



Rural City of  
**Wangaratta**

# Wheeled Activity Strategy

2025-2035



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## Acknowledgement of Traditional Owners

We acknowledge the traditional custodians of the lands of the Rural City of Wangaratta, and pay our respects to their elders past present and emerging, recognising their continuing connection to land, waters and culture.

## Document Control

Revision	Date	Details
-	01/05/2025	Rural City of Wangaratta Wheeled Activity Strategy - Working Draft

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# Executive Summary

To be completed with final Strategy.

DRAFT

# Introduction

## Project Background and Scope

The Rural City of Wangaratta (RCOW) encompasses a wide range of landscapes from the city streetscapes, pristine rivers, through to agricultural land and natural reserves. With a total population of nearly 30,000 residents the Local Government Area (LGA) is made up of the large urban centre of Wangaratta, and a number of prominent rural townships, including Everton, Glenrowan, Oxley, Milawa, Moyhu, Peechelba, Springhurst, Whitfield, Whorouly and Eldorado.

The RCOW's location in picturesque North East Victoria allows residents and visitors to enjoy the best nature has to offer. Cycling, skating and scooting are currently participated in the form of both recreational and organised sport, with a focus on organised activity more prevalent within the urban Wangaratta area, and recreational cycling having a high participation rate in both rural and urban areas.

### Project Purpose and Scope

This 10-year Wheeled Activity Strategy provides the RCOW with a strategic and sustainable framework for the development, improvement and activation of wheeled activity infrastructure. It includes an analysis of the infrastructure requirements for the progression of sport cycling and wheeled activities within the RCOW, including how assets can be maximised through careful management, how these spaces can be activated to ensure high community participation, and increasing the positive impacts on residents and visitors health, well-being and quality of life.

This strategy sits under the current Walking and Cycling Strategy (2020) and Recreation and Open Space Strategy (2024-2033) and focusses on facility planning and activation, rather than development of recreational paths.

This Strategy will enable RCOW to respond to the range of identified issues, challenges, limitations and opportunities. Including, but not limited to:

- Increasing demand and expectation for modern and high quality facilities by existing users

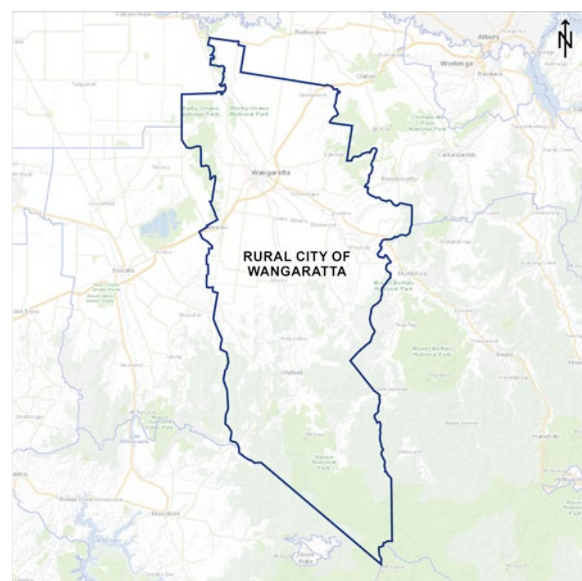
- Current lack of wheeled activity infrastructure
- Partnerships with land managers outside of Council (for example Parks Victoria and DEECA)

### Wheeled Activities Definition

For the purposes of this Strategy, 'Wheeled Activities' include all sporting and recreational activities that involve the use of wheels of any size, such as:

- Mountain biking
- Road cycling
- Track cycling
- Gravel riding
- BMX
- Skateboarding
- Scootering
- Inline skating
- Adaptive cycling
- Adaptive mountain biking
- Wheelchair sports
- Roller skiing

A full description of each wheeled activity is included in [Appendix A1](#) of this document.



# Literature Review

A variety of strategic and planning documents are integral to the successful planning and development of wheeled activities. A comprehensive review of relevant national, state, regional, and local-level documents has been conducted, highlighting key visions, strategies, and policies that inform the development of wheeled activities within the RCOW.

The following documents were reviewed for this literature review. Summaries of the key documents are provided on the following pages, with a full, detailed analysis available in [Appendix A2 - Literature Review](#).

## National Level Documents

- Mountain Biking in Australia: An Economic and Participation Analysis (2021)
- Australian Mountain Bike Trail Guidelines
- AusSport Playwell Australia's Sport Participation Strategy (2023)
- AusCycling Inclusion and Diversity Strategy
- AusCycling United Strategy (2032)

## State Level Documents

- Active Victoria (2022-2026)
- Victorian Trails Strategy (2014-2024)
- Victorian Cycling Strategy (2018-2028)

## Regional Level Documents

- Tourism North East Destination Management Plan (2023-2033)
- Hume Region Significant Tracks and Trails Strategy 2014-2023
- North East Victoria Cycling Optimisation Masterplan

## Municipal Level Documents

- RCOW Walking and Cycling Strategy (2020-2030)
- RCOW Recreation and Open Space Strategy (2024-2033)
- RCOW Municipal Public Health and Wellbeing Plan (2017-2021)
- RCOW Council Plan 2021-2025
- RCOW Community Access and Inclusion Plan (2019–2022)

- RCOW Economic Development and Tourism Strategy 2024-2029
- RCOW Environmental Sustainability Strategy 2021-2026
- RCOW Community Vision 2021-2033

## Local Level Documents

- Activating King Valley - Prosecco Road
- Parklands Masterplan (2020)
- The Wangaratta Project – CBD Masterplan (2016)
- Community Plans

## Club and Sporting Organisation Documents

Concepts/proposals/submissions from community members and groups have also been reviewed as part of the community consultation process, including:

- Wangaratta Cycling Club - Wilson Road Wangaratta Trail Proposal (2022)
- Wangaratta Cycling Club - King Valley Trail Proposal
- Wangaratta Cycling Club - Wangaratta Cycling Precinct

# Demographic Analysis

## Population Growth and Structure

As of June 30, 2023, the population estimate for the RCOW was 30,002. From 2022 to 2023, RCOW's population grew by 0.29%, while the population growth in Regional Victoria was 1.09%. RCOW accounted for approximately 0.94% of Regional Victoria's total population growth from 2016 to 2023.<sup>1</sup>

RCOW has a forecasted population growth of 0.6% per annum from 2016 to 2036, and is expected to grow to 32,160 by 2036.<sup>3</sup> This additional 2,158 residents will put additional pressures on existing wheeled activity infrastructure, and planning is required to ensure that access to wheeled activities and provision of infrastructure matches this expected growth.

**Table: RCOW Population Growth, 2016-2023<sup>1</sup>**

Year	Population	Change in Population	Change in %	Reg. VIC % change
2016	28,592			
2017	28,951	+359	+1.3	+1.6
2018	29,269	+318	+1.1	+1.6
2019	29,439	+170	+0.6	+1.6
2020	29,517	+78	+0.3	+1.5
2021	29,751	+234	+0.8	+1.2
2022	29,915*	+164	+0.6	+1.2
2023	30,002*	+87	+0.3	+1.1
<b>Total Change</b>		<b>+3,226</b>	<b>+12.0%</b>	<b>+23.6%</b>

\*ABS Estimated Resident Population

### RCOW Age structure 2021

In 2021, the median age in Wangaratta was 45 years. From 2016 to 2021, the largest population increases were in the 70-74, 75-79, and 80-84 age groups, reflecting significant growth in the senior population. There were declines in the 5-9 age group and the 85+ group, while the 60-64 and 25-29 age groups saw growth, indicating some increase in younger and middle-aged populations. Minor changes were observed in the 0-4, 20-24, 40-44, 45-49, and 55-59 groups.

