and where there is a lack of alternative riding routes. In some instances, the use of barriers may be required to achieve adequate separation.

Educating horse riders and drivers about the dangers of riding on roads should be undertaken as a high priority. Horse trails in Cardinia Shire, particularly on-road and roadside trails are not designed for beginner horse riders/drivers. Even the most experienced riders can have trouble controlling a horse that has been spooked by a passing car etc. and riders should therefore exercise caution when taking their horse outside of its usual controlled environment.

Safety concerns relating to reported inconsiderate and/or uneducated motor vehicle drivers was also identified as a major issue by horse riders, with calls for a driver awareness campaign about the rights of horse riders/drivers and how to drive safely around horses. Improved / more effective use of signage warning motorists about horse riding activity was also identified as a priority.



6.6 Environmental considerations

Cardinia Shire has large areas of high environmental significance, particularly in the hills sub-region which is also where the highest levels of horse riding activity is concentrated. Careful planning and management is therefore required to achieve multiple land management outcomes including the protection of remnant native vegetation and the provision of trails for recreation and horse riding purposes.

Consultation results identified a number of concerns and key issues regarding the impact of horses in bushland areas.

- Potential impact on indigenous and endangered plants and animal species associated with horses accessing conservation areas in bushland reserves or roadsides containing significant vegetation.
- Trampling of native vegetation and soil disturbance when horse riders stray from established trails and ride cross country.
- Continued soil disturbance by recreational trail users (including, but not limited to horse riders) which can lead to erosion. This is particularly an issue on trails that have not been formally developed or have been inappropriately located (e.g. trails on steep terrain, or tracks that traverse water courses which can destabilise the stream bank, resulting in erosion, stream siltation, reduced water quality and a detrimental effect on aquatic fauna.)
- Potential spread of weed seeds attached to horse coats, manes and hooves and defecating seed through manure and the need for ongoing maintenance and herbicide spraying. (NB: Horses are only one weed vector. Others include mud from hikers, vehicles, native and domestic animals.)

Where there is competing land management uses such as conservation and recreation, the following three considerations should be made to determine the appropriate use of the reserve.

1. Working within the defined goals for the reserve, whether they are for conservation or recreation or a mix of each use. For example RJ Chambers Reserve is primarily reserved for conservation with some defined passive recreation uses, including horse riding in the periphery of the reserve.
2. The existence of 'biotic' factors that are unique to individual reserves, such as the presence of threatened species and how intact / undisturbed the reserve is, which may limit recreation to low impact uses. Contrastingly, where a reserve is disturbed with a higher presence of weeds, then a wider range of recreation may be considered (including horse riding). Such sites include those with existing weed pathways and 'vectors' (such as vehicles, farm stock, feral and native animals, walkers, mountain bikes and horses) or those that are prone to disaster events such as flooding, fire or disturbance of the earth which exacerbates weed invasion.
3. The financial ability for Council to manage the reserve including the development of tracks and reserve entrances to enable permitted access, track maintenance and the ability to control weeds that arise from recreational users.

The appropriate siting of horse trails is a key factor in protecting environmentally sensitive areas, which is reflected in the trail selection criteria (Section 6.8). Consideration has been given to minimising the use of environmentally sensitive areas, however due to the high prevalence of such areas in Cardinia Shire; this has not always been possible.

Where a trail is located (or proposed) in an environmentally sensitive area, the principles of 'avoidance' and 'minimisation' of vegetation removal should be considered. As a consequence, trails should be sited where the vegetation is of poorest quality and designed to include adequate drainage and hard/stable

surfaces in wet areas to minimise erosion (crushed rock that is free from weed seeds and phytophthora is preferred). Such trails should also have an appropriate maintenance program in place to address potential environmental impacts (i.e. erosion mitigation and weed control).

The appropriate use of trails is required by horse riders to ensure the long-term sustainability of the trail network and the environment in which it is located. This involves educating trail users about minimal impact behaviours through effective use of signage and promotion of a Code of Conduct for horse riders. Such behaviours include staying off trails when wet and muddy, restricting riding to designated trails only, adhering to park guidelines (where applicable) and maintaining clean footwear, gear and equipment to help stop the spread of weed seeds and soil born plant pathogens. Recreational trail riders should also be encouraged to become involved in the maintenance of trails and surrounds in conjunction with local friends / Landcare groups and relevant land authorities.

6.7 Supporting infrastructure

A range of infrastructure is required to support the use of horse trails in Cardinia Shire. In many instances there are no set design standards however different guidelines have been developed by other government authorities which have helped to inform this section of the report. These guidelines include the South Australian ‘Horse trail infrastructure guidelines’, (supplementary to ‘Sustainable recreational trails: guidelines for the planning, design and maintenance of recreational trails in South Australia’) and ‘Mornington Peninsula roadside equestrian and mountain bike trails strategy.’

Cavaletti

Cavaletti’s are required at key access points to some off-road trails to deter motorbike and vehicle access while maintaining access to horse riders. Pedestrians and cyclists can generally negotiate a cavaletti however adjacent bollards or specialist gates can be provided for ease of access. Different guidelines exist for the design and construction of cavaletti’s, however the recommended design features are:

- step-over rail height: 250 mm – 350 mm. The base should be compacted and allow for natural drainage
- minimum width: 1.5m. Maximum width 3 m
- approximate distance between rails: 1.2 m.

Timber rails are generally preferred by horse riders and are most commonly used by land authorities however metal rails may be required in some isolated locations that are prone to vandalism and continued illegal vehicle access. However the use of metal should only be used when deemed necessary and should include rubber coverings to avoid loud noises that may startle a horse.



Foott Road, Upper Beaconsfield



Downey Road, Chambers Reserve

Signage

Signage warning motorists of horse activity can be effective if used appropriately. Too many signs in a particular area can dilute the warning message and lead to complacency amongst drivers. Furthermore, signage is generally not required where there is a reasonable expectation that horse riding activity can be expected in a particular area.

It is therefore recommended that the use of signs to warn motorists of horse riding activity be restricted to road crossings, in particular where off-road and roadside trails cross busy roads, in addition to on-road trails with higher traffic volumes. Furthermore, it is recommended that standard warning signs be used that are widely recognisable by residents and visitors to the area. The use of bollards may also be effective on busy roads to help riders and road users identify the crossing point and to act as a congregation area while riders wait for the road to be clear.

A range of other signage should be provided for major off-road and some roadside trails. These signs will need to be tailored for individual trails but follow a standardised format in accordance with Council's signage policy so they are easily recognisable to trail users. Such signage may include the following.

- Entry signs including the trail name and location, destination, distance and estimated completion times, land manager name/logo and contact information. Other information may include:
 - map of the trail/area including key facilities, areas of interest, difficult terrain etc.
 - trail regulations including permitted users and activities
 - trail user's code aimed at minimising environmental impacts and conflict with other users.
- Directional signage at key access points and to direct equestrian use along the appropriate trail.
- Distance markers at key access points and intervals along a major trail.
- Interpretive signage to describe a point of interest (i.e. cultural or environmental elements)

Other trail infrastructure

A range of other infrastructure may be required to support horse riding activities and the environment in they are located.

- Car parking or horse unloading areas are required for major trails and should be large enough to accommodate multiple floats of varying sizes. Providing/improving trial connections to publically accessible equestrian reserves will also help to cater for trail riders from the broader region by maximising the use of existing car parking and other supportive infrastructure.
- Bridges and boardwalks are often required for trails that cross watercourses or are situated in low lying areas and should be developed in accordance with Australian Standards and have non-slip surfaces. The South Australian horse trail infrastructure guide recommends a railing or parapet (low protective wall) for bridges more than 600mm from the ground, and a preferred decking width of 3.5m, with decking kickboard positioned 25mm above the decking.
- Hitching rails are often provided at key destinations in conjunction with car/float parking and amenity facilities to enable riders to tie up their horse without having to use trees or unsafe objects. Hitching rails need to be properly secured, be free of any protrusions and should be located at least 6m away from other facilities and infrastructure.
- Watering points should be considered for visiting riders who float their horse to a trail. Key destinations should ideally have access to water and/or provide information about watering points, however ongoing maintenance and supply requirements must also be considered.
- Lockable gates may be required to restrict access to some trails in wet conditions (i.e. Foott Rd to St Georges Rd), and the use of fencing may be required to keep riders out of unsuitable areas.



6.8 Designated horse trail network

A designated horse trail network has been developed as part of the Equestrian strategy to enable Council to direct resources towards trail development and maintenance, improved safety and informing local and visiting riders about available riding opportunities. It is also intended that the horse trail network be considered in town planning and road improvement projects to ensure that identified trails and connections are preserved and enhanced, rather than lost to future developments.

The proposed horse trail network does not intend to preclude equestrian activity on other trails (or roads) that are currently used, but is designed to encourage equestrian traffic away from less appropriate trails and direct resources to high priority areas. Council will not maintain or provide signage for trails outside the designated network, unless for safety reasons and only then at Council discretion.

The designated horse trail network is illustrated in a set of maps in Appendix 1 and individual trails are listed in Appendix 2.

The horse trail network has been developed by assessing existing and proposed trails against the following criteria:

- a) has evidence of use (from survey results, background research and site inspections)
- b) is supported by strategic plans (i.e. township strategies, Recreational open space strategy, Pedestrian and bicycle strategy)
- c) provides a connection to equestrian facilities and popular destinations (i.e. bushland reserves and open space corridors that permit horses)
- d) forms part of a riding circuit and is connected to other trails
- e) provides a connection between towns / localities with high concentrations of horse properties
- f) minimises use of roads with high traffic volumes and speeds
- g) maximises use of existing off-road and roadside trails
- h) minimises road crossings
- i) utilises land that has the physical capacity to accommodate a trail i.e. adequate space/width and terrain for a roadside or off-road trail (where an on-road trail is inappropriate)
- j) works in accordance with the defined goals for bushland reserves and is considerate of environmentally significant areas and the protection of threatened species
- k) attempts to achieve balanced land management outcomes.
 - o avoids or minimises use of roadsides / areas with high environmental values (and the removal of indigenous vegetation)
 - o avoids or minimises the use of steep slopes and areas with easily erodible soils
 - o avoids or minimises the use / crossing of watercourses, wetlands and marshy areas (i.e. where boggy conditions would result)
- l) avoids current or proposed future urban areas / town centres / commercial precincts where sealed paths are preferred
- m) considers the financial implications of trail development and ongoing maintenance requirements



6.9 Horse trails area analysis

A detailed analysis of each sub-region, township and locality in Cardinia Shire has been undertaken in accordance with the trail selection criteria (as outlined in Section 6.8). A summary of this analysis is provided in the table on the following pages and includes key issues and proposed directions for each area.

In summary, the three subregions of Cardinia Shire have unique and distinct characteristics that provide a range of challenges and opportunities for equestrian activity.

- The **hills sub-region** has a high level of horse ownership and equestrian activity due to the prevalence of small acreage properties and equestrian facilities and attractions (including Bunyip State Park). The topography of the region provides a picturesque setting for recreational trail riding, but also presents a number of issues associated with the undulating and winding nature of the road network and the need to protect areas of environmental significance. Challenges also vary across the subregion.
 - Urban encroachment is an issue in the western hills area associated with higher traffic volumes, speeds and an increasing number of sealed roads. Many new residents and visitors to the area are unaccustomed to horse riding activity and appropriate behaviours around horses. The need for more road-side and off-road trails is higher in this area.
 - The sub-region's eastern areas are more rural in nature and generally have a high proportion of local drivers who are experienced around horses. On-road riding is more accepted in these areas, however continued improvements are required in response to visitors to the area, particularly those accessing Bunyip State Park and other key attractions.
- The **rural (south and east) sub-region** has a significant level of equestrian activity due to the rural nature of the area however recreational trail riding does not appear to be as popular and there are fewer equestrian facilities and attractions compared to the hills subregion. The high proportion of unsealed roads and open terrain makes on-road riding/driving readily accessible to local riders/drivers, with the exception of major sealed roads that attract high traffic volumes and speeds. Where possible, planning for forecast population growth should aim to acknowledge the prevalence of on-road riding/driving and provide connections between towns and equestrian facilities. Investigation into major connections should also be undertaken in partnership with key stakeholders such as the proposed South Gippsland Rail Trail.
- The **growth area sub-region** (as defined by the growth corridor boundaries) is a rapidly growing residential area that is generally unsuitable for the long-term provision of equestrian facilities and trails (with the exception of those associated with major open space corridors i.e. Cardinia Creek Parklands).

Opportunities exist for major trail connections to be developed throughout the Shire and into neighbouring municipalities, however further investigation and negotiation is required to ensure proposed 'multi-use' trails do not exclude horse riders. Such trails should aim to cater for Cardinia's unique and diverse communities and therefore allowances should be made for the significant number of horse riders in the municipality and to ensure that the Shire remains a key destination for equestrian activity within the region.

Such opportunities include Cardinia Creek parkland / creek corridor along the Shire's western boundary and the proposed South Gippsland Rail Trail in the south. An east west connection is achievable in the hills sub-region, however will rely on a combination trail types and open space corridors including the network of trails within Bunyip State Park.