Overall, the aging population trend is evident, with Wangaratta's age distribution generally consistent with regional Victoria, though with some variation.

**Table: Age Structure Population, 2021<sup>1</sup>**

Five year age groups (years)	Number	%	Regional VIC %	Number Change 2016 to 2021
0 to 4	1,535	5.2	5.4	-1
5 to 9	1,706	5.7	6.0	-87
10 to 14	1,968	6.6	6.2	+188
15 to 19	1,775	6.0	5.6	+134
20 to 24	1,291	4.3	5.1	-9
25 to 29	1,509	5.1	5.8	+253
30 to 34	1,536	5.2	5.9	+144
35 to 39	1,612	5.4	5.9	+103
40 to 44	1,692	5.7	5.6	-92
45 to 49	1,853	6.2	6.1	-20
50 to 54	2,002	6.7	6.4	+15
55 to 59	2,017	6.8	6.7	-71
60 to 64	2,111	7.1	7.0	+107
65 to 69	2,009	6.7	6.7	+130
70 to 74	1,853	6.2	6.0	+319
75 to 79	1,388	4.7	4.2	+253
80 to 84	991	3.3	2.8	+165
85 and over	952	3.2	2.7	-56

### Strategic Implications for Wheeled Activities in RCOW

- A projected 0.6% annual population increase will likely drive continued demand for wheeled activity facilities.
- Continued growth in senior age groups (70-84) will see an increased demand for accessible and safer wheeled infrastructure.
- Growing population highlights the need for facilities catering to both younger and older users, such as family-friendly bike tracks and intergenerational spaces.

[1] Profile.ID

[2] Regional Development Victoria

[3] RCOW Community Vision 2021-2033

## Impact of Wheeled Activities on Demographic Conditions

A thorough analysis of RCOW's demographic profile has been conducted. The following table outlines the key demographic trends within the RCOW, some of these demographic trends are positive and some negative. The implications of wheeled activities on these trends and the how wheeled activities can contribute to addressing/improving these factors further have been identified.

Demographic Indicator	Strategic Implications for Wheeled Activities in RCOW
<p><b>Physical activity and obesity</b></p> <p>60.8% are pre-obese or obese (higher than the Victorian average of 50.8%), and 47.9% are not meeting the guidelines for physical activity (higher than Victorian average of 44.1%).<sup>4</sup></p>	<ul style="list-style-type: none"> <li>• An increasing need to provide accessible and affordable physical activity opportunities across RCOW to encourage regular exercise and healthy lifestyle habits.</li> <li>• Wheeled activities can contribute to health outcomes by providing both active recreational and active transport opportunities.</li> </ul>
<p><b>Tourism trends and target market</b></p> <p>RCOW has identified need to expand and diversify product offering including in eco-tourism, health and wellness, food and wine tourism, sports tourism, and all abilities access, and a need to develop tourism active transport trails, tracks and experiences between key precincts and townships that stimulates commercial investment<sup>6</sup>.</p>	<ul style="list-style-type: none"> <li>• Residents and businesses in the region will benefit from income generated from wheeled activity-related tourism. Higher quality and suitable wheeled infrastructure developments that connect townships and tourism locations can support these opportunities e.g. rail trails.</li> <li>• Provision and promotion of wheeled activities and events will attract more visitors and encourage extended stays in RCOW.</li> </ul>
<p><b>Population growth and change</b></p> <p>As of June 30, 2023, the population estimate for the RCOW was 30,002, this is expected to grow to 32,160 by 2036.<sup>3</sup></p>	<ul style="list-style-type: none"> <li>• Ensuring the wheeled activity network meets population growth and preferences across different age groups is crucial for community mental health and wellbeing. Wheeled activities such as mountain biking and cycling need to be carefully planned to preserve natural areas to support the region's growth and prosperity.</li> </ul>
<p><b>Cultural diversity</b></p> <p>1.3% are of Aboriginal or Torres Strait Islander descent and 8.7% of population were born overseas.<sup>4</sup></p>	<ul style="list-style-type: none"> <li>• It is important that wheeled activities offered within RCOW cater for people from different cultural backgrounds. For example, Indigenous people may be more likely to engage in wheeled activities which acknowledge the region's cultural significance.</li> <li>• New arrivals may require higher levels of information relating to safety, particularly in natural areas.</li> </ul>
<p><b>Community leadership and volunteerism</b></p> <p>18.6% of the population in Wangaratta completed voluntary work through an organisation or group (last 12 months), which is higher than the Victorian average of 13.3%.<sup>5</sup></p>	<ul style="list-style-type: none"> <li>• Wheeled activity projects involving tracks and trails and dirt jumps are often dependent on community leadership and volunteer efforts which are invaluable resources. It is imperative that volunteers are effectively supported, recognised &amp; valued enabling them to continue to contribute to the wheeled activity network.</li> </ul>

[3] RCOW Community Vision 2021-2033

[4] RCOW Council Plan 2021-2025

[5] ABS, 2021

[6] Wangaratta Development and Tourism Strategy 2024 - 2029

# Visitor Economy

## Current High Country Visitor Economy

The High Country is composed of Alpine Shire, Rural City of Benalla, Indigo Shire, Mansfield Shire, Towong Shire, Rural City of Wangaratta, and alpine resorts.

In 2022, the High Country welcomed 5 million visitors. Currently, the region receives an equal share of day-trippers and overnight visitors, with the visitor market consisting of 2.5 million day visitors (50%) and 2.5 million overnight visitors (50%). International visitors make up a small fraction, totalling around 9,000 visitors (>1%).<sup>9</sup>

Domestic visitor spending in the High Country amounted to \$2.3 billion in 2022. The majority of this expenditure came from domestic overnight visitors, who contributed approximately \$1.9 billion (83%).<sup>9</sup>

Presently, the High Country functions primarily as a weekend retreat, with overnight visitors staying an average of 2.9 nights.<sup>9</sup>

High Country Visitor Snapshot:

### 5M Visitors to the High Country

- \$2.3B Domestic visitor expenditure in the High Country

### Domestic Day Trip Visitors

- 50% of domestic visitors to the High Country
- \$154 spend per day trip visitor
- 17% of domestic visitor expenditure

### Domestic Overnight Visitors

- 50% of domestic visitors to the High Country
- \$766 spend per overnight visitor
- \$264 spend per night
- 83% of domestic visitor expenditure
- 2.9 nights, average length of stay<sup>9</sup>

Since 2013, participation in activities and experiences across the High Country's key product pillars has increased. Engagement with food and drink experiences, along with nature-based activities, has grown the most, likely

driven by the region's rich natural assets and its wine regions of King Valley, Rutherglen and Beechworth. Notably, Tourism North East (TNE) identifies cycling as one of the region's five key product pillars, contributing \$194,000 to the economy in 2022, a significant rise from \$88,000 in 2013.<sup>9</sup>