Table 6.9.1 –Horse trail area analysis

Locality	Key destination/s	Discussion / issues	Proposed directions
Growth area sub-region			
Growth area: Pakenham Officer Beaconsfield	Pakenham Racing Club (relocating to Tynong) Riding for the Disabled (short term lease) Proposed Cardinia Creek Parklands	<ul style="list-style-type: none"> Population of 46,066 (2011) which is expected to reach 94,943 by 2026. Existing equestrian facilities are in the process of relocating outside the growth area, or have plans to do so in the near future. <ul style="list-style-type: none"> The Pakenham Racing Club is in the process of relocating to a new racecourse and training facility in Tynong. Officer Riding for the Disabled has a short term lease on land owned by Places Victoria and will need to vacate the site in the near future. Current and future opportunities for trail riding are limited due to increasing residential and commercial developments and a preference for sealed paths in built-up areas. An equestrian trail is included in Parks Victoria's master plan for the Cardinia Creek Parklands and the City of Casey plan to investigate the extension of this trail along the Casey Cardinia boundary to Akoonah Park and into the southern part of the municipality. 	<ul style="list-style-type: none"> Minimise the provision of horse trails in the growth area, with the exception of those associated with major open space corridors such as the Cardinia Creek Parklands. Work with Parks Victoria to ensure the inclusion of horse trails within the Cardinia Creek Parklands. Support the relocation of the Officer Riding for the Disabled Centre following the end of their tenure, to ensure their continued operation and presence in Cardinia Shire.
Hills sub-region			
Emerald, Clematis, Avonsleigh, Menzies Creek	N/a	<ul style="list-style-type: none"> Large rural township with a population of 6,755 (2011) which is expected to increase to 6,998 by 2026. Key attractions Emerald Lake Park, Menzies Creek Trail, Puffing Billy Railway and Emerald to Cockatoo Trail all prohibit horses. The nearest equestrian facilities are located in Macclesfield and Cockatoo. Open space objectives for the area primarily focus on pedestrian and bicycle connections (as per Emerald District Strategy, 2009). There are limited opportunities for trail riding in the area. The 2001 Equestrian strategy proposed a trail along the Puffing Billy railway line, which was later deemed to be inappropriate for horse riders. Connections to Cockatoo, Upper Beaconsfield, Macclesfield and Butterfield Reserve are all desired by horse riders, but are problematic due to a lack of suitable trails and roads/roadsides. 	<ul style="list-style-type: none"> Improve trail access to the Macclesfield Pony Club and Yarra Ranges horse trail network via Kennedy Rd. Investigate a potential future horse riding connection between Avonsleigh/Macclesfield and Cockatoo. Continue discussion with Melbourne Water regarding potential future access to the trail along the outside perimeter of the Cardinia Reservoir.
Cockatoo, Nangana, Mt Burnett	Josie Bysouth Reserve	<ul style="list-style-type: none"> Large rural township of 4,328 residents with limited projected growth. Josie Bysouth Reserve is a popular destination for organised and casual equestrian activity. Wrights Forest and the Emerald to Cockatoo trail both prohibit horses. Developing and maintaining a network of trails is a key policy of the 	<ul style="list-style-type: none"> Plan for the inclusion of horses in the Cockatoo to Gembrook Trail (as part of the detailed design phase) and investigate potential future connections from the trail to: <ul style="list-style-type: none"> Paternoster Rd (and associated trail network) Avonsleigh / Macclesfield

Locality	Key destination/s	Discussion / issues	Proposed directions
		<p>Township Strategy (2008) including the implementation of the Cockatoo to Gembrook Trail (via Cockatoo Creek, Mountain Rd and Nangana Rd)</p> <ul style="list-style-type: none"> • There is a strong desire for horse riding to be permitted along the proposed Cockatoo to Gembrook Trail. • Popular trails include Paternoster, Hillside, Mountain and Matters Roads. 	<ul style="list-style-type: none"> • Work with key stakeholders to investigate the potential for horse riders to access the existing trail along the periphery of Wrights Forest (to provide a connection to Paternoster Road). • Address risk management issues along Paternoster Rd.
Gembrook	<p>Gembrook Riding Club</p> <p>Kurth Kiln National Park</p> <p>Bunyip State Park</p>	<ul style="list-style-type: none"> • Population of 2,031 which is expected to increase to 2,333 by 2026. • Horse riding is a popular recreational activity for residents. Current trail riding reportedly occurs to the east of the township; along Mountain and Ure Roads; and within Kurth Kiln National Park and Bunyip State Park. • The township strategy identifies the need to better connect the town to open space and encourage recreation/active transport opportunities. • There is support for improved connections to Cockatoo in the west and Kurth Kiln Regional Park in the north. The township strategy also identifies a potential southern trail along Gembrook Road. 	<ul style="list-style-type: none"> • Plan for the inclusion of horses on the Cockatoo to Gembrook Trail (as part of the detailed design process) including an east-west connection through the township providing access to the Pony Club and other horse trails. • Investigate potential future trail connections: <ul style="list-style-type: none"> - north to Kurth Kiln Regional Park - east to Bunyip State Park - south along Gembrook Rd (via Gembrook Park perimeter trail – equestrian access to be negotiated). • Provide a riding circuit to the east of the township.
Upper Beaconsfield and District	<p>Upper Beaconsfield Recreation Reserve</p> <p>Victorian Equestrian Centre (private)</p> <p>Hillside Reserve</p> <p>Critchley Parker Jnr Reserve</p> <p>Proposed Cardinia Creek Parklands</p>	<ul style="list-style-type: none"> • Population of 4,225 which is expected to increase to 4,441 by 2026. • Horse riding is a popular activity amongst residents with a high number of horse owners, agistment properties and equestrian centres. • The Upper Beaconsfield Recreation Reserve is a popular destination for organised and casual horse riding. • The township strategy and 2001 Equestrian Strategy identified an extensive network of existing and proposed horse trails for the area. The implementation of this network has been a challenge for Council with many trails being insufficiently maintained. • The topography of the area is challenge due to many trails being located on windy, steep roads/reserves with high environmental values. Increasing traffic volumes is also an issue with improved road crossings and roadside trails required in many areas. • Balancing the needs of pedestrians and horse riders is an issue in the town centre with demands for both accessible sealed paths and gravel trails that are suitable for horses. The safe crossing of Emerald Beaconsfield Road is also an important when considering current and potential future trails. • Chambers Reserve is a popular destination for riders, however further investigation and consultation is required in response Melbourne Water's opposition to the trail along the outside perimeter of the Cardinia Reservoir (along Red Hill, Lewis and Beaconsfield Emerald Roads). 	<ul style="list-style-type: none"> • Provide a network of horse trails that provide safe riding circuits and connections to key destinations including: <ul style="list-style-type: none"> - Upper Beaconsfield Recreation Reserve; - Private equestrian centres located on Split Rock Road; - Cardinia Creek Parklands and City of Casey horse trails; - Pakenham Upper (Chambers Reserve, Huxtable Road); - Aqueduct Trail (Officer to Pakenham). • Work with Parks Victoria to implement the Cardinia Creek parklands master plan, including the development of equestrian trails and connections to neighbouring areas. • Work with the Environment Coalition regarding potential future access to/through the Beaconsfield Nature Conservation Reserve. • Improve the safety of major road crossings including Beaconsfield Emerald Road. • Where possible, direct horse trails to the outskirts of the town centre to allow for accessible sealed paths. • Continue discussions with Melbourne Water regarding potential future access to outside perimeter of the Cardinia Reservoir and investigate potential alternative riding routes.

Locality	Key destination/s	Discussion / issues	Proposed directions
Pakenham Upper	Huxtable Road Reserve Chambers Reserve	<ul style="list-style-type: none"> Horse riding is a popular activity amongst residents with a high level of horse ownership, agistment and equestrian activity in the area. Huxtable Road Reserve one of the largest public equestrian reserve in the municipality and casual/public access is currently available for a fee. Chambers Reserve provides an off-road equestrian trail around its southern boundary and is popular destination for trail riding. Other popular trails include Huxtable, Carne, Bourkes Creek, Matters, Toomuc Valle, Morrison, Gordon and Old Gembrook roads. Many of these trails have reported issues and require improvement. Works are required to improve the safety of trails that use/cross busy roads including Pakenham, Army and Leppitt roads. 	<ul style="list-style-type: none"> Provide a strategic network of horse trails that provide good, safe riding circuits and improve connections to: <ul style="list-style-type: none"> Huxtable Road Reserve Chambers Reserve Provide/improve horse trail connections to neighbouring areas and destinations including: <ul style="list-style-type: none"> west to Upper Beaconsfield and the Aqueduct Trail north to Mount Burnett and Cockatoo east to Nar Nar Goon North and Maryknoll Address risk management issues associated with the use/crossing of major roads.
Pakenham Balance (Pakenham and Officer – north of growth area)	Aqueduct Trail Officer Pony Club Grounds Hillside Reserve	<ul style="list-style-type: none"> The Aqueduct Trail is a 5km off-road multi-use trail between Pakenham and Officer. Parking is available at Officer Road and Thewlis Road, but is limited in size, making access difficult for floats and deterring some users. Private property currently prevents the trail from connecting through to Dickie Road. The Officer Pony Club is located on Brown Road (growth corridor boundary) and currently restricts access to members only. Hillside Reserve is a new bushland reserve that has the potential to provide off-road trail access from Bathe Rd to the Aqueduct Trail. 	<ul style="list-style-type: none"> Improve trail access to the Officer Pony Club Grounds. Improve access to the Aqueduct Trail by enlarging parking area/s and by extending the trail to Dickie Road. Improve trail connections to the Aqueduct Trail from the north (Pakenham Upper and Upper Beaconsfield). Investigate the long-term connection of the Aqueduct Trail to the Cardinia Creek Parklands including access via the Beaconsfield Nature Conservation Reserve. Provide off-road trail access through Hillside Reserve from Bathe Rd to the Aqueduct Trail.
Nar Nar Goon Nth & Maryknoll	Yarrabubba Recreation Reserve Maryknoll Tracks Bunyip State Park Morrison/Dore Road Aqueduct Trail	<ul style="list-style-type: none"> High proportion of horse owners / properties. Yarrabubba Recreation Reserve is home to two equestrian clubs, but has limited access in wet weather. Casual access is available for a fee. Maryknoll has an extensive network of trails and reserves that are maintained by a voluntary Tracks and Reserves Group and are popular amongst horse riders. There is some reported conflict between trail users. Other popular tracks include Yarrabubba, Mortimer and Pooley roads, which despite being restricted to dry weather only provides a valuable connection to Bunyip State Park. Overall, Maryknoll and Nar Nar Goon North have limited trail connections to neighbouring areas. 	<ul style="list-style-type: none"> Continue to support the Maryknoll tracks and reserves group to maintain the multi-use trail network. Provide an east west off-road trail along the boundary of Yarrabubba Reserve as an alternative to Moore/Snell roads. Provide horse trail connections to neighbouring areas including <ul style="list-style-type: none"> Bunyip State Park via Pooley Road Pakenham Upper, Tynong North and Gembrook via Mortimer and Warren roads (pending further investigation) and by investigating the potential for a safe roadside trail along Bessie Creek Road.
Garfield Nth and	Cannibal Creek Reserve Bunyip State Park	<ul style="list-style-type: none"> High proportion of horse properties and equestrian activity. Cannibal Creek Reserve receives a high level of organised and casual use. Trail access to Bunyip North and Tonimbuk is limited due to an inability to access unused road reserves such as Michell Road (now privately 	<ul style="list-style-type: none"> Improve/formalise access to Cannibal Creek Reserve and Tonimbuk Equestrian Centre by improving trails along Garfield North Road and Sanders Roads. Monitor the long-term need and feasibility of an east-west

Locality	Key destination/s	Discussion / issues	Proposed directions
Tynong Nth		<p>owned) and Bassed Road (due to high environmental values).</p> <ul style="list-style-type: none"> • Access to Bunyip State Park requires the use of Garfield North Rd which has high traffic speeds and a trail that passes through private property. • Tynong North has limited trails due to high traffic volumes and speeds on Tynong North Road, and which also limits access to Bunyip State Park. Disused aqueducts in the area are privately owned and unavailable. 	<p>trail between Garfield North and Maryknoll via Wright, Brew, Mintern, Jury and Mills roads (and road reserves).</p>
Bunyip Nth & Tonimbuk	<p>Tonimbuk Equestrian Centre</p> <p>Bunyip State Park</p>	<ul style="list-style-type: none"> • High proportion of horse ownership and equestrian activity. • Tonimbuk Equestrian Centre is a privately owned regional centre that hosts major events and receives high levels of use. • Tonimbuk Road provides access to the Tonimbuk Equestrian Centre and Bunyip State Park but has high traffic speeds. • Ellis Rd, Jolley Rd and Sanders Road are popular on-road riding routes, in addition to the Tonimbuk Rd (northern, unsealed portion). • There is a lack of parking / horse unloading areas for people accessing Bunyip State Park from Tonimbuk and Bunyip North. Trail connections could also be improved along Tonimbuk Road and to tracks in the southern portion of the Park (i.e. Dingo Ridge Track). • The Aqueduct maintenance track has potential as a north-south trail into Bunyip State Park (from Jolley Road), but access is currently prohibited. 	<ul style="list-style-type: none"> • Develop a roadside trail along Tonimbuk Road to improve access to Bunyip State Park. • Work with Parks Victoria to investigate improved access to Bunyip State Park from Tonimbuk / Bunyip North through the consideration of a parking/horse unloading area and potential connection between Dingo Ridge Track and Tonimbuk Road. • Reassess the long-term potential for a north-south connection via the aqueduct maintenance track in consultation with key stakeholders.
Rural (south and east) sub-region			
Koo Wee Rup	Koo Wee Rup Recreation Reserve	<ul style="list-style-type: none"> • Population of 2,871 which is expected to increase to 4,237 by 2026. • High reported number of horse properties. • Increasing pressure for an additional sports ground on land currently occupied by the Koo Wee Rup Riding Club. • Strong support for horse riding along the proposed South Gippsland Rail Trail, providing a connection to Lang Lang and beyond. • Township strategy (2000) states that creek systems are not suitable for active equestrian users (i.e. Bunyip River and Yallock Creek). • Melbourne Water does not support the use of drainage banks for recreation/equestrian activity. 	<ul style="list-style-type: none"> • Work with VicTrack to progress the development of a multi-use rail trail along the disused Leongatha Rail Line that allows for horse riding. Develop a horse trail alongside (or near to) the existing sealed path through the township. • Investigate the potential for a major on-road trail between Koo Wee Rup and Bunyip along Main Drain Road South. • Support the use of the existing trail along Boundary Drain Road to provide a connection to the Koo Wee Rup Recreation Reserve and the proposed Koo Weer Rp to Bunyip trail.
Lang Lang	Lang Lang Showgrounds	<ul style="list-style-type: none"> • Population of 1,346 which is expected to increase to 2,194 by 2026. • Providing a safe, functional and well maintained pedestrian, bicycle and equestrian network is a key objective of the Township Strategy (2009) • Lang Lang Showgrounds is available to the public for casual riding. • There is strong support for horse riding along the proposed South Gippsland Rail Trail. 	<ul style="list-style-type: none"> • Work with VicTrack and other key stakeholders to progress the development of a multi-use rail trail along the disused Leongatha Rail Line that allows for horse riding. • Provide a connection between the proposed rail trail and Lang Lang Showgrounds with consideration given to a roadside trail along Carnarvon Road.

Locality	Key destination/s	Discussion / issues	Proposed directions
		<ul style="list-style-type: none"> Samuel Lane and Hookers Lane (South Gippsland Shire) receive some horse riding activity however the majority of this area is privately owned. 	
Bunyip	Pound Road Reserve Bunyip Sanctuary	<ul style="list-style-type: none"> Population of 2,225 which is expected to increase to 3,232 by 2026. Pound Road Reserve is the major equestrian centre for the area and permit casual/public use for a fee. Access is limited in wet weather. Equestrian activity at the Bunyip Recreation Reserve is limited to the Show Society, following the relocation of the Appaloosa Club. Horse / multiuse trails are provided in the Bunyip Sanctuary (low grade tracks, access restricted in wet weather). The township strategy (2009) proposes a trail from the Township to the Sanctuary, and a long-term trail connection between Bunyip and Garfield. Protecting waterways such as Ti Tree Creek is also a priority. 	<ul style="list-style-type: none"> Upgrade tracks within Bunyip Sanctuary to enable year round equestrian use. Investigate the potential future development of a trail connection between Bunyip and Garfield with consideration given to the use of Railway Avenue. Provide a riding circuit around the township and connecting the Bunyip Sanctuary to the Pound Road Reserve and proposed Bunyip to Garfield trail. Investigate the potential for a major on-road trail between Bunyip and Kooweerup along Main Drain Road South.
Garfield	N/A	<ul style="list-style-type: none"> Population of 1,613 which is expected to increase to 2,235 by 2026. Limited equestrian opportunities. Some trail riding occurs on quiet dirt roads to the south-east of the township (including Lone Pine Road, Lovers Lane, Walkers Road, Finlay Lane, Mont Albert Road). Providing a trail/path around the northern residential area and a connection to Bunyip (via Tynong-Longwarry Rd) form part of the town's mobility plan. 	<ul style="list-style-type: none"> Investigate the potential future development of a trail connection between Garfield and Bunyip. Investigate the potential future extension of the proposed Garfield to Bunyip Trail to other railway towns including Tynong and Nar Nar Goon. Support the continued use of quiet, local unsealed roads for on-road horse riding.
Nar Nar Goon and Tynong	Tynong Racecourse (under construction) Eight Mile Ranch (private)	<ul style="list-style-type: none"> Population of 1,499 (2011) which is expected to 2,089 by 2026. Pakenham Racing Club is developing their new racecourse and training facility on the corner of Nar Nar Goon-Longwarry and Nine Mile roads including a major commercial and retail precinct. Opportunities to maximise use of the site are being investigated by the Club. There are no designated horse trails or reported trail riding in the area. 	<ul style="list-style-type: none"> Continue to explore partnership opportunities with the Pakenham Racing Club. Investigate the potential for additional horse trails in-line with future developments around the racecourse and anticipated increases in equestrian activity, including <ul style="list-style-type: none"> railway towns trail providing a connection to Nar Nar Goon (east) and Garfield (west) trail connection to CoraLynn and the proposed Bunyip to Kooweerup Trail.
Southern Rural and Pakenham Balance (south of growth corridor)	Catani Rec. Reserve Lindawarra Equestrian Centre, Pakenham South (private) Jesmond Dene Equestrian Centre, Officer South (private)	<ul style="list-style-type: none"> Use of the Catani Recreation Reserve by the Gippsland Pleasure Harness Society and Catani Agricultural Show Society has been restricted in recent times due to wet conditions and ground improvement works. Low levels of trail riding activity in the area, with limited reported use of some quiet unsealed roads in Cardinia, Catani, Bayles and Yannathan. Private equestrian centres in Pakenham South and Officer South have indoor riding arenas and other facilities that are available for hire and group / private riding lessons. 	<ul style="list-style-type: none"> Support the continued use of Catani Recreation Reserve for equestrian activity. Support the continued use of local unsealed roads for on-road horse riding.

6.10 Implementing the horse trail network

The proposed horse trail network includes over 226 kilometres of trails which are summarised in Table 6.10.1, in addition to:

- 57km of multi-use horse/walking/bicycle trails that are provided by Parks Victoria in the Bunyip State Park and a further 32km in Kurth Kiln Regional Park (plus approximately 15km of narrow/unformed bridle trails along roadsides).
- Long term and major trail proposals that are subject to further planning and negotiation such as the South Gippsland Rail Trail, Cardinia Creek Trail, Railway Towns Trail (Nar Nar Goon to Garfield), Cockatoo to Gembrook Trail and Cardinia Creek – Aqueduct Trail connection.

Table 6.10.1 –Summary of proposed horse trail network

Trail type		Total distance	Existing trails <i>(included in current maintenance contract)</i>	Proposed trails <i>(outside current maintenance contract)</i>
On-road		108,870 m	108,870 m	-
Off-road		30,085 m	27,190 m	2,895 m
Roadside	Constructed	24,175 m	11,410 m	12,765 m
	Natural	62,920 m	-	62,920 m
Total		226,050 m	147,470 m	78,580 m

The majority of trails identified within the proposed horse trail network include existing trails and riding routes that are currently used by horse riders. In many instances, only minor maintenance works are required to address the condition/usability of these trails. A significant number do not need any work at this time, however it is important that they are formally recognised so they can be preserved for future use.

As shown in the above table, many horse trails within the proposed network are incorporated into Council's existing maintenance arrangements including on-road trails, constructed (gravel) roadside trails and many off-road trails in bushland reserves and open space. However, additional allowances will be required for proposed new trails (over time) and for the inclusion of natural roadside trails including periodic inspections and maintenance of roadside vegetation (as per proposed development and maintenance requirements - Table 6.4.1).

Horse trail priorities

Following the identification of the horse trail network, further analysis was undertaken to develop and prioritise the Horse trail action plan (Section 8.2). Trails were firstly given a priority ranking from 'very high' to 'very low/long-term' based on their connectivity, usage and demand and strategic influence. An assessment of risk management issues was then undertaken to determine the overall priority of proposed horse trail works within the implementation plan. The following key factors were considered in this analysis.

Connectivity:

- ✓ provides a connection to an equestrian facility and/or key attraction for horse riders
- ✓ forms part of a riding circuit
- ✓ has a lack of alternative routes in the area.

Usage and demand:

- ✓ receives high levels of use (as identified by consultation and site visits):
Trails were rated from 'very high' to anticipated 'low' levels of use
- ✓ has strong community support (i.e. identified as a high priority trail).

Strategic influence:

- ✓ is supported by existing strategies such as township strategies, the Recreational open space strategy and/or Pedestrian and bicycle strategy
- ✓ has been previously identified in horse trail maps and/or the 2001 Equestrian strategy

Risk management:

- ✓ has safety and risk management issues associated with traffic volumes and speeds
Trails were scored from very high levels of risk (associated with high traffic volumes and speeds i.e. arterial roads) to low levels of risk (i.e. unsealed access roads with low traffic volumes)
- ✓ has specific risk management issues associated with the trail condition (i.e. potholes) and/or trail location (i.e. proximity to road, lack on continuous trail, undefined road crossing etc.).

Due to the size of the horse trail network, the implementation of proposed works will need to be undertaken over many years and in accordance with available resources. Actions contained within the Horse trail action plan have been prioritised from 'very high' to 'very low' (based on the above criteria) to assist with the implementation process. However a range of other factors may also impact on the priority and timing of the proposed works such as:

- opportunities that arise from other works programs such as the sealing of a road which may create an opportunity to develop or formalise a roadside trail (with appropriate set-backs etc.)
- environmental considerations and scheduled improvements within bushland reserves
- external funding opportunities
- changing priorities of responsible land authorities.



7. Guiding principles

The following principles will guide the future provision of equestrian opportunities in Cardinia Shire.

Diversity

- Coordinated network of equestrian facilities and trails that provide a range of participation opportunities and cater for a variety of abilities and disciplines.

Sustainable provision

- Manageable level of trail and facility provision in accordance with community demand and available resources.
- Appropriately located trails and facilities in areas that are unlikely to be affected by urban encroachment and can be sustained in the long-term.

Access and connectivity

- Interconnected network of equestrian facilities, trails and attractions.
- Safe and convenient access to equestrian venues and facilities throughout the municipality.

Maximum and multi-use

- Ensuring the most efficient use of resources by encouraging shared use of facilities, providing year-round access (where possible), encouraging public use and maximising participation opportunities.

Quality

- Provision of quality facilities and infrastructure that meet community needs, expectations and standards.

Environmental sustainability

- Achieving balanced outcomes for competing land uses to maximise recreation, environmental and community goals.
- Sustainable land management practices to minimise the environmental impact of equestrian activity on public land.

Information

- Ensuring existing and potential users are well informed about equestrian opportunities and how they can be accessed and utilised.
- Community awareness of horse riding areas and appropriate behaviours around horses.

Equity

- Ensuring equitable arrangements for the management, maintenance, operation and use of all public equestrian venues and facilities.
- Providing opportunities for people of all ages and abilities to participate in equestrian activities.

Safety

- Consideration of public safety in the design, location, management and use of equestrian trails and facilities.
- Effective monitoring and maintenance procedures to identify and address risk management issues.

Partnerships

- Working in partnership with the community to plan, manage and maintain equestrian facilities and trails and to deliver quality participation opportunities.
- Partnerships with land authorities, neighbouring municipalities and other key stakeholders in the delivery of a coordinated network of equestrian opportunities throughout the region.

8. Recommendations

Recommendations have been developed for the implementation of the Equestrian strategy in response to identified issues and in accordance with the guiding principles for equestrian provision. These recommendations are contained within the Implementation Plan on the following pages and have been grouped under eleven key headings.

1. Facility management and operation
2. Facility maintenance
3. Club operation
4. Facility planning
5. Facility improvements
6. Horse trails - general
7. Safety and risk management
8. Environmental considerations
9. Partnerships
10. Information and communication
11. Internal planning and review

A separate 'Horse trail action plan' has been developed with specific actions for individual trails within the designated horse trails network. These actions have been prioritised from 'very high' (VH) to 'long-term' (LT) in accordance with the criteria outlined in Section 6.10 and will be implemented in accordance with available resources.

The Recreation Unit will be responsible for the overall implementation of the Equestrian strategy, however a number of other Council departments and stakeholders will also be involved in the delivery of individual actions (as identified).

The implementation of the Equestrian strategy should be regularly monitored to check its effectiveness in meeting the needs of the community. A more formal review should also be undertaken in year five of the plan to check the progress of priority actions and to refocus on outstanding priorities in response to changing conditions and emerging issues.

8.1 Financial implications

As previously mentioned, additional resources will be required to periodically inspect and maintain designated horse trails that are currently outside of Council's maintenance program including natural roadside trails, roadside safety zones and proposed new trails (over time). Cost estimates from Council's Operations Unit anticipate a minimum of \$50,000 per annum to maintain the proposed horse trail network in accordance with the recommended development and maintenance standards.

Additionally, the Horse trail action plan will require an annual allocation of resources to enable the progressive implementation of priority works. An initial allocation of \$50,000 per annum is recommended to commence the implementation process, however it is understood that the availability of resources will impact on the timing of proposed works and the progressive upgrade of the horse trail network. (NB: the cost to implement 'very high' priority actions is approximately \$51,220).

Finally, it is recommended that funding for horse trail improvements be regularly monitored to ensure the effective delivery of the trail network and that separate 'one-off' funding (and external funding support) be sought for the development of major horse/multi-use trail projects.