**Table: Activity Consumption by Product Pillar**

Tourism North East High Country Product Pillar	Economic Benefit 2013	Economic Benefit 2022
Food and Drink	\$1.8M	\$3.1M
Nature-Based	\$902k	\$2.4M
Snow	\$556k	\$994k
Arts and Culture	\$401k	\$478k
Cycling	\$88k	\$194k

Source: 9

Cycling is a major asset for the region, particularly across mountain biking, recreational cycling, gravel riding, and road cycling, all of which are widely available throughout the High Country. A well-developed bike infrastructure network, combined with the region's exceptional natural landscape and high-quality cycling experiences integrated with other key product pillars, strengthens its tourism appeal. TNE notes that continued investment in cycling products, experiences, and infrastructure is essential to maintaining the High Country's leading position in this sector.<sup>9</sup>

### Strategic Implications for Wheeled Activities in RCOW

- Cycling is the key wheeled activity tourism driver in the High Country.
- Continued investment in cycling in RCOW will aid in maintaining and strengthening tourism within the High Country and RCOW.
- Ensure that RCOW cycling offerings compliment those of the broader region.

[9] Victoria's High Country Destination Management Plan 2023-2033

## Current RCOW Visitor Economy

Tourism encompasses the spending of individuals traveling beyond their usual place of residence or work. In the RCOW, the sector supports approximately 954 jobs, accounting for 6.7% of total employment. Tourism contributes \$202.993 million to the region's total economic output, representing 4.3%. The largest tourism-related sub-sector is Accommodation & Food Services, which benefits from \$65.824 million in visitor expenditure.<sup>7</sup>

RCOW's tourism industry thrives due to its renowned wine sector, natural attractions, and outdoor recreation opportunities. Its strategic position along the Hume Highway makes it a key stop for road travellers, while its proximity to surrounding tourism regions enhances its role as a service hub for visitors to the Ovens Murray region.<sup>6</sup>

Key tourism destinations within Wangaratta include King Valley, Glenrowan, Milawa, and Eldorado, with cycling recognised as a major drawcard.<sup>6</sup>

The King Valley region attracts around 590,000 visitors annually, generating \$162 million in visitor spending. This tourism activity contributes an economic output of \$268 million and supports 1,267 jobs in the Hume region. Expanding high-quality accommodation presents a strong opportunity to increase overnight visitation by addressing existing supply shortages and meeting latent demand.<sup>8</sup>

**During the 2022-2023 period, Wangaratta recorded:**

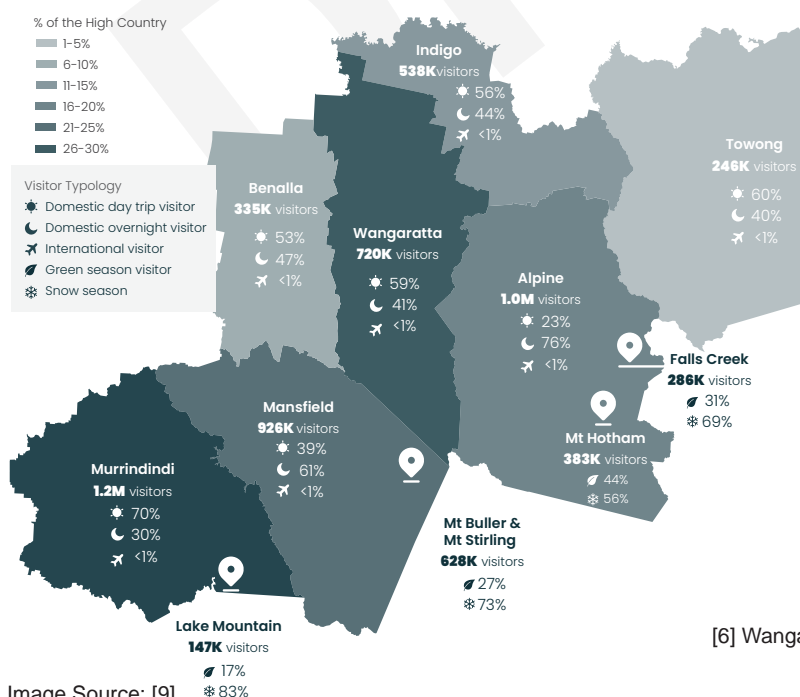
### 841,000 visitors

- 63.0% were day-trippers
- 9.4% were interstate visitors
- 27.6% were intrastate visitors

**Visitors stayed an average of 2.5 nights, with average spending per visitor per night as follows:**

- Day Trip Visitors: \$191/night
- Domestic Overnight Visitors: \$248/night

### Visitor Dispersal Map, 2022



### Strategic Implications for Wheeled Activities in RCOW

- Leverage Wangaratta's strategic location along the Hume Highway and its role as a service hub for the Ovens Murray Region to attract travellers, encouraging day-trippers and passing visitors to extend their stay by improving and promoting wheeled activities as a key experience.
- Integrate the King Valley's wine tourism with cycling by developing the Prosecco Road Trail/Rail Trail to connect King Valley wineries to the northern RCOW townships.
- Consider cycling accommodation in RCOW such as eco-camping or bike packing.

[6] Wangaratta Development and Tourism Strategy 2024 - 2029

[7] Remplan

[8] Activating King Valley - Prosecco Road

[9] Victoria's High Country Destination Management Plan 2023–2033

Image Source: [9]

## Potential High Country and RCOW Visitor Economy

Tourism North East has established objectives to increase visitation to the High Country, including:

- Raising the value of the visitor economy to \$5.9 billion by 2033,
- Increasing domestic overnight visitation by 10% by 2033,
- Growing international visitation from 2% to 5% of the visitor market,
- Boosting the number of cycling visitors to Victoria’s High Country by 6% annually, reaching 350,000 visitors per year by 2033.<sup>9</sup>

Flagship projects aimed at transforming the High Country’s tourism sector include:

- Ride High Country
- Activating King Valley Prosecco Road.<sup>9</sup>

Over the next decade, King Valley visitation is expected to double, adding 600,000 visitors due to historical growth patterns. However, to fully support this growth, further investment in infrastructure and tourism products is essential.<sup>8</sup>

Investing in infrastructure and amenities will not only improve the visitor experience but also ensure that public spaces enhance the offerings of local businesses. Additionally, there is significant potential to attract private sector investment by enhancing enabling infrastructure, visitor amenities, streetscaping, and improving access to key towns.<sup>8</sup>

There is latent demand, as 38% of Australians are aware of the King Valley and are interested in visiting in the future. Public sector investment will provide strong returns, encouraging private sector investment and increasing visitor expenditure.<sup>8</sup>

The ‘Activating King Valley - Prosecco Road’ Report highlights a \$23.6 million public sector investment in three priority business cases, which will grow the King Valley’s visitor economy from its current \$268 million in output and 1,267 jobs to \$369 million in output and 1,734 jobs once these projects are completed and operational.<sup>8</sup>

Specifically related to wheeled activities, and supporting the findings of the ‘Victoria’s High Country Destination Management Plan’, the

‘Tier 1 Business Case Project - Prosecco Trail’, which involves developing a 43.4 km shared-use trail within the road reserve between Oxley and Cheshunt, connecting Oxley, Moyhu, Edi, Whitfield, and Cheshunt, is expected to generate substantial economic benefits, including:

- Construction Impact: \$23.2 million in output and 60 jobs,
- Ongoing Impact: \$10.5 million in output and 46 jobs annually.<sup>8</sup>

**Table: Potential Visitor Economy (King Valley)**

	Current King Valley Visitor Economy	Potential Visitor Economy with investment in Tier 1 Business Case Projects
Visitors	590,000	628,400
Spend	\$162M	\$219M
Output	\$268M	\$369M
Jobs	1,267	1,734

Table Source: 8

### Strategic Implications for Wheeled Activities in RCOW

- With King Valley visitation expected to double over the next 10 years, investment in wheeled activity infrastructure and opportunities is needed to support and capitalise off of this growth potential
- Continue to develop and promote the Ride High Country initiative by Tourism North East, ensuring that offerings are of a high standard
- Linking other wheeled activity opportunities into the Prosecco Road development and rail trail to maximise connectivity, use and tourism offerings

[8] Activating King Valley - Prosecco Road

[9] Victoria’s High Country Destination Management Plan 2023–2033

# Wheeled Activity Participation and Trends

## Wheeled Activity Participation

Due to the typically less structured nature of wheeled activities, capturing overall participation can be more challenging. AusPlay has recently transitioned from phone to online data collection, establishing a new baseline with the 2023-24 data, which cannot be directly compared to figures from 2015-2023.

Key participation findings from available data on wheeled activity sports include:

- Cycling has the highest participation levels among wheeled activities in Victoria.<sup>12</sup>
- Cycling participation in Victoria exceeds the national average, with 9.2% of Victorians participating compared to 8.9% nationally. Notable age groups for cycling participation in Victoria include 45-54, 55-64, 35-44, and 15-17-year-olds.<sup>12</sup>
- Mountain biking has strong participation, with 0.6% of Victorians (over 30,000 people) taking part annually.<sup>12</sup>
- Skating and scootering, which typically utilise skateparks, have high participation rates in Victoria, with over 31,000 people engaging in these activities annually (noting a relative margin of error).<sup>12</sup>
- Roller derby is particularly popular in Victoria, accounting for 35% of national participation (noting a relative margin of error).<sup>12</sup>

The AusPlay Victorian and National Participation Numbers for Wheeled Activities (July 2023 - June 2024) Table has been included in Appendix A3 of this document.



**19.2% of Regional Victorians ride a bike in a typical week compared to 17.1% for the state of Victoria.<sup>10</sup>**



**In Victoria, approximately 1.1M residents ride a bicycle in a typical week and 2.5M residents ride at least once in a typical year.<sup>10</sup>**



**Of the people who cycled in Victoria in the last month, 74.5% cycled for recreation and 45.8% used a bicycle for transport. The main transport purposes for riding were commuting to work or education and to visit friends and relatives.<sup>10</sup>**



**Global ebike activity on Strava increased by 23% in 2023.<sup>11</sup>**



**In 2023, Gen Z athletes were almost twice as likely to upload runs as rides to Strava. Boomers were twice as likely to upload rides as runs.<sup>11</sup>**



**Interest in trail and off-road activities has increased dramatically over the last year, with a 55% increase in Gravel riding on Strava, 16% rise in trail running, 13% in mountain biking, and a 10% increase in hiking.<sup>11</sup>**

### Strategic Implications for Wheeled Activities in RCOW

- With over 30,000 Victorians participating annually in mountain biking across all age groups, there is potential to enhance mountain biking opportunities in RCOW to capture this market.
- A need to consider the high participation of wheeled activities utilising skateparks and multi-use/generational wheeled activity spaces (scootering/skating).
- With cycling participation exceeding the national average in Victoria, there is a need to invest in cycling infrastructure to capture this market in RCOW.
- There is an opportunity to support and promote roller sports within RCOW through facility development and event hosting.

[10] CWANZ 'National Walking and Cycling Participation Survey, 2023  
(11) Strava Global Trend Report, 2023

[12] AusPlay Victorian and National Participation Numbers for Wheeled Activities (July 2023 - June 2024)  
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## Wheeled Activity, Social and Tourism Trends

The following social and tourism trends have been identified and developed by Tredwell through extensive industry experience, strategic planning, and in-depth analysis. These insights are drawn from professional expertise, sector knowledge, and best practices rather than specific referenced sources.

Trend	Strategic Implications for Wheeled Activities in RCOW
<p><b>Increasing participation in individualised activities</b></p> <p>Increasingly busy, time fragmented lifestyles mean that people are becoming more involved in individualised recreational activities rather than traditional structured sports. Most wheeled activities can be undertaken as an individual or in groups (such as skating, mountain biking, cycling), meaning that these activities can generally occur at any time of day and in a high number of locations.</p>	<ul style="list-style-type: none"> <li>• Governments and planning agencies need to ensure reserves, trails, and infrastructure can cater to increased demand.</li> <li>• Wheeled activity facilities should support casual, unstructured participation with flexible access.</li> <li>• Facilities should be safe, well-connected, and available for use at various times of the day.</li> </ul>
<p><b>Ageing people are increasingly active</b></p> <p>Populations across Australia, and the world, are increasingly ageing. Australians between 60-64 years are a standout group for their elevated participation rates in trail-based activities, including cycling. RCOW saw its largest population increases from 2016-2021 in the 70-84 age groups.</p> <p>As the 'baby boomer' population retire from the workforce there is potential to engage this generation in low-impact wheeled activities such as recreational cycling.</p>	<ul style="list-style-type: none"> <li>• Recreational opportunities should be diversified to meet the needs of older Australians.</li> <li>• Recreational cycling trails and networks should accommodate older users with rest areas, wayfinding signage, and clear difficulty ratings.</li> <li>• E-bikes provide opportunities for older riders and should be considered in infrastructure planning.</li> </ul>
<p><b>Attracting and retaining volunteers</b></p> <p>Organisations are finding it increasingly difficult to attract and retain volunteers. This is due to a range of factors such as increasingly busy lifestyles, increasing standards/processes and competing priorities.</p>	<ul style="list-style-type: none"> <li>• The increasing older active population presents an opportunity to engage retirees in volunteer roles for wheeled activities.</li> <li>• Volunteer programs should be well-structured, rewarding, and supported by training to sustain engagement.</li> <li>• Roles could include trail maintenance, user education, and facility stewardship.</li> </ul>
<p><b>Popularity of nature-based tourism and eco-accommodation</b></p> <p>As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as 'nature deficit'. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more important than ever before. Nature-based tourism, where people can immerse themselves in the natural environment, is a key tourism draw card.</p>	<ul style="list-style-type: none"> <li>• Wheeled activities such as bikepacking are growing in popularity, requiring designated routes, rest areas, and overnight facilities.</li> <li>• Recreational cycling trails enable people to reconnect with nature, but sustainable visitation must be ensured.</li> <li>• Infrastructure should provide a true nature-based experience while balancing environmental sustainability and visitor expectations.</li> </ul>