8.1 Implementation plan

No.	Recommendations	Responsibilities		Priority
		Internal	External	
1	Facility management and operation			
1.1	Encourage greater sharing of equestrian facilities between existing and potential new clubs/groups to maximise use of facilities and infrastructure.	Recreation	Reserve committees Clubs	Ongoing
1.2	Amend the classification of equestrian venues to reflect the level of facilities at each reserve, and in accordance with the facility hierarchy.	Recreation	Reserve committees Clubs	Very high
1.3	Review public access arrangements to equestrian reserves with the aim to provide an equitable approach across all reserves and to enable greater community access and participation. Review to be undertaken as part of the implementation of Council's Recreation reserves management and usage policy, and in consultation with reserve committees and user groups.	Recreation	Reserve committees Clubs	Very high
1.4	Incorporate equestrian activities into the 'Commercial use of open space policy' requiring commercial users of public equestrian facilities and trails to obtain and adhere to the terms of a user agreement. Investigate options to address the commercial use of DSE equestrian reserves and facilities.	Recreation Compliance Services	Reserve committees, Commercial Operators DSE	Very high
1.5	Work with reserve committees and equestrian groups to review the scheduling of equestrian activity on sports grounds with consideration given to: <ul style="list-style-type: none"> the standard of the playing surface/s and infrastructure (i.e. irrigation and drainage systems) the potential to restrict use to low impact activities the appropriate scheduling of activities(to avoid wet conditions and clashes with other users) the allocation of sufficient resources to rectify any potential damage to the playing surface the availability of alternative areas or venues. 	Recreation	Reserve committees Clubs	Very high
1.6	Encourage regular communication between users at equestrian and multi-purpose reserves to: <ul style="list-style-type: none"> enable greater sharing of facilities and avoid scheduling clashes clarify maintenance requirements / processes and ensure maintenance personnel avoid damage to equestrian grounds in wet weather. 	Recreation	Reserve committees Clubs	Ongoing
1.7	Lodge a formal request with DSE to change the reservation purpose of the Officer Pony Club Grounds to 'public purposes' to better reflect the use of the reserve.	Recreation	DSE Officer Pony Club	High
1.8	Investigate the potential to establish a Committee of Management for the Officer Pony Club Grounds in consultation with key stakeholders to enable greater use of the reserve by new/additional groups (i.e. Officer Equestrian Club) and pending the ability of the reserve to provide public access.	Recreation	DSE Officer user groups	High

No.	Recommendations	Responsibilities		Priority
		Internal	External	
2	Facility maintenance			
2.1	Review the allocation of maintenance funding for equestrian reserves/venues as part of the implementation of Council's Recreation Reserves Management and Usage Policy, with consideration given to: <ul style="list-style-type: none"> classification of the venue within the facility hierarchy size of the reserve/venue number and standard of available facilities (i.e. arenas) unique features such as cross country courses and access roads with through traffic topography of the site and complexity of maintenance requirements management arrangements and user group obligations (i.e. public access) 	Recreation	Reserve committees Clubs	Very high
2.2	Work with reserve committees to ensure adequate inspection and maintenance regimes are in place for riding arenas, including publically accessible arenas.	Recreation	Reserve committees Clubs	High
2.3	Promote environmental grant programs to reserve committees/clubs and encourage them to source funding for improved weed control and revegetation works.	Recreation, Env. and Engineering	Reserve committees Clubs	Ongoing
3	Club operation			
3.1	Liaise with clubs regarding the scheduling of major events and competitions to: <ul style="list-style-type: none"> ensure facilities are suitable and adequately prepared for anticipated numbers and activities assist with promotion via Council's website in an effort to increase community awareness. 	Recreation Communication	Equestrian Clubs	Ongoing
3.2	Continue to support clubs in the recruitment and retention of participants and volunteers through sports development and volunteer programs / initiatives.	Recreation	Equestrian Clubs	Ongoing
4	Facility planning			
4.1	Work with reserve committees and clubs to undertake long-term planning for equestrian reserves and to plan and prioritise future capital improvements.	Recreation	Reserve Committees Clubs	Ongoing
4.2	Support the retention of a Riding for the Disabled Centre in Cardinia Shire by working with the Officer centre to find a suitable venue for future operations.	Recreation	Officer Riding for the Disabled, RDA	Very high
4.3	Review opportunities for the future operation of the Koo Wee Rup Riding Club as part of the master planning process for the Koo Wee Rup Recreation Reserve.	Recreation	Koo Wee Rup Reserve Committee and Horse Riders Club	Medium
4.4	Support the continued operation of the Tonimbuk Equestrian Centre as a 'regional' equestrian centre and encourage greater access and use by clubs and participants from Cardinia Shire and the broader south-east region. Pending changes to the Centre's operation as a 'regional' facility, investigate potential future options to cater	Recreation	Tonimbuk proprietors Neighbouring councils Peak bodies	Very high

No.	Recommendations	Responsibilities		Priority
		Internal	External	
	for the regional equestrian needs of the south east region (in consultation with neighbouring Councils and other key stakeholders).		SRV	
5	Facility improvements			
5.1	Work with committees/clubs to provide year-round access to equestrian reserves and facilities by investigating and addressing drainage issues (where possible), including those identified at Pound Road, Yarrabubba, Catani, Officer and Koo Wee Rup.	Recreation, Env. and Engineering Operations Unit	Reserve committees Clubs	Ongoing
5.2	Continue to support committees/clubs to undertake capital improvements through Council's Community Capital Works Program (CCWP) and by sourcing external funding. Ensure projects are consistent with future plans and include allowances for technical support.	Recreation Comm. Strengthening	Reserve committees Clubs Funding bodies	Ongoing
5.3	Support the ongoing provision of Grade 1 cross country courses at Huxtable Road and Pound Road Reserves and encourage access/use by other clubs with limited facilities (subject to availability).	Recreation	Huxtable Road and Pound Road Reserve Committees	Ongoing
5.4	Support the progressive upgrade of clubrooms, amenities and other supportive infrastructure (i.e. seating, shelter and storage facilities) in accordance with community expectations and standards.	Recreation	Reserve committees Clubs	Ongoing
5.5	Support improvements to car/float parking and holding yards in an effort to maximise the capacity and accessibility of equestrian venues.	Recreation	Reserve committees Clubs	Ongoing
5.6	Continue to support the upgrade, redevelopment and expansion of riding arenas to ensure the provision of safe riding areas, flexible use and where possible, year-round access.	Recreation	Reserve committees Clubs	Ongoing
5.7	Improve access to reserves by installing signage at: <ul style="list-style-type: none"> Officer Pony Club Grounds (Officer Equestrian Reserve) – standard entrance sign Pound Road Reserve – directional signage on Bunyip Modella Road. 	Recreation Operations Unit	-	High
6	Horse trails – general			
6.1	Adopt the designated horse trail network as identified in Appendix 1 and 2.	-	-	Very high
6.2	Progressively upgrade and develop trails within the designated horse trail network in accordance with the Horse Trail Action Plan and available resources.	Recreation Operations Unit	Land authorities	Very high & ongoing
6.3	Continue to maintain designated horse trails in accordance with specified Development and Maintenance Standards (Table 6.4.1) including existing: <ul style="list-style-type: none"> off road trails constructed (gravel) roadside trails on-road trails (as per Road Management Plan) 	Operations Unit	-	Ongoing

No.	Recommendations	Responsibilities		Priority
		Internal	External	
6.4	Expand trail inspection and maintenance regimes (and associated resources) to include the following additions (in accordance with Development and Maintenance Standards): <ul style="list-style-type: none"> natural roadside trails ‘roadside safety zones’ along on-road trails (sections of roadside trails in areas of limited visibility) new / proposed trails as they are developed. 	Operations Unit	-	Very high & ongoing
6.5	Audit bridges proposed for inclusion in the horse trail network to ensure they are suitable for horses and meet recommended standards.	Operations	-	Very high
6.6	Investigate the potential for hitching rails and watering points at rest stops and key destinations for major / high use equestrian trails.	Recreation Operations Unit	Land authorities	Very high
7	Safety and risk management			
7.1	Identify and formalise safe crossing points on roads with moderate to high traffic volumes and speeds, and for high use horse trails (in accordance with the Horse trail action plan) by: <ul style="list-style-type: none"> installing warning signs to alert motorists of road crossings investigating the potential installation of bollards on roads with high traffic volumes to help riders identify crossing points. 	Assets and Development	VicRoads	Very high
7.2	Improve the safety of ‘on-road’ trails (in accordance with the Horse trail action plan) by: <ul style="list-style-type: none"> identifying areas with limited visibility and where possible, creating ‘roadside safety zones’ (sections of roadside trail that enable horse riders to get off the road) installing warning signs for ‘on road’ trails with moderate to high traffic volumes. 	Assets and Development Operations Unit	-	Very high
7.3	Formalise ‘roadside’ trails on roads with high traffic volumes and speeds by installing barriers (or utilising existing natural barriers) to achieve adequate separation from the road (in accordance with Horse trail action plan).	Recreation Assets and Development Operations Unit	VicRoads (where relevant)	-
7.4	Review existing warning signs and remove those that are located outside the designated horse trail network and/or do not meet the recommended standards for signage placement.	Assets and Development Operations Unit	-	Medium
7.5	Continue to restrict motorbike/vehicle access to trails through the effective use of cavalettis and barriers. Assess and modify existing cavalettis that do not meet recommended standards.	Operations Unit		High & ongoing
7.6	Liaise with VicRoads regarding the provision of roadside trails and road crossings on VicRoads managed roads to ensure future road/roadside improvements make allowance for equestrian use.	Assets and Development	VicRoads	High
8	Environmental considerations			
8.1	Develop management plans in conjunction with recreation reserve committees, user groups and other stakeholders for reserves with significant bushland areas that provide for equestrian activities to ensure sustainable land management practices.	Recreation Env. and Engineering	Reserve committees	High

No.	Recommendations	Responsibilities		Priority
		Internal	External	
8.2	Develop a 'code of conduct' for horse riders that aims to: <ul style="list-style-type: none"> • minimise the impact of riding in environmentally sensitive areas • minimise conflict with other trail users • educate riders about the risks of riding on roads and roadsides Publicise with promotional horse trail maps/information and by installing signage in key areas.	Recreation Env. and Engineering	Equestrian clubs Interested residents	High
8.3	Ensure trails in environmentally sensitive areas are appropriately located, developed and regularly monitored to minimise their environmental impact. Address identified issues as they arise (i.e. erosion and weed growth).	Operations Unit Env. and Engineering	-	Ongoing
8.4	Continue to support environmental and community groups with the management and maintenance of trails and surrounding bushland/open space areas, and encourage horse riders to become involved.	Recreation Env. and Engineering Operations Unit	Environmental Groups	Ongoing
9	Partnerships			
9.1	Improve communication and information sharing with peak bodies regarding trends, priorities, scheduling of events etc. and to help promote training programs and initiatives.	Recreation	EV, PCV, HRCV and other peak bodies	Ongoing
9.2	Continue to work in collaboration with neighbouring councils to ensure the coordinated provision of equestrian opportunities in the region, including: <ul style="list-style-type: none"> • horse trail connections • a regional equestrian centre • club support and development • event opportunities • access to complementary facilities (where required for major / specialist events) 	Recreation	Neighbouring Councils	Ongoing
9.3	Continue to work in collaboration with the Pakenham Racing Club to identify potential future opportunities for the broader equestrian community.	Recreation Economic Development	Pakenham Racing Club	Ongoing
9.4	Acknowledge the role of private centres in servicing the equestrian needs of the community and encourage greater communication and information sharing about usage levels, programming, scheduling of events etc.	Recreation	Private Operators	Ongoing
9.5	Continue discussions with Melbourne Water regarding potential future equestrian use of the trail along the outside perimeter of the Cardinia Reservoir (alongside Red Hill, Lewis and Emerald Beaconsfield roads).	Recreation	Melbourne Water	Very high
9.6	Work in conjunction with the Department of Environment and Primary Industries and Parks Victoria to ensure the inclusion of horse trails and support facilities within the Cardinia Creek Parklands, and to ensure the provision of trail connections from Cardinia Shire.	Recreation	DEPI Parks Victoria	High
9.7	Continue to work with Parks Victoria in the provision of horse riding opportunities in Bunyip State Park	Recreation	Parks Victoria	

No.	Recommendations	Responsibilities		Priority
		Internal	External	
	and Kurth Kiln National Park and investigate opportunities to improve access: <ul style="list-style-type: none"> from Tonimbuk/Bunyip North to Bunyip State Park through the provision of a horse unloading area and a potential connection from Dingo Ridge Track to Tonimbuk Road (as part of the future revision of the Bunyip State Park Management Plan) from Gembrook to Kurth Kiln Regional Park and Bunyip State Park. 			Medium Low
9.8	Investigate the potential to establish a horse/multi-use trail connection between the Aqueduct Trail and Cardinia Creek Parklands in collaboration with relevant stakeholders.	Recreation Env. and Engineering	Cardinia Environment Coalition, DEPI	Very high
9.9	Work with VicTrack and other key stakeholders to progress the development of a multi-use rail trail along the disused Leongatha Rail Line that allows for horse riding and includes float parking and other supportive infrastructure.	Recreation	VicTrack	Medium
10	Information and communication			
10.1	Develop a promotional guide of equestrian opportunities in Cardinia Shire and ensure information is kept up-to-date and promoted widely. Guide to include maps of horse trails, equestrian facilities and supporting infrastructure (i.e. float parking), club information, riders code of conduct, contact information (to report issues/hazards) etc.	Recreation, Communications	-	High & ongoing
10.2	Increase community / driver awareness about the prevalence of horse trails in Cardinia Shire, the rights of horse riders / drivers and how to drive safely around horses by periodically publishing information on Council's website, Connect magazine, local newspapers, social media and via local clubs etc.	Recreation, Communication	VicRoads, local media	Very high, ongoing
10.3	Ensure contact information for equestrian clubs and reserves is kept up-to-date and made available to the public via Council's community directory.	Recreation	Equestrian clubs	Ongoing
10.4	Monitor participation trends and community demand for equestrian opportunities by: <ul style="list-style-type: none"> collecting and collating annual club membership data (as part of annual reporting); and periodically reviewing the number and distribution of horse properties in Cardinia Shire in consultation with the DPI. 	Recreation	Equestrian clubs DPI	Medium
11	Internal planning and review			
11.1	Incorporate the designated horse trail network into Council's mapping and asset management systems to ensure it is readily available to all Council departments. Ensure data is kept up-to-date.	Recreation IT	-	Very high & ongoing
11.2	Assess potential new off-road and roadside trail opportunities in-line with the criteria for trail selection and prioritisation, including environmental considerations, connectivity and sustainability.	Recreation, Env. and Engineering Planning and Dvp.	-	Ongoing
11.3	Ensure future town planning (i.e. township strategies, precinct and subdivision plans etc.) considers existing and proposed horse trails and the need to preserve and enhance connections to key destinations.	Planning and Dvp.	-	Ongoing

No.	Recommendations	Responsibilities		Priority
		Internal	External	
11.4	Ensure future road and footpath improvement projects do not negatively impact on designated horse trails. Where possible widen or realign road verges to ensure the ongoing safety of trail users and the preservation of horse trail connections.	Assets and Development	-	Ongoing
11.5	Conduct an annual review of the horse trail network and implementation program to address emerging issues, potential new opportunities, changes to trail classifications and to confirm and scope priority works.	Recreation Operations Unit Env. and Engineering Assets and Dvp.	-	Ongoing

8.2 Horse trail action plan

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
Shire-Wide Actions							
SW1	VH	Mt Eirene Rd, Gembrook	Gembrook Rd	Bessie Creek Rd	On-road	Install signs to warn motorists of on-road riding activity and create sections of roadside trail where visibility is limited (where possible). <i>** Indicative cost = \$4,200</i>	Assets and Development
SW2		Morrison Rd, Pak Upper	Pakenham Rd	Dore Rd			
SW3		Thewlis Road, Pakenham	Leppitt Rd	Aqueduct Trail			
SW4		Toomuc Valley Rd, Pakenham Upper	Carne Rd extension	Hein Rd			
SW5		Dore Road, NNG North	Seymour Rd	Morrison Rd			
SW6		Bessie Creek Rd, Nar Nar Goon North	Twin Creek Rd Reserve	Halifax Rd			
SW7	VH	Beaconsfield Emerald Rd	Split Rock Rd	Stoney Creek Rd	Crossing	Improve the crossing of roads with high traffic volumes and/or speeds by installing road crossing signage and bollards to help riders and motorists to identify crossing points. <i>** Indicative cost = \$18,300</i>	Assets & Dvp. VicRoads
SW8		Beaconsfield Emerald Rd	Split Rock Rd	Lewis Rd			
SW9		Beaconsfield Emerald Rd	Brisbane Rd	Stoney Creek Rd			
SW10		Pakenham Rd, Pakenham Upper	Huxtable Rd / Old Gembrook Rd	Army Rd			
SW11		Stoney Creek Road, Upper Beac. (to (Sutherland Road)	Beaconsfield Emerald Road	Creek Reserve			
SW12		Army Rd, Pak Upper	Reynolds Rd Reserve	Gordon Rd			
SW13		Gembrook Rd, Gembrook	Gembrook Park Trail	Mt Eirene Rd			

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
SW14		Salisbury Rd, Upper Beac.	Split Rock Road	Abeckett Rd			
SW15		Pakenham Rd, Pak Upper	Doyle Road	Morrison Rd			
SW16		Pakenham Rd, Mt Burnett	Paternoster Road	Mount Burnett Rd			
SW17		Manester Rd / Alber Rd, Upper Beac.	Red Hill Road	Foott Rd			
SW18		Leppit Rd, Pakenham	Hein Road	Thewlis Rd			
SW19		St Georges Rd, Upper Beac.	Brennan Avenue	Rosebank Lane			
SW20		Split Rock Rd, Upper Beac.	Salisbury Road	Beac. Emerald Rd			
SW21		Tonimbuk Rd, Tonimbuk	Ellis Rd/Sanders Rd	Ellis Road			
SW22		Harvie Rd	Harvie Rd	Gembrook Rd			
Hills Sub-region							
Hills1	M	Cockatoo to Gembrook Trail	Wrights Forest, Cockatoo (TBC)	Station Rd, Gembrook TBC	TBA	Investigate the potential development of a multi-use trail that allows for horse riders, as part of the detailed design process for the Cockatoo to Gembrook Regional Trail and in consultation with stakeholders.	Recreation Assets & Dvp Community
Avonsleigh							
A1	L	Woori Yallock Rd	Merritts Rd Reserve	Kirk Rd	Roadside C	Investigate the potential development of a safe roadside trail (and crossing) along Worri Yallock Rd	Assets & Dvp VicRoads
A2	L	Merretts Rd	Kennedy Rd (Yarra Ranges)	Woori Yallock Rd	Roadside N *	Work with Yarra Valley Water and Yarra Ranges Shire Council to reinstate creek crossing	YR Shire YV Water
Beaconsfield, Officer, Pakenham							
BOP2	H	Leppit Rd	Hein Rd	Thewlis Rd	Roadside N	Formalise trail	Operations
BOP3	H	Hillview Bushland Reserve	Bathe Rd	Aqueduct Trail	Off-road	Install directional signage at key access points	Operations
BOP4	H	Aqueduct Trail	Thewlis Rd	Dickie Rd	Off-road	Extend the trail through to Dickie Rd and enlarge current car/float parking areas to make the trail more accessible	Recreation Env. & Eng.
BOP5	H	Dickie Rd	Aqueduct Trail	Carpenter Rd	Roadside N *	Where possible, extend sections of roadside trail, particularly for areas with low visibility	Operations
BOP6	M	Brown Rd	Dickie Rd	Officer Pony Club	Roadside C	Extend the existing gravel path along Brown Rd to the Officer Pony Club Grounds	Env. & Eng. Operations
BOP7	M	Carpenter Rd	Dickie Rd	Carpenter Rd Reserve	On-road	Provide section of roadside trail where visibility is limited	Operations
BOP8	M	Carpenter Rd Reserve	Carpenter Rd	Officer Rd / Aqueduct Trail	Off-road	Investigate the potential to extend the existing trail from Carpenter Road to the Aqueduct Trail	Recreation Env & Eng.

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
							Operations
BOP9	M	Dickie Rd	Aqueduct Trail	Brown Rd	Roadside N *	Improve access to roadside riding, particularly where visibility is limited	Operations
BOP 10	LT	Cardinia Creek – Aqueduct Connection	Cardinia Creek Parklands	Aqueduct Trail	TBA	Investigate the potential to establish a horse/multi-use trail connection between the Aqueduct Trail and Cardinia Creek Parklands in collaboration with relevant stakeholders.	Recreation Env. & Eng.
Beaconsfield Upper							
BU1	VH	St Georges Rd	Brennan Ave	Rosebank Lane	Roadside C	Prune overhanging vegetation ** Indicative cost = \$500	Operations
BU2	VH	Stoney Creek Rd	Beac. Emerald Rd	Creek Reserve	Roadside C	Prune overhanging vegetation. ** Indicative cost = \$500	Operations
BU3	VH	Split Rock Rd	Salisbury Rd	Beaconsfield Emerald Rd	Roadside N	Address drainage and erosion issues and upgrade the trail surface in key locations. ** Indicative cost = \$4,000	Operations
BU4	H	Beaconsfield Emerald Rd	Split Rock Road	Stoney Creek Rd	Roadside C	Upgrade roadside trail to a constructed surface.	Env. & Eng.
BU5	H	Salisbury Road	Carpenter Rd	Split Rock Rd	Roadside C	Investigate the potential for a roadside trail to connect trails on Carpenter and Split Rock Roads. Install road crossing signage, bollards and barriers as required	Env. & Eng.
BU6	H	Stoney Creek Rd	Creek Reserve	Beaconsfield Emerald Rd	Roadside N	Formalise roadside trail and install road crossing signage to improve the connection to McArthur Road.	Operations
BU7	H	Telegraph Rd	O'Neil Rd	Hughendan Rd	Roadside N	Improve surface and clear overgrown vegetation as required	Operations
		Telegraph Rd	A'Beckett Rd	Hughendan Rd			
BU8	H	Foott Rd	Red Hill Rd	Chadwick Rd	On-road	Work with the City of Casey and Melbourne Water to ensure connection to Chadwick Rd Trail	Recreation Operations
BU9	H	Brennan Ave	St Georges Rd	Hilden Drv (Casey)	Roadside N	Clear encroaching vegetation to create a continuous roadside trail.	Operations
BU10	H	Foott Rd Trail	Foott Rd	St Georges Rd	Off-road	Continue to maintain trail surface and prune overhanging vegetation. Install a 'dry weather only' sign to minimise use and potential damage in wet weather.	Operations
BU11	H	Berglund Rd	Hein Rd	Hamilton Reserve	On-road	Provide sections of roadside trail on sharp bends where visibility is limited.	Operations
BU12	H	Brisbane Rd	Salisbury Valley Wetlands	Beaconsfield Emerald Rd	Roadside C	Develop a trail connection along Brisbane Rd as part of the proposed subdivision	Strat. Planning Operations
BU13	M	Beaconsfield Emerald Rd	Lewis Rd	Downey Rd	Roadside N	Investigate the development of a roadside trail along the east side of Beaconsfield Emerald Road and southern	Recreation
		Lewis Rd	Beaconsfield Emerald	Red Hill Rd /			

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
			Rd	McArthur Rd		side of Lewis and Red Hill Roads, and continue discussions with Melbourne Water regarding access to the trail on the outside perimeter of the Cardinia Reservoir. Install road crossing signage and bollards as required.	Melbourne Water
		Red Hill Rd	Lewis Rd	Foott Rd			
BU14	M	Buchanan Rd	Telegraph Rd	Quamby Rd	Roadside N	Clear overgrown vegetation as required	Operations
BU15	M	A'Beckett Rd	Salisbury Rd	Telegraph Rd	Roadside N	Install road crossing sign to improve the connection to Telegraph Road	Operations
BU17	M	Rosebank Lane (Road Reserve & Private Property)	St Georges Rd	Rosebank Lane	Off-road	Investigate the potential future development of a trail connection from St Georges Rd to Rosebank wetlands	Recreation Strat. Planning
BU16	L	Rosebank Lane	Rosebank Rd Reserve	Rosebank Wetlands Trail	Roadside N	Develop a roadside trail from the road reserve (proposed future trail) and Rosebank Wetlands	Env. & Eng.
BU18	L	Quamby Rd	Buchanan Rd	Beaconsfield Emerald Rd	Roadside C	Construct a roadside trail and creek crossing and formalise road crossing/s through the installation of road crossing signage and bollards	Env. & Eng.
BU19	L	Beaconsfield Emerald Rd	Quamby Rd	Luke Pl	Roadside C	Investigate the potential development of roadside trail and the installation of road crossing signage, bollards and separation barriers (where required)	Env. & Eng. VicRoads
BU20	L	Tower Rd Reserve	Tower Rd	Funnell Rd	Off-road	Formalise trail through road reserve	Operations
BU21	L	High St	Beaconsfield Emerald Rd	Critchley Parker Reserve	On-road	Where possible, provide sections of roadside trail where visibility is limited	Operations
BU22	L	McKenzie Rd	Tower Rd	Sugarloaf Rd	Off-road	Formalise trail by clearing overgrown vegetation and addressing erosion issues.	Operations
BU23	L	Luke Place	Beaconsfield Emerald Rd	Cardinia Creek	Roadside N	Formalise roadside trail and work with stakeholders to determine a potential future connection to the Cardinia Creek Parklands and City of Casey trails	Recreation Operations
BU24	L	Beaconsfield Emerald Rd	Luke Pl	High St	Roadside C	Investigate the feasibility of a trail along Emerald Beaconsfield Road in consultation with VicRoads	Env. & Eng. VicRoads
Cockatoo and Mount Burnett							
C1	VH	Paternoster Rd	Hillside Rd Reserve, Mount Burnett	Matters Rd	Roadside N	Address nature-strip encroachment, allowing for continuous roadside trail. Provide road crossing signage where trail crosses road <i>** Indicative cost = \$700</i>	Compliance Services Operations
C2	H	Mount Burnett Rd	Paternoster Rd	Gembrook Rd	Roadside N	Provide a continuous natural roadside trail.	Operations
C3	H	Hillside Rd	Edmunds Rd / Josie Bysouth Reserve	Hillside Rd Reserve	Roadside C	Upgrade/formalise the existing roadside trail to a constructed (gravel) surface.	Env. & Eng.