Trend	Strategic Implications for Wheeled Activities in RCOW
<p><b>Loss of biodiversity &amp; heritage</b></p> <p>Around the world, valuable ecosystems and heritage sites are under pressure from urban expansion, unsustainable tourism practices and agricultural clearing, and the effects of climate change. Management of natural areas is increasingly under analysis and in the public eye in areas from commercialisation through to fire and weed management. Building connections and understanding within the community continues to be critical. This includes encouraging local community use and stewardship of parks and reserves and balancing the desires of locals who may wish to be able to visit quiet, undisturbed sites.</p>	<ul style="list-style-type: none"> <li>• Recreational cycling and mountain biking trails should be planned in suitable areas to mitigate threats to biodiversity and heritage.</li> <li>• Designated riding areas and controlled access should protect sensitive environments.</li> <li>• Community stewardship programs can enhance conservation awareness and engagement.</li> </ul>
<p><b>Warming Climate</b></p> <p>The Australian climate is changing, and warmer and longer fire danger seasons are likely. The GPS region is likely to become hotter and drier in the future. Rising temperatures and extreme weather events (i.e., bushfires), which are attributed to climate change, impact directly on trail management procedures and safety protocols. It is important that the region's trails are subject to regular risk mitigation measures.</p>	<ul style="list-style-type: none"> <li>• Wheeled activity facilities should incorporate shaded rest areas, access to drinking water, and climate-resilient materials.</li> <li>• Emergency management planning must address fire risks, extreme heat, and changing weather patterns.</li> <li>• Wheeled activity facilities should be designed for resilience against climate impacts while ensuring user safety.</li> </ul>
<p><b>Increasingly high standards &amp; expectations</b></p> <p>Today's society places high expectations upon community facilities including recreational infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures. Trail managers are required to exercise due diligence relating to trail planning, maintenance and management.</p> <p>There is increasing pressure to provide high quality trail experiences which meet expectations and are compliant with Australian Standards, manage risk, and protect the natural environment.</p>	<ul style="list-style-type: none"> <li>• Wheeled activity infrastructure must meet rising expectations for quality, safety, and sustainability.</li> <li>• Facilities should align with Australian Standards for trails and skateparks.</li> <li>• Regular maintenance and risk management practices should be implemented to provide high-quality user experiences.</li> </ul>
<p><b>Technology advancements</b></p> <p>Use of trails is continually diversifying in line with technology advancements. Social technologies have created online communities (e.g. Strava) and fitness tracking technologies (e.g. Fitbit), and users are able to share their experiences in various formats (e.g. YouTube, Instagram, Relive). Technology is allowing people to 'virtually' walk trails across the world and discover new places. For example, the promotion of trail experiences in GPS utilising the 'Google Trekker' to upload routes onto Google Street View.</p>	<ul style="list-style-type: none"> <li>• RCOW's wheeled activities should be effectively captured and promoted online.</li> <li>• Digital wayfinding (GPS mapping), interactive trail maps, and platforms like Strava, AllTrails and Trailforks can enhance user engagement.</li> <li>• Facilities should accommodate emerging technologies, including e-mobility devices and smart infrastructure.</li> </ul>

Trend	Strategic Implications for Wheeled Activities in RCOW
<p><b>E-Bikes</b></p> <p>Bikes, and the ways people use them, are changing rapidly as technology advances. The latest electric bikes (e-bikes) can generate tremendous power. Sales of e-bikes are increasing every year, and the technology behind them is advancing rapidly. E-bikes make cycling more accessible to riders who may be less experienced and/or physically fit, and increase ride duration for more experienced riders. This is likely to increase rates of participation and trail usage.</p>	<ul style="list-style-type: none"> <li>• Recreational cycling trail planning and management must adapt to increased e-bike use.</li> <li>• Infrastructure should support higher speeds and longer ride durations with appropriate grading and shared-use pathways.</li> <li>• Trail etiquette education and regulatory clarity around e-bike usage are essential.</li> </ul>
<p><b>Globalisation and localisation</b></p> <p>While globalisation is not disappearing, there is also a concurrent shift towards localisation occurring across society - from politics to food and social connections. Many people have adopted a more local way of life and are seeking connectedness and fulfilment in their local area. Communities have become increasingly appreciative of their local natural areas. The rise of localisation was heightened through the COVID19 pandemic during times of travel restrictions, working from home and social distancing.</p>	<ul style="list-style-type: none"> <li>• Wheeled activities can enhance local identity by supporting connected, place-based recreation options.</li> <li>• High-quality local cycling trails, pump tracks, multi-generational spaces and skateparks encourage community engagement.</li> <li>• Investing in local recreation reduces the need for residents to travel long distances for participation.</li> </ul>
<p><b>People seeking experiences over products, and transformational travel</b></p> <p>There is a consumer, societal, demographic and cultural megatrend towards the rising demand for experiences over products and the rising importance of social relationships. Experiences rather than things/products are the key to travel. Stories help create the experience and personalise and customise it, to make a place relevant to each individual. Visitors want to connect with locals, know they are welcome and feel their trip was positive for the community. For example, the strong trends toward 'live like a local' and 'fostering connections'.</p>	<ul style="list-style-type: none"> <li>• Visitors increasingly seek experiences that encourage personal reflection and change.</li> <li>• Long-distance cycling routes and immersive trail experiences should be developed.</li> <li>• Wheeled activity facilities should incorporate storytelling, cultural connections, and unique regional features into their experience and design.</li> </ul>
<p><b>Recognising trails as achieving numerous policy objectives</b></p> <p>Governments (federal, state and local level) and companies are increasingly utilising recreational trails to achieve various policy objectives, such as to help address a range of issues from childhood obesity through to social inclusion, as well as economic development, tourism and conservation.</p>	<ul style="list-style-type: none"> <li>• Wheeled activities can support multiple policy goals, including health, tourism, conservation, and economic development.</li> <li>• Programs involving wheeled-based activities can promote active lifestyles, environmental stewardship, and social inclusion.</li> <li>• Wheeled activity investments should align with broader policy objectives to maximise community benefits.</li> </ul>