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
C4	H	Hillside Rd Reserve	Hillside Rd	Paternoster Rd	Off-road	Clear overgrown trail and install directional signage (on Hillside Rd and Paternoster Rd)	Operations
C5	M	Cockatoo Trail	Proposed Cockatoo to Gembrook Trail	Paternoster Rd	TBA	Work with key stakeholders to investigate the potential for a multi-use trail (that allows for horses) from the proposed Cockatoo to Gembrook Trail to the Paternoster Road horse trail network, with consideration given to use of the Wrights Forest perimeter trail (and Baily Rd, Sixth Ave and Seaview Rd).	Recreation Env. & Eng. Parks Victoria Friends of Wrights Forest DEPI
C6	L	Rainy Hill Rd	Kirk Rd	Mountain Rd	On-road *	Provide section of roadside trail where visibility is limited	Operations
C7	L	Kirk Rd	Woori Yallock Rd	Rainy Hill Rd	On-road	Provide section of roadside trail where visibility is limited	Operations
Garfield North							
GN1	H	Garfield North Road	Old Sale Rd	Sanders Rd	Roadside N	Investigate the potential development of a roadside trail. Install road crossing signage as required	Env. & Eng. Operations
GN2	H	Sanders Road	Garfield North Rd	Tonimbuk Rd/Ellis Rd	On-road	Provide sections of roadside trail where visibility is limited (on sharp bends).	Operations
GN3	M	Garfield North Road	Sanders Rd	Pettigrew Rd	On-road	Provide roadside trail where visibility is limited. Install road crossing signage at Sanders Rd intersection.	Operations
GN4	LT	Garfield Nth to Maryknoll Trail	Wright Rd	Fogarty Rd	On-road	Monitor the long term need and feasibility of an east-west trail between Maryknoll and Garfield North via Wright, Brew, Mintern, Jury and Mills Roads	Recreation
Gembrook							
G1	H	Gembrook Rd	Gembrook Rd (playground)	Gembrook Rd (Blackwood Lane)	Roadside C	Install road crossing signage to improve connection from existing path to Big Log Reserve	Operations
G2	H	Gembrook Rd	Gembrook Park Trail	Mt Eirene Rd	Roadside N	Formalise roadside trail	Operations
G3	H	Gembrook Rd	Mt Eirene Rd	Mt Burnett Rd	Roadside N	Formalise roadside trail, improve safety along narrow sections of road reserve and install road crossing signage	Operations
G4	H	Big Log Reserve	Gembrook Rd	Gembrook Park Trail	Off-road	Investigate the potential to provide horse riders access to Big Log Reserve and the Gembrook Park perimeter track in collaboration with key stakeholders. Modify signage to formalise access and help direct horse riders.	Env. & Eng. Operations
		Gembrook Park Perimetre Trail & Access Rd	Big Log Reserve	Gembrook Rd / Watkins Lane			
G5	M	Station Road	Belgrave Gembrook Rd	Innes Rd	Roadside C	Investigate the potential for horse riders along the existing path and future connection to Innes Road as part of the proposed Cockatoo to Gembrook Trail	Recreation Env. & Eng.
G6	M	Red Rd	Gembrook Rd	Boyd Rd	On-road *	Provide section of roadside trail on sharp bend where visibility is limited	Operations

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
G7	LT	Gembrook Launching Place Rd	Quinn Rd	Gilwell Park / Kurth Kiln	Roadside C	Investigate the potential development of a roadside trail to Gilwell Park and Kurth Kiln Regional Park	Env. & Eng.
Maryknoll & Tynong North							
M1	VH	Yarrabubba Reserve/Snell Rd Easement Walk	Windagee Rd	Yarrabubba Reserve/Snell Rd	Off-road	Install non-slip surface on bridge crossings (2). Construct new bridge (for east-west access) <i>** Indicative cost = \$20,000 (allocated in 2013/14)</i>	Env. & Eng.
M2	H	Mirrabooka Rd	Barongarook Rd Sth	St Joseph's Square	Roadside C	Clear overhanging vegetation.	Operations
M3	H	Barongarook Track Reserve	Bundilla Rd	Battunga Rd	Off-road	Improve steps / access for horse riders along reserve track	Operations Maryknoll Grp
M4	H	Wirragulla Reserve	Mortimer Rd	Baroona Rd	Off-road	Clear barriers preventing through access	Operations
M5	H	Road Reserve	Turramurra Rd	Koolbirra Rd	TBA	Investigate the continuation of the existing trail to provide through access.	Env. & Eng Operations
M6	M	Wheeler Rd	Bundilla Rd	Fogarty Rd	Roadside N *	Improve access to roadside through selective pruning of roadside vegetation	Operations
M7	M	Fogarty Rd	Wheeler Rd	Baroona Rd	Roadside N *	Improve access to roadside through selective pruning of roadside vegetation	Operations
M8	M	Pooley Rd (dry weather access only)	Mortimer Rd	Tynong Nth Rd, Bunyip State Park	On-road	Provide sections of roadside trail where visibility is limited.	Operations
M9	M	Koala Reserve Track	Wirragulla Road (fire track)	Koolbirra Rd	Off-road	Install advisory signage "walking pace only" to minimise environmental impact and potential conflict with other trail users	Env. & Eng.
M10	L	Yarrabubba Reserve	Yarrabubba Rd	Snell Road	Off-road	Construct an off-road trail along Yarrabubba Reserve boundary/easement.	Env. & Eng Operations
M11	L	Mortimer Rd Reserve	Four Mile Track	Warrren Rd	Off-road	Investigate the potential development of an off-road trail of sufficient width and standard to allow the safe passage of horse riders	Recreation Env. & Eng Operations
M12	L	Manoora Rd	Liamena Rd	Mortimer Rd	On-road	Provide section/s of roadside trail where visibility is limited	Operations
Nar Nar Goon North							
NN1	H	Bessie Creek Rd	Mt Eirene Rd	Olsen Rd	Roadside N	Investigate the potential development of a roadside trail	Recreation Env. & Eng.
NN2	H	Dore Rd	Aqueduct Trail	Bessie Creek Rd	On-road	Provide sections of roadside trail where visibility is limited	Operations
NN3	M	Bessie Creek Rd	Twin Creek Road Reserve	Halifax Rd	Roadside N	Investigate the potential development of a roadside trail	Recreation Env. & Eng.

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
NN4	M	Bessie Creek Rd	Dore Rd	Warren Rd	Roadside N	Investigate a potential roadside trail and install road crossing signage, bollards, separation barriers etc.	Recreation Env. & Eng.
NN5	M	Olsen Rd	Bessie Creek Rd	Bunyip State Park	On-road	Provide sections of roadside trail where visibility is limited	Operations
NN6	L	Halifax Rd	Bessie Creek Rd	Mt Eirene Rd	On-road	Provide section of roadside trail on corner where visibility is limited.	Operations
Pakenham Upper							
PU1	VH	Pakenham Rd	Huxtable Rd/Old Gembrook Rd	Army Rd	Crossing	Formalise trail between Army Rd/Reynolds Road and Huxtable/Old Gembrook Rd. <i>** Indicative cost = \$3,020</i>	Env. & Eng. VicRoads
PU2	H	Huxtable Rd	Huxtable Rd Reserve	Bourkes Creek Rd	Roadside N	Install road crossing and directional signage at Carne Road extension. Improve access to roadside in areas that are currently inaccessible (where feasible). Investigate the long term feasibility of continuing the roadside trail from the Reserve and Pakenham Rd.	Recreation Env. & Eng. Operations
PU3	H	Carne Rd Easement	Carne Rd	Huxtable Rd	Off-road	Clear overgrown trail, reconstruct culvert and upgrade surface. Install directional signage on Huxtable Road	Operations
PU4	H	Carne Rd Easement	Huxtable Rd	Toomuc Valley Rd	Off-road	Clear overgrown trail. Install directional signage on Huxtable Road	Operations
PU5	H	Army Road	Reynolds Rd Reserve	Gordon Rd	Roadside C	Formalise trail along Army Road	Env. & Eng. Operations
PU6	H	Bourkes Creek Rd	Huxtable Rd	Chambers Reserve Trail/Matters Rd	Roadside N *	Formalise roadside trail on sealed section of road (between Huxtable and Shelton Road)	Operations
PU7	H	Chambers Reserve - Trails	Bourkes Creek Rd	Downey Rd	Off-road	Continue to maintain trails and manage illegal trail bike access. Investigate the potential future development of a float parking area	Env. & Eng. Operations
PU8	H	Downey Road	Chambers Reserve	Beaconsfield Emerald Rd	On-road	Provide section of roadside trail where visibility is limited	Operations
PU9	M	Gordon Rd	Army Rd	Morrison Rd	On-road *	Provide sections of roadside trail on sharp bends where visibility is limited.	Operations
PU10	M	Reynolds Road Reserve	Reynolds Rd	Army Rd	Off-road	Install directional signage at trail access points	Operations
PU11	M	Aqueduct trail	Morrison Rd	Dore Rd	Off-road	Work with DSE to maintain access along the Aqueduct Trail. Install directional signage at key access points (Morrison & Dore Rd) and trim overhanging branches.	Operations DSE
PU12	M	Gembrook Rd	Trevor Rd	Twin Creek Rd	On-road	Provide sections of roadside trail where visibility is limited	Operations

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
PU13	M	Old Gembrook Rd	Huxtable Rd	Doyle Rd	On-road	Provide sections of roadside trail where visibility is limited	Operations
PU14	M	Trevor Rd	Dore Rd	Harvie Rd	On-road	Provide section of roadside trail on corner where visibility is limited.	Operations
PU15	M	Reynolds Road	Army Rd	Reynolds Rd Reserve	On-road	Provide sections of roadside trail where visibility is limited	Operations
PU16	M	Doyle Rd	Old Gembrook Rd	Pakenham Rd/Morrison Rd	On-road	Provide sections of roadside trail where visibility is limited.	Operations
PU17	H	Twin Creeks Road Reserve	Twin Creeks Rd	Bessie Creek Rd	Off-road	Clear fallen trees.	Operations
Tonimbuk							
T1	H	Tonimbuk Rd	Jolley Rd	Tonimbuk Rd - end of sealed arterial	Roadside N	Investigate the potential development of a roadside trail.	Env. & Eng. Operations
T2	M	Ellis Rd	Tonimbuk Rd / Sanders Rd	Jolley Rd	On-road	Provide roadside trail on sharp bend where visibility is limited.	Operations
T3	M	Jolley Rd	Ellis Rd	Tonimbuk Rd	On-road	Provide access to roadside where visibility is limited.	Operations
T4	M	Tonimbuk Road	Tonimbuk Rd (end of sealed arterial)	Steering Wheel Track, BSP	On-road	Provide sections of roadside trail where visibility is limited.	Operations
Rural (south and east) sub-region							
Rural 1	M	South Gippsland Rail Trail	City of Casey (Dalmore)	South Gippsland Shire (Lang Lang)	Off-road	Work with VicTrack and other key stakeholders to progress the development of a multi-use rail trail along the disused Leongatha Rail Line, that is inclusive of horse riders.	Recreation Env. & Eng. VicTrack SRV
Rural 2	LT	Bunyip to Garfield Trail	Bunyip (from McNamara Rd)	Garfield	Roadside C	Create a multi-use roadside trail between Bunyip and Garfield, with consideration given to Railway Avenue as a potential route.	Recreation Env. & Eng.
Rural 3	LT	Railway Towns Trail	Garfield	Nar Nar Goon	Roadside C	Investigate the long term feasibility of developing a multi-use trail connecting the Railway Towns with consideration given to Railway Avenue / Station Road	Recreation Env. & Eng.
Rural 4	LT	Bunyip to Kooweerup Trail	Fourteen Mile Rd	Bladens Rd	On-road	Investigate a potential future trail from Bunyip / Garfield to Kooweerup (via Main Drain Road South), including the provision of a safe crossing over Bunyip River Rd / Bunyip River and on-road signage.	Recreation Env. & Eng.
Rural 5	LT	Cardinia Creek Trail	McCormacks Rd	South Gippsland Rail Trail	Off-road	Investigate the long term feasibility of developing a multi-use trail along Cardinia Creek between the Cardinia Creek Parklands and South Gippsland Rail Trail, in	Recreation City of Casey Melbourne

Priority		Trail name	Trail section		Trail type	Action	Responsibility
			From:	To:			
						collaboration with Melbourne Water and the City of Casey.	Water
Rural 6	LT	Tynong Trail	Tynong (Railway Towns Trail)	CoraLynn (Bunyip to Kooweerup Trail)	TBA	Review the provision of trails in Tynong and surrounding areas following the establishment of the new racecourse (in line with future demands); and investigate the feasibility of a trail from Tynong to CoraLynn connecting the Railway Towns Trail and Kooweerup to Bunyip Trail.	Recreation Strat. Planning Pakenham Racing Club
Bunyip							
B1	H	Anderson St	Riverside Ave	Mary St	Roadside C	Construct a roadside trail	Env. & Eng.
B2	H	Abeckett Rd	Doran Rd	Drake Crt	Roadside C	Construct a roadside trail and install road crossing signage	Env. & Eng.
B3	L	Drake Crt	Abeckett Rd	Subdivision trail	Roadside N	Develop a roadside trail to the proposed off-road trail as part of the new subdivision	Operations
B4	M	Bunyip Modella Rd	Nar Nar Goon Longwarry Rd	Pound Road	Roadside C	Provide a continuous roadside trail.	Env. & Eng. Operations
B5	M	Bunyip Sanctuary Trails	N/a	N/a	Off-road	Maintain access for horse riders and progressively upgrade low-lying trails to all-weather surfaces	Env. & Eng.
B6	M	Doran Rd	Wattletree Rd	Bunyip Sanctuary Access	Roadside N	Provide a continuous roadside trail	Operations
B7	M	Nar Nar Goon Longwarry Rd	Bunyip Modella Rd/Hope St	Pound Road Reserve	Roadside C	Develop a multi-use roadside trail that is suitable for horse riders	Env. & Eng.
B8	M	Wattletree Rd	Nash Rd	McNamara Rd	Roadside C	Create an east-west roadside trail along Wattletree Rd. Install road crossing signage at Bunyip Tonimbuk Rd / Hope St	Env. & Eng.
B9	M	Railway Ave	McNamara Rd	Bunyip Modella Rd/Hope St	Roadside C	Create a roadside trail and provide a safe crossing of Bunyip Modella Road and the railway line	Env. & Eng.
B10	M	New Subdivision Trail	Drake Crt	Henry Rd	Off-road	Develop a multi-use/horse trail as part of new subdivision	Strat. Planning
Koo Wee Rup							
K1	M	Denhams Rd	Proposed Rail Trail	Koo Wee Rup Rec. Reserve	Roadside C	Provide a safe crossing to the proposed South Gippsland Rail Trail and remove 'no horses' sign on Denhams Rd.	Env. & Eng. Operations
Lang Lang							
L1	L	Carnavon St	Proposed Rail Trail	Lang Lang Showgrounds	Roadside C	Provide a connection from the proposed Rail Trail to the Showgrounds, including a safe crossing of McDonalds Track	

* Combination of on-road and roadside trail

** Indicative cost for 'very high' priority works = \$51,220

Appendix 1: Proposed horse trail network – maps

Please see Council's

Appendix 2: Proposed horse trail network – list of trails

Trail Name	Trail Section		Trail Type	Length (m)	Status
	From:	To:			
Hills sub-region					
Avonsleigh					
Kennedy Road	Avon Rd	Merritts Rd	Roadside N	880	Existing
Merretts Rd	Kennedy Rd	Woori Yallock Rd	Roadside N	300	Existing
Woori Yallock Rd	Merritts Rd Reserve	Kirk Rd	Roadside C	460	Proposed
Beaconsfield, Officer, Pakenham					
Aqueduct trail	Thewlis Rd	Dickie Rd (access proposed)	Off-road	5000	Existing
Cardinia Creek Parklands	N/a	N/a	Off-road	TBA	
Cardinia Creek – Aqueduct Connection	Cardinia Creek Parklands	Aqueduct Trail	TBA	TBA	Proposed*
O'Neil Rd	Telegraph Rd	Hughendan Rd	Roadside N **	823	Existing
O'Neil Rd	Hughendon Rd	Bowman Rd/Beac Conservation Reserve	Roadside N	982	Existing
Brown Road	Dickie Rd	Officer Pony Club	Roadside C	417	Proposed
Carpenter Road	Dickie Rd	Carpenter Rd Reserve	On-road	840	Existing
Carpenter Road	Dickie Rd	Salisbury Rd	Roadside N	773	Existing
Carpenter Road Reserve	Carpenter Rd	Officer Rd / Aqueduct Trail	Off-road	510	Proposed
Dickie Rd	Aqueduct Trail	Carpenter Rd	Roadside N **	2591	Existing
Dickie Rd	Aqueduct Trail	Brown Rd	Roadside N **	1634	Proposed
Army Settlement Rd	Army Rd	Seymour Rd	Roadside N	1787	Existing
Bathe Rd	Hillview Bushland Reserve	Thewlis Rd	On-road	962	Existing
Hein Rd	Berglund Rd	Leppit Rd	Roadside N	1036	Existing
Hein Rd	Toomuc Valley Rd	Berglund Rd	On-road	572	Existing
Hillview Bushland Reserve	Bathe Rd	Aqueduct Trail	Off-road	681	Existing
Leppit Road	Hein Rd	Thewlis Rd	Roadside N	383	Proposed
Thewlis Rd	Leppit Rd	Aqueduct Trail	On-road	1188	Existing
Beaconsfield Upper					
A'Beckett Rd	Salisbury Rd	Telegraph Rd	Roadside N	146	Existing
Beac. Emerald Rd	Split Rock Road	Lewis Rd	Roadside N	570	Existing
Beac. Emerald Rd	Quamby Rd	Luke Pl	Roadside C	363	Proposed
Beac. Emerald Rd	Brisbane Rd	Stoney Creek Rd	Roadside C	110	Proposed
Beac. Emerald Rd	Split Rock Road	Stoney Creek Rd	Roadside C	534	Proposed
Beac. Emerald Rd	Luke Pl	High St	Roadside C	770	Proposed
Beac. Emerald Rd	Lewis Rd	Downey Rd	Roadside N	1430	Proposed
Berglund Rd	Split Rock Rd	Hamilton Reserve	Roadside N	812	Existing
Berglund Rd	Hein Rd	Hamilton Reserve	On-road	2607	Existing
Brennan Ave	St Georges Rd	Hilden Drv (Casey)	Roadside N	1574	Existing
Brisbane Rd	Salisbury Valley Wetlands	Beaconsfield Emerald Rd	Roadside C & Off-road	280	Proposed
Buchanan Rd	Telegraph Rd	Quamby Rd	Roadside N	116	Existing
Burton Rd	Stoney Creek Rd	Upper Beaconsfield Rec Reserve	Roadside N	330	Existing
Craik Rd	Sugarloaf Rd	Craik Rd Reserve	Roadside N **	143	Existing
Craik Rd Reserve	Craik Rd	Salisbury Valley Wetlands	Off-road	136	Existing

Trail Name	Trail Section		Trail Type	Length (m)	Status
	From:	To:			
Critchley Parker Reserve	St Georges Rd	High Street	Off-road	535	Existing
Foott Rd	Red Hill Rd	Chadwick Rd	On-road **	1846	Existing
Foott Rd Trail	Foott Rd	St Georges Rd	Off-road	662	Existing
Funnell Rd	Sugarloaf Rd	Tower Rd	On-road	340	Existing
High St	Beaconsfield Emerald Rd	Critchley Parker Reserve	On-road	1623	Proposed
Hughendan Rd	Telegraph Rd	O'Neil Rd	Roadside N **	1200	Existing
Leadbetter Rd	Split Rock Rd	Berglund Rd (road reserve)	On-road	805	Existing
Lewis Rd	Beac. Emerald Rd	Red Hill/McArthur Rds	Roadside N	1390	Proposed*
Luke Place	Beac. Emerald Rd	Cardinia Creek	Roadside N	688	Proposed
McArthur Rd	Stoney Creek Rd	Lewis Rd	Roadside N	1020	Existing
McKenzie Rd	Split Rock Rd	Tower Rd	On-road	806	Existing
McKenzie Rd	Tower Rd	Sugarloaf Rd	Off-road	370	Proposed
Quamby Rd	Buchanan Rd	Beaconsfield Emerald Rd	Roadside C	790	Proposed
Red Hill Rd	Lewis Rd	Foott Rd	Roadside N	2990	Proposed*
Rosebank Lane	Rosebank Rd Reserve	Rosebank Wetlands Trail	Roadside N	137	Proposed
Rosebank Lane (Reserve & Private Property)	St Georges Rd	Rosebank Lane	TBA	230	Proposed*
Rosebank Wetlands Trail	Rosebank Lane	Sutherland Road	Off-road	317	Existing
Salisbury Road	Split Rock Road	Salisbury Valley Wetlands	Roadside C	1020	Existing
Salisbury Road	Carpenter Rd	Split Rock Rd	Roadside C	860	Proposed
Salisbury Valley Wetlands	Salisbury Rd	Brisbane Rd / Private Property	Off-road	660	Existing
Split Rock Rd	Salisbury Rd	Beaconsfield Emerald Rd	Roadside N	3214	Existing
St Georges Rd	Brennan Ave	Rosebank Lane	Roadside C	1538	Existing
St Georges Rd	Foott Rd	Brennan Ave	Roadside N	619	Existing
Stoney Creek Rd	Beaconsfield Emerald Rd	Creek Reserve	Roadside C	1502	Existing
Stoney Creek Rd	Creek Reserve	Beaconsfield Emerald Rd	Roadside N	1650	Existing
Sugarloaf Rd	Salisbury Rd	Tower Rd	Roadside N	1300	Existing
Sugarloaf Rd	Tower Rd	McKenzie Rd	On-road	840	Existing
Sutherland Rd	Sutherland Park	Stoney Creek Rd	Roadside N	336	Existing
Telegraph Rd	O'Neil Rd	Buchanan Rd	Roadside N	530	Existing
Telegraph Rd	O'Neil Rd	Hughendan Rd	Roadside N	1524	Existing
Telegraph Rd	A'Beckett Rd	Hughendan Rd	Roadside N	390	Existing
Tower Rd	McKenzie Rd	Tower Rd Reserve	On-road	405	Existing
Tower Rd Reserve	Tower Rd	Funnell Rd	Off-road	208	Proposed
Cockatoo and Mount Burnett					
Cockatoo to Gembrook Trail	Cockatoo	Gembrook	TBA	TBA	Proposed*
Cockatoo Trail	Proposed Cockatoo to Gembrook Trail	Paternoster Rd	TBA	TBA	Proposed*
Hillside Rd	Edmunds Rd / Josie Bysouth Reserve	Hillside Road Reserve	Roadside C	300	Proposed
Hillside Rd Reserve	Hillside Rd	Patenoster Rd	Off-road	935	Existing
Kirk Rd	Woori Yallock Rd	Rainy Hill Rd	On-road	1497	Proposed
Mount Burnett Rd	Pakenham Rd	Gembrook Rd	Roadside N	2155	Proposed
Paternoster Rd	Seaview Rd	Hillside Rd Reserve	Roadside N	1640	Existing
Rainy Hill Rd	Kirk Rd	Mountain Rd	On-road	1618	Existing
Paternoster Rd	Matters Rd	Pakenham Rd	Roadside N	1080	Existing
Paternoster Rd	Hillside Rd Reserve	Matters Rd	Roadside N	2547	Existing
Garfield North					
Garfield North Road	Sanders Rd	Pettigrew Rd	On-road	1397	Existing

Trail Name	Trail Section		Trail Type	Length (m)	Status
	From:	To:			
Garfield North Road	Old Sale Rd	Sanders Rd	Roadside N	2659	Proposed
Old Sale Rd	Garfield North Rd	Butler Rd	On-road	1190	Existing
Pettigrew Road	Garfield North Rd	Private property / Trail to Bunyip State Park	On-road	1820	Existing
Sanders Road	Garfield North Rd	Tonimbuk Rd/Ellis Rd	On-road	4075	Existing
Trail through private property	Pettigrew Road	Bunyip State Park - Lupton Track	Off-road	TBA	Existing
Garfield Nth to Maryknoll Trail	Wright Rd	Fogarty Rd	TBA	TBA	Proposed*
Gembrook					
Cockatoo to Gembrook Trail	Cockatoo	Gembrook	TBA	TBA	Proposed*
Big Log Reserve	Gembrook Rd	Gembrook Park Trail	Off-road	100	Existing
Boyd Rd	Gembrook Rd	Red Rd	Roadside N	750	Existing
Gembrook Launching Place Rd	Innes Rd	Quinn Rd	Roadside C	415	Existing
Gembrook Launching Place Rd	Quinn Rd	Gilwell Park / Kurth Kiln Regional Park	Roadside C	3500	Proposed*
Gembrook Park Perimetre Trail & Access Rd	Big Log Reserve	Gembrook Rd / Watkins Lane	Off-road	810	Existing
Gembrook Rd	Gembrook Rd (playground)	Gembrook Rd (Blackwood Ln)	Roadside C	268	Existing
Gembrook Rd	Mt Eirene Rd	Mt Burnett Rd	Roadside N	1560	Proposed
Gembrook Rd	Gembrook Park Trail	Mt Eirene Rd	Roadside N	1290	Proposed
Mt Eirene Rd	Gembrook Rd	Bessie Creek Rd	On-road	4560	Existing
Quinn Rd	Gembrook Launching Place Rd	Gembrook Launching Place Rd	Roadside N	500	Proposed
Red Rd	Gembrook Rd	Boyd Rd	On-road **	1700	Existing
Maryknoll					
Barongarook Rd Sth	Snell Rd	Mirrabooka Rd	Roadside C	200	Existing
Barongarook Rd Sth	Mirrabooka Rd	Bundilla Rd / Lineal Reserve	On-road	430	Existing
Barongarook Track Reserve	Bundilla Rd	Battunga Rd	Off-road	1100	Existing
Baroona Rd	Battunga Rd	Fogarty Rd	On-road	540	Existing
Battunga Rd	Barongarook Rd Nth	Fogarty Rd	On-road	244	Existing
Bundilla Rd	Wheeler Rd	Barongarook Rd Sth / Reserve	On-road	585	Existing
Fogarty Rd	Wheeler Rd	Baroona Rd	Roadside N **	1698	Existing
Girrawheen Rd	St Joseph's Square	Wirragulla Rd	On-road	145	Existing
Koala Reserve Track	Wirragulla Road (fire track)	Koolbirra Rd	Off-road	230	Existing
Liamena Rd	Turramurra Rd	Manoora Rd	Off-road	250	Existing
Manoora Rd	Liamena Rd	Mortimer Rd	On-road	446	Existing
Manoora Reserve Track	Manoora Rd	Wingadee Rd	Off-road	184	Existing
Mirrabooka Rd	Barongarook Rd Sth	St Joseph's Square Trail	Roadside C	900	Existing
Mortimer Rd	Wirragulla Reserve Track	Manoora Rd	On-road	1014	Existing
Mortimer Rd (dry weather access only)	Yarrabubba Rd	Four Mile Track	On-road	470	Existing
Mortimer Rd (dry weather access only)	Manoora Rd	Yarrabubba Rd	On-road	950	Existing
Mortimer Rd Reserve	Four Mile Track	Warren Rd	Off-road	617	Proposed
Road Reserve	Koolbirra Rd	Turramurra Rd	Off-road	265	Proposed
St Josephs Square Trail	Mirrabooka Rd	Girrawheen Rd	Off-road	160	Existing