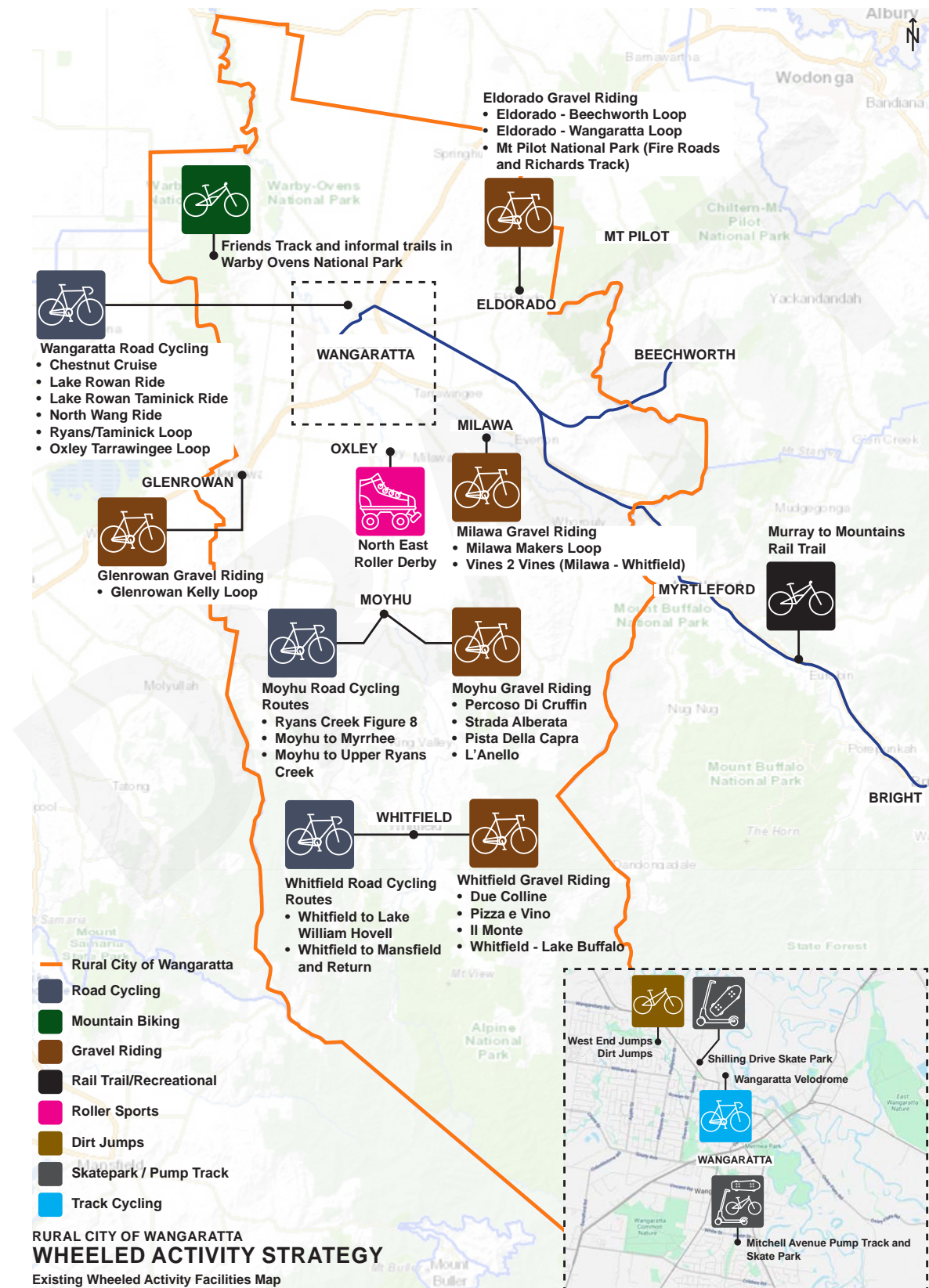
# Wheeled Activity Facility Inventory

## Existing Inventory List

The following inventory list details all wheeled activity facilities located within RCOW by wheeled activity type. These inventory list was sourced from online resources (e.g. RCOW website, tourism websites, TrailForks, AllTrails, Strava etc.), Visitor Information Centre resources (e.g. maps, brochures, information from staff), and consultation with the community, key internal and external stakeholders. The following page includes a map illustrating the location of these facilities.

Wheeled Activity	Location	Details
Mountain biking	Wangandary	Friends Track and informal trails in Warby Ovens National Park
Gravel riding	Eldorado	Eldorado - Beechworth Loop
	Eldorado	Eldorado - Wangaratta Loop
	Eldorado	Mt Pilot National Park (Fire Roads and Richards Track)
	Glenrowan	Glenrowan Kelly Loop
	Milawa	Milawa Makers Loop
	Milawa	Vines 2 Vines (Milawa - Whitfield)
	Moyhu	Percoso Di Cruffin
	Moyhu	Strada Alberata
	Moyhu	Pista Della Capra
	Moyhu	L'Anello
	Whitfield	Due Colline
	Whitfield	Pizza e Vino
	Whitfield	Il Monte
	Whitfield	Whitfield - Lake Buffalo
Road cycling	Wangaratta	Chestnut Cruise
	Wangaratta	Lake Rowan Ride
	Wangaratta	Lake Rowan Taminick Ride
	Wangaratta	North Wang Ride
	Wangaratta	Ryans/Taminick Loop
	Wangaratta	Oxley Tarrawingee Loop
	Moyhu	Ryans Creek Figure 8
	Moyhu	Moyhu to Myrree
	Moyhu	Moyhu to Upper Ryans Creek
	Whitfield	Whitfield to Lake William Hovell
	Whitfield	Whitfield to Mansfield and Return
Track cycling	Wangaratta	Wangaratta Velodrome
Roller Sports	Oxley	North East Roller Derby, Oxley Primary School
Skateboarding/pump track	Wangaratta	Shilling Drive Skate Park
	Wangaratta	Mitchell Avenue Pump Track and Skate Park
Shared-use trails	Wangaratta	Murray to Mountains Rail Trail
Dirt jumps	Wangaratta	West End Jumps Dirt Jumps

## Existing Inventory Overview Map



# Consultation Summary

## Consultation Approach

During the initial stages of the project, extensive community consultation was undertaken, including an online survey of residents and user groups conducted from 4th to 31st November 2024, two in-person community workshops in Wangaratta and Whitfield, one online community workshop, a drop-in session at Mitchell Avenue Skatepark, and key stakeholder interviews.

This section provides a summary of the overarching findings from the consultation process. Detailed findings from the online survey, community workshops, and key stakeholder interviews are presented in Appendix C – Community Consultation.

## Summary of Consultation Findings

The community online survey received 113 responses, with a demographic breakdown of 52% male, 46% female, and 2% non-binary or gender-diverse participants. This response and diversity highlights widespread interest in wheeled sports within the RCOW. The survey findings have been integrated into the following summary, categorised by wheeled activity type, alongside insights from community workshops and key stakeholder interviews.



### Road Cycling

Road cycling within the RCOW faces several challenges:

- Narrow or absent road shoulders in many areas create significant safety risks for cyclists. A lack of understanding among road users further exacerbates safety issues.

- The absence of adequate road shoulders discourages road cycling and poses risks for both children and adults.
- Popular routes, such as from Edi Cutting campsite to Whitfield and the King Valley Brewery, are particularly dangerous, especially for return journeys.
- The absence of a dedicated Wangaratta Cycling Club forces local cyclists to seek membership in clubs located in neighbouring areas, limiting community cohesion.



### Gravel Riding

Gravel riding opportunities in the RCOW are highly regarded, offering:

- The region boasts high-quality gravel trails that appeal to a range of cycling enthusiasts.
- Flat gravel trails provide unique terrain that sets the area apart from the more undulating landscapes of surrounding regions.
- The KinGRAVELly cycling event, initially funded through bushfire recovery efforts, received positive feedback but was a one-off occurrence. There is potential to reintroduce this (or similar) event to further promote gravel riding and attract participants



### Mountain Biking

Mountain biking in the RCOW is an area of growing interest, though development is constrained by environmental and logistical challenges:

- RCOW has very limited sanctioned mountain biking facilities, with only one approved trail in the national park. Illegal trail construction highlights the demand for more opportunities.