Trail Name	Trail Section		Trail Type	Length (m)	Status
	From:	To:			
Turramurra Rd	Lineal Reserve	St Joseph's Square Trail	On-road	420	Proposed
Wheeler Rd	Bundilla Rd	Fogarty Rd	Roadside N **	680	Proposed
Windagee Rd	Manoora Rd Reserve	Yarrabubba Reserve/Snell Rd Walk	On-road	394	Existing
Windagee Rd	Yarrabubba Reserve/Snell Rd Walk	Mirraboooka Rd	On-road	246	Existing
Wirragulla Rd	Girrawheen Rd	Barongarook Rd Nth	On-road	191	Existing
Wirragulla Reserve	Baroona Rd	Mortimer Rd	Off-road	166	Existing
Wirragulla Road Reserve	Baroona Rd	Baraongarook Rd Nth	Off-road	266	Existing
Yarrabubba Reserve	Yarrabubba Rd	Snell Road	Off-road	243	Proposed
Yarrabubba Reserve / Snell Rd Easement Walk	Windagee Rd	Yarrabubba Reserve/Snell Rd	Off-road	986	Existing
Matters Rd	Bourkes Creek Rd	Paternoster Rd	On-road **	1803	Existing
Nar Nar Goon North and Tynong North					
Bessie Creek Rd	Twin Creek Road Reserve	Halifax Rd	Roadside N	540	Proposed
Bessie Creek Rd	Dore Rd	Warren Rd	Roadside N	255	Proposed
Bessie Creek Rd	Mt Eirene Rd	Olsen Rd	Roadside N	170	Proposed
Dore Rd	Aqueduct Trail	Bessie Creek Rd	On-road	1188	Existing
Dore Rd	Seymour Rd	Morrison Rd	On-road	1188	Existing
Halifax Rd	Bessie Creek Rd	Mt Eirene Rd	On-road	930	Existing
Olsen Rd	Bessie Creek Rd	Bunyip State Park	On-road	2430	Existing
Warren Rd	Four Mile Track	Bessie Creek Rd	On-road	1485	Existing
Yarrabubba Rd	Mortimer Rd	Yarrabubba Reserve	On -road (& Roadside N)	1980	Existing
Pooley Rd, Tynong Nth (dry weather access only)	Mortimer Rd	Tynong Nth Rd, Bunyip State Park	On-road	3325	Existing
Pakenham Upper					
Aqueduct trail	Morrison Rd	Dore Rd	Off-road	2366	Existing
Army Road	Reynolds Rd Reserve	Gordon Rd	Roadside C	253	Proposed
Bourkes Creek Rd	Huxtable Rd	Chambers Reserve Trail/Matters Rd	Roadside N **	1550	Existing
Carne Rd	Old Gembrook Rd	Carne Rd extention	On-road	790	Existing
Carne Rd Easement	Carne Rd	Huxtable Rd	Off-road	323	Existing
Carne Rd Easement	Huxtable Rd	Toomuc Valley Rd	Off-road	1076	Existing
Chambers Reserve	Bourkes Creek Rd	Downey Rd	Off-road	3390	Existing
Downey Road	Chambers Reserve	Beaconsfield Emerald Rd	On-road	1106	Existing
Downey Road Reserve	Chambers Reserve	Matters Rd	Off-road	1190	Existing
Doyle Rd	Old Gembrook Rd	Pakenham Rd	On-road	401	Existing
Gordon Rd	Army Rd	Morrison Rd	On-road **	2900	Existing
Harvie Rd	Trevor Rd	Twin Creek Road	On-road	2490	Existing
Harvie Rd	Gembrook Rd	Harvie Rd/Twin Creek Road	On-road	1150	Existing
Huxtable Rd	Huxtable Rd Reserve	Bourkes Creek Rd	Roadside N	3485	Existing
Huxtable Rd Reserve Access Rd	Huxtable Rd Reserve	Huxtable Road Reserve	On-road	470	Existing
Morrison Rd	Pakenham Rd	Dore Rd	On-road	4030	Existing
Norris Rd/Seymour Rd	Army Settlement Rd	Dore Rd	On-road	980	Existing
Old Gembrook Rd	Huxtable Rd	Doyle Rd	On-road	2567	Existing
Reynolds Road	Army Rd	Reynolds Road Reserve	On-road	454	Existing
Reynolds Road Reserve	Reynolds Rd	Army Rd	Off-road	700	Existing
Toomuc Valley Rd	Carne Rd extension	Hein Rd	On-road	1467	Existing
Trevor Rd	Dore Rd	Harvie Rd	On-road	480	Existing

Trail Name	Trail Section		Trail Type	Length (m)	Status
	From:	To:			
Twin Creek Road	Harvie Rd	Twin Creek Road Reserve	On-road	350	Existing
Twin Creek Road Reserve	Twin Creek Road	Bessie Creek Rd	Off-road	230	Existing
Tonimbuk					
Ellis Rd	Tonimbuk Rd/Sanders Rd	Jolley Rd	On-road	6438	Existing
Jolley Rd	Ellis Rd	Tonimbuk Rd	On-road	2822	Existing
Tonimbuk Road	Tonimbuk Rd - end of sealed arterial	Steering Wheel Track	On-road	2345	Existing
Tonimbuk Road	Jolley Rd	Tonimbuk Rd - end of sealed arterial	Roadside N	2290	Proposed
Rural (south and east) sub-region					
Bunyip to Kooweerup (Main Drain Rd South)	Fourteen Mile Rd	Bladens Rd	On-road	15620	Proposed*
Cardinia Creek Trail	McCormacks Rd	South Gippsland Rail Trail	TBA	TBA	Proposed*
Railway Towns Trail	Garfield	Nar Nar Goon	TBA	TBA	Proposed*
South Gippsland Rail Trail	City of Casey (Dalmore)	South Gippsland Shire (Lang Lang)	Off-road	TBA	Proposed*
Tynong Trail	Railway Towns Trail, Tynong	CoraLyn, Bunyip to Kooweerup Trail	TBA	TBA	Proposed*
Bunyip					
Anderson St	Riverside Ave	Mary St	Roadside C	130	Proposed
Mary St	Anderson St	Henry Rd	On-road	925	Existing
Abeckett Rd	Doran Rd	Drake Crt	Roadside C	330	Proposed
Bunyip Modella Rd	Nar Nar Goon Longwarry Rd	Pound Road	Roadside C	600	Proposed
Bunyip Sanctuary Trails	N/a	N/a	Off-road	4498	Existing
Bunyip to Garfield Trail	McNamara Rd	Garfield	Roadside C	2200	Proposed*
Corcoran Rd	Pound Rd	Lone Pine Rd	On-road	1336	Existing
Doran Rd	Wattletree Rd	Henry Rd	Roadside C	161	Existing
Doran Rd	Wattletree Rd	Bunyip Sanctuary Access	Roadside N	410	Proposed
Drake Crt	Abeckett Rd	New trail/subdivision	Roadside N	230	Proposed
Fourteen Mile Rd	Lone Pine Rd	Main Drain Rd Sth	On-road	1132	Existing
Henry Rd	Riverside Ave	Abeckett Rd	On-road	885	Existing
Lone Pine Rd	Corcoran Rd	Fourteen Mile Rd	On-road	1220	Existing
McNamara Rd	Wattletree Rd	Railway Ave	On-road	820	Existing
Nar Nar Goon Longwarry Rd	Bunyip Modella Rd/Hope St	Pound Road Reserve	Roadside C	560	Proposed
New Subdivision Trail	Drake Crt	Henry Rd	Off-road	690	Proposed
Pound Rd	Bunyip Modella Rd	Corcoran Rd	On-road	1638	Existing
Railway Ave	McNamara Rd	Bunyip Modella Rd/Hope St	Roadside C	820	Proposed
Riverside Rd	Henry Rd	Anderson St	On-road	538	Existing
Riverside Rd	Henry Rd	Anderson St	Roadside C	435	Existing
Wattletree Rd	Nash Rd	Doran Rd	Roadside C	1210	Existing
Wattletree Rd	Nash Rd	McNamara Rd	Roadside C	1236	Proposed
Koo Wee Rup and Lang Lang					
Bladens Rd	Main Drain Rd Sth	Boundary Drain Rd	On-road	2190	Existing
Boundary Drain Rd	Denhams Rd	Proposed Rail Trail	Roadside C	1678	Existing
Boundary Drain Rd	Bladens Rd	Denhams Rd	Roadside N	3800	Existing
Carnavon St, Lang Lang	Proposed Rail Trail	Lang Lang Showgrounds	Roadside C	334	Proposed

* Proposed future trail subject to further planning and investigation

Appendix 3: Glossary of equestrian terminology

Barrel racing	<p>The sport of barrel racing started at rodeos many years ago. Barrel racers attempt to complete a clover leaf pattern around three drums/barrels in the fastest time.</p> <p><i>Source:</i> www.barrelracingvictoria.webs.com</p>
Camp drafting	<p>Camp drafting involves a mounted rider riding into a 'camp' (yard) which has six to eight head of cattle in it. The rider "cuts out" one steer or heifer and brings the beast to the front of the camp, and blocks and turns that beast at least two or three times to prove to the judge that they have the beast under control.</p> <p>The rider then proceeds to draft (work) the beast around a figure of eight course in a larger arena, before guiding the steer through a gate. Points are awarded for horsemanship and control of the beast, within set time limits.</p> <p><i>Source:</i> www.abcrs.com.au</p>
Carriage driving	<p>Carriage driving incorporates many disciplines: show driving, pleasure driving, Oz Trec, endurance, combined driving, cones driving, navigation drives and historical driving as per Australian Carriage Driving Society.</p> <p><i>Source:</i> <i>Gippsland Pleasure Harness Society</i></p>
Cross country	<p>Cross country tests a rider's ability to combine speed with accuracy and endurance over a long outdoor course composed of fixed jumps. These jumps consist of solidly built natural objects (logs, stone walls, etc.) as well as various obstacles such as water, ditches, drops and banks.</p> <p><i>Source:</i> <i>Cardinia Shire Equestrian strategy, 2001</i></p>
Cutting	<p>Cutting tests the horse's agility by maneuvering a single animal away a cattle herd. When the cow tries to get back to the herd, the horse blocks the cow's path using fast turns and hard stops. His goal is to outmaneuver the cow into giving up and standing still.</p> <p><i>Source:</i> www.thehorse.com/articles</p>
Dressage	<p>In modern Dressage competitions, horse and rider are expected to perform from memory a series of predetermined movements ('figures') in a flat, rectangular arena, measuring 60 x 20m. The arena is skirted by a low rail along which 12 lettered markers placed symmetrically indicating where movements are to start and finish and where changes of pace or lead are to occur.</p> <p>In all competitions, the horse has to show the paces: walk, trot and canter as well as smooth transitions within and between these paces.</p> <p><i>Source:</i> www.equestrian.org.au</p>
Endurance riding	<p>Endurance riding is a test of the athletic ability of horse and rider over distances of 80km or greater. The aim of the sport is to promote the highest ideals of horsemanship and sportsmanship. There is an element of freedom in dress, behaviours and riding attitudes in this sport.</p> <p><i>Source:</i> <i>Cardinia Shire Equestrian strategy, 2001</i></p>
Eventing	<p>Eventing is an equestrian event which comprises dressage, cross country and show jumping. It has two main formats, the one day event (ODE or horse trials) and the three day event (3DE).</p> <p><i>Source:</i> www.equestrian.org.au</p>
Horse showing	<p>A Horse show is a judged exhibition of horses and ponies. Many different horse breeds and equestrian disciplines hold competitions worldwide. Most horse shows run from one to three days, sometimes longer for major, all-breed events or</p>

national and international championships in a given discipline or breed. Most shows consist of a series of different performances, called *classes*, wherein a group of horses with similar training or characteristics compete against one another.

Jumping

In modern Jumping competitions, horse and rider are required to complete a course of knock-down jumps, the objective of which is to test the combination's skill, accuracy and training. The aim is always to jump the course in the designed sequence with no mistakes. The winner of the competition is the horse and rider combination that incurs the least number of penalties, completes the course in the fastest time or gains the highest number of points depending on the type of competition.

Source: www.equestrian.org.au

Mounted games

Mounted games is a branch of equestrian sport in which Mounted games encourage riders to train their ponies to be obedient and themselves active and practical horse people who compete with a sense of enthusiasm and team spirit. The games are a series of relay-type events that test a rider's speed, balance and coordination.

Source: Cardinia Shire Equestrian strategy, 2001

Polocrosse

Polocrosse is a combination of polo, lacrosse and netball. It is played on horseback with 6 riders on each team which can use a cane stick, with loose twisted-thread net, to carry and pass the ball and score goals. A polocrosse field is 146.5m long and 55m wide, with goal posts 2.5m apart at each end.

Source: www.polocrosse.org.au

Reining

Reining is a western riding competition that is designed to show the athletic ability of the horse within the confines of a show arena. Horses are judged on specific movements, mastery of prescribed manoeuvres and attitude as they are guided through one of ten prescribed pattern. Movements are controlled with only one hand and include small slow and large fast circles, flying lead changes, spins, rollbacks and the sliding stop.

Source: www.qrha.org.au/our-sport

Team penning

Team penning is a fast paced event gives a team of three riders 60 - 90 seconds (depending on the class) to separate three head of specifically identified cattle from a herd of around 30 head. Once they have been separated from the herd, the team's job is to get the separated cattle to the opposite end of the arena and into the 'pen'. Additionally, no more than four head of cattle are allowed to cross an invisible foul line at one time or the team is automatically disqualified.

Source: www.aqha.com.au

Trail riding

Trail riding is a recreational form of equestrian activity with a freedom of dress, behaviour and riding attitudes. Trail riding opportunities range from short trips along local trails to extended rides through rural areas including overnight stays. Trail riding involves a range of skills, is open to all ages and can include informal / recreational riding, or competitive / organised rides.

Vaulting

Vaulting is gymnastics on horseback and combines the skills of both gymnastics and horsemanship. It provides for both individual and also for team participation in sport. Vaulting improves a rider's seat, balance, rhythm and coordination as well as their confidence on the horse.

Source: www.equestrian.org.au

Western pleasure

Western Pleasure is one of the most popular western classes. Typically, it is for beginners to the show ring or trail riding, and involves a group of competitors. . Generally speaking, a western pleasure class is judged on the horse's ability to deliver a pleasurable ride through his responsiveness, attitude, and way of moving.

Source: <http://EzineArticles.com/4201530>