- While there is strong local support for mountain biking, the region's terrain and competition from established mountain biking destinations nearby limit its tourism potential.

Mountain biking potential sites and opportunities:

- Warby Ranges:
  - Environmental studies are a significant hurdle, with the ecological significance of the national park requiring extensive environmental and cultural surveys.
  - Phytophthora dieback poses a notable risk, necessitating cleaning stations and education on ecological sustainability for any new trail developments.
  - Past initiatives, such as proposals for a jump park at the Warby Ranges base and private trail assessments in Eldorado, were halted due to high costs and environmental requirements.
- Wilson Road Quarry:
  - This Crown Land site, used by the Scouts, is under consideration for mountain biking development, with a sub-committee forming to explore its potential.
  - Edi Cutting: Though Parks Victoria currently requests trail removal, the area offers significant potential for cross-country trails just 30 minutes from Wangaratta.
- Other areas:
  - Locations such as the Black Ranges behind Edi Cutting and Gentle Annes are identified as potential mountain biking parks, given their limited environmental sensitivity.

Future directions:

- Developing facilities to coach children in mountain biking is a growing interest.
- A 2019 feasibility study for trails behind Whitty Lane includes mapped proposals, which could serve as a foundation for further planning.
- Educational initiatives focusing on sustainability and mitigating ecological risks are essential for any future trail developments.



### Rail Trail

The development and improvement of rail trails in the RCOW present significant opportunities for tourism, community safety, and regional connectivity. Key points include:

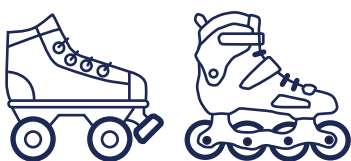
Current issues:

- The coarse chip surfacing is unsuitable for smaller wheels, such as scooters and roller skiing, limiting accessibility for diverse user groups.
- Steep gradients toward Beechworth further hinder usability for activities like roller skiing.
- Areas around Reedy Creek and Wangaratta-Eldorado Road have deteriorated due to vehicle traffic, with hazardous drops on either side of the sealed surface.
- Poor visitor directions and inconsistent signage, particularly from the Wangaratta train station, limit awareness and ease of access.
- The absence of a rail trail connecting Wangaratta to Whitfield excludes cyclists from the growing wine tourism opportunities in Whitfield.
- Routes such as Whitfield to Lake Hovell Road and Pizzini to Chestnut Road are hazardous for pedestrians and cyclists due to poor infrastructure and dangerous overtaking.

Opportunities:

- Strong local support for a rail trail highlights its value as a central feature for the region.
- The trail could serve as a central spine, connecting towns and gravel/road cycling routes, and enhancing the appeal of Wangaratta as a cycling destination.
- Integration with the region's assets, including 13 cellar doors and top-rated tourism spots like Valley View and the Mountain View Hotel, would boost tourism.

- Successful rail trail examples in wine regions, such as Clare Valley and McLaren Vale, demonstrate the potential to align cycling infrastructure with local tourism.
- Sealing the trail, as seen in Bright, could provide a safe alternative for road cyclists.



### Roller Derby/In-line Skating

The RCOW has an active and growing community engaged in roller derby, hockey, and inline sports, including inline hockey, speed skating, artistic skating, and roller derby. Despite strong participation and enthusiasm, current facilities are inadequate to meet the needs of these sports.

#### Inline Hockey:

- Weekly games and training sessions are held every Wednesday and Sunday.
- Players travel to Wodonga and Albury for competitions, highlighting a regional need for better facilities.
- Inline hockey appeals to a broad demographic, with over 100 active members spanning all age groups.
- Currently played on an outdated basketball court at the Wangaratta Sports and Aquatics Centre, which lacks proper boards for realistic gameplay.
- Ideal facility requirements include:
  - Two basketball courts.
  - A concrete floor or a suitable overlay on standard flooring.
  - A dedicated industrial-style building capable of accommodating inline hockey alongside other wheeled sports.

#### Roller Derby:

- Training sessions are held at the Oxley Primary School shed, with taped floor markings. However, the shed is too small for competitive play.

- Recent competitions were hosted at the YMCA, which poses challenges due to black marks left on the flooring.
- Ideal facility requirements include:
  - A dedicated indoor venue with concrete flooring, preferred for its reduced slipperiness compared to wooden surfaces.
  - Accommodation for two courts, space for “suicide” drills, and adequate spectator seating.
  - Potentially re-purposing an old shed or industrial structure could meet these requirements.



### Track Cycling / Roller Skiing

RCOW has a strong history of fostering successful cyclists, including Olympic medalists, establishing the region as a hub for cycling excellence. However, the current track cycling facilities face several challenges that hinder their full potential, while there are also opportunities for future development to enhance cycling and related sports.

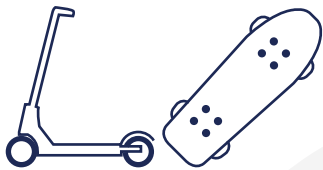
#### Existing Track and Challenges:

- The existing track is not used extensively in recent years due to the poor condition of its surface.
- Funding for upgrades is unlikely due to the track’s poor state and logistical issues, such as conflicts with a local football club that shares the space and requires crossing the track to access the oval.
- The track is also not adequately banked for proper cycling events.

#### Potential Development Opportunities:

- The Saleyards site has been identified as a potential location for a cycling precinct, including a criterium track, velodrome, skills area, and additional cycling infrastructure.

- Criterium tracks are seen as a viable option for the region due to their multi-purpose nature. These tracks can support various wheeled activities, including criterium racing, cyclo-cross, adaptive cycling, and roller skiing.
- The flexibility of criterium tracks makes them highly valuable, with the potential for high usage across different activities and user groups.
- There is potential for infrastructure crossover between roller skiing and cycling, with criterium tracks offering support for both activities, as well as running and adaptive cycling.



### Skateboarding and Scootering

Whitfield:

- Whitfield currently lacks facilities for wheeled activities such as a pump track, skate park, or learn-to-ride space for children. Developing such amenities would cater to the growing interest in these activities and provide a safe space for young people to engage in recreational sports.
- Four unused tennis courts at the Recreation Reserve Oval in Whitfield could be re-purposed to accommodate wheeled sports, offering an opportunity to utilize existing infrastructure for skateboarding and scootering activities.
- Road reserves, such as Creek Road Reserve, may also provide options for wheeled sports facilities, though potential opposition from local groups like Bushcare could arise due to environmental concerns.

Moyhu:

- In Moyhu, playgrounds, toilets, and rest areas are well-used by travellers, particularly those from Mansfield. Adding wheeled sports facilities for children could enhance these amenities and attract more visitors.

- Footpath Networks: The footpath networks in both Whitfield and Moyhu are incomplete but could be easily extended to connect recreation reserves. These minor improvements would create better access to the facilities and encourage participation in wheeled sports.



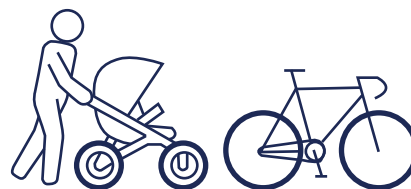
### Dirt Jumps

West End Dirt Jumps:

- The existing dirt jumps site at West End has limitations due to its flat terrain, which necessitates the creation of mounds and the use of machinery for development. Additionally, the site's appearance is not particularly attractive, which may deter participation or limit its appeal to a broader audience.

Warby Ranges Jump Park:

- Previous efforts to develop a jump park and skills area at the base of the Warby Ranges were halted due to environmental study requirements. These restrictions highlight the need for careful planning to balance recreational development with environmental considerations in the region.



### Shared-use pathways

Pathway Challenges:

- Shared-use paths in certain areas are often too narrow, limiting safe travel for both cyclists and pedestrians, and wheeled activities such as trishaws.
- Bollards and traffic barriers create accessibility issues, as the trishaws cannot fit through these obstacles.

- Navigating through the CBD is difficult and hazardous due to traffic and insufficient infrastructure.
- Steep gutters present additional difficulties for the smooth operation of the trishaws.
- Gates along shared-use paths are often closed when wet, with some remaining closed for extended periods, up to 2-3 months per year, further restricting access.



### All Abilities Wheeled Activities

#### Wheelchair Tennis

- Wangaratta Hardcourt Tennis Association is located at HP Barr Reserve, with clubrooms east of the northern courts. All courts are cracking and require repairs; a condition report is planned.
- Narrow pathways and gates, gravel parking, and inadequate wheelchair access across the precinct.
- New accessible toilets installed; additional shade sails proposed.
- Lighting is generally considered sufficient with LED lighting on six courts. Middle courts have coin-operated lights and new lighting is planned for southern courts.
- Early-stage planning for venue redevelopment has been undertaken through the Wangaratta Hardcourt Strategic Plan with Tennis Victoria recognising the site's importance.



Community Consultation Flyer



Community Workshop 1 - Wangaratta



Community Workshop 2 - Whitfield

# Existing Wheeled Activity Facility Analysis

## Facility Analysis and Audit

Existing wheeled activity facilities which are Council controlled were audited through a process involving desktop research and on-ground assessments. Wheeled activity facilities were identified through the following information sources:

- Online resources (e.g. RCOW website, tourism websites, social media, TrailForks, AllTrails, Strava etc.).
- Visitor Information Centre resources (e.g. maps, brochures, information from staff
- Consultation with the community, key internal & external stakeholders

An on-ground assessment of wheeled activity facilities across RCOW was undertaken over a one-week period in November 2024, using a GPS device to collect a range of information for both existing and potential wheeled activity facilities. The information collected included the alignment of wheeled activity trails, locations of facilities, and records of key attributes such as hazards, existing support infrastructure, signage, surface type, grade/difficulty, locations for proposed infrastructure and trails, and photographs.

This on-ground assessment has been combined with detailed desktop analysis to identify the strengths, weaknesses, opportunities and threats and gaps in provision for each wheeled activity type over the following pages.



Image: Pram on One Mile Creek Path



Image: Wangaratta Velodrome



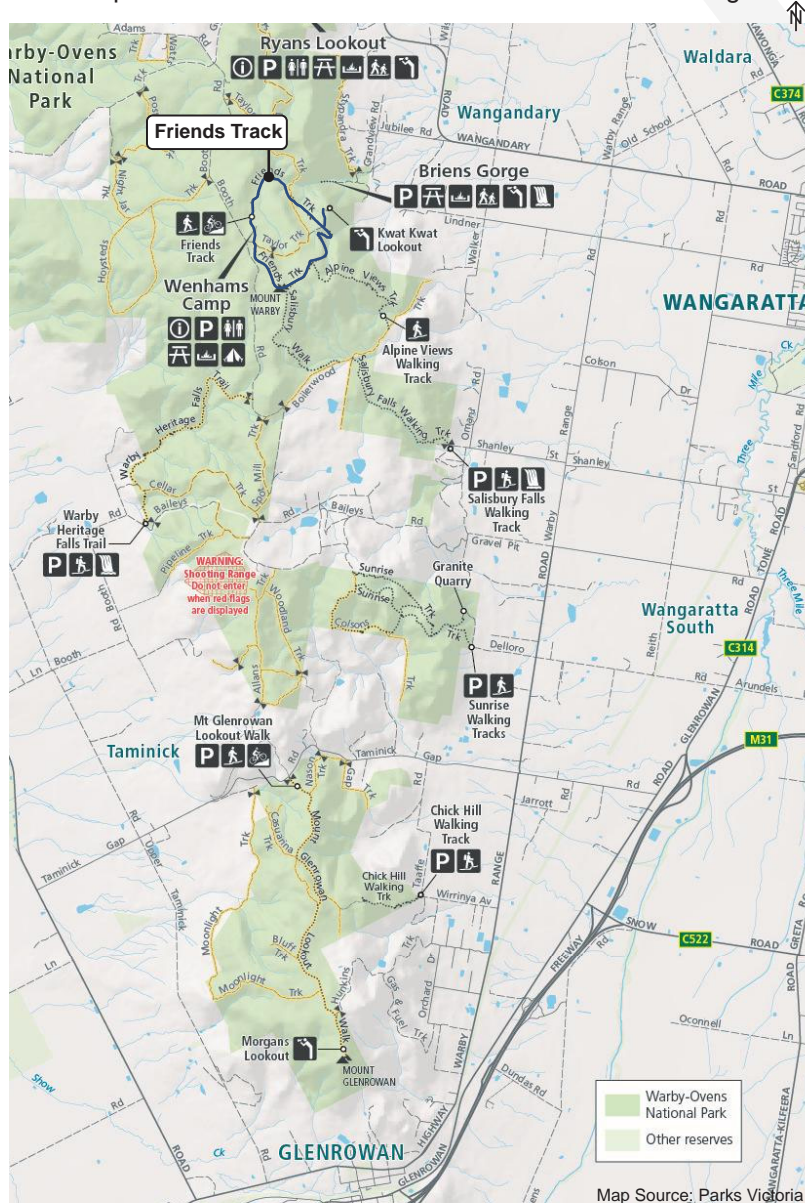
Image: Friends Track, Warby Ovens National Park

# Mountain Biking in RCOW



## Mountain Biking Network Overview

The Friends Track in Warby Ovens National Park is the only formal mountain biking location within RCOW. While it is valued for its proximity to Wangaratta's CBD, it is not purpose-built for mountain biking. The track is shared with walkers, is in poor condition, and presents challenges even for advanced riders. Other available tracks in the region offer limited mountain biking opportunities and are more suited to gravel riding than true mountain biking. The absence of dedicated trails has led to the development of unsanctioned routes, raising environmental concerns, particularly in areas of sensitive vegetation. Although there is broad awareness of these environmental impacts, ongoing demand persists due to the lack of formalised mountain biking infrastructure.



### Mountain Biking in RCOW Gap Analysis

There are currently no dedicated mountain bike parks or facilities within the Rural City of Wangaratta (RCOW). The only formal mountain biking location is the Friends Track within Warby Ovens National Park, a 4.6km loop close to Wangaratta's CBD. However, the track is not purpose-built, is shared with walkers and hikers, and is generally in poor condition for mountain biking, with steep sections unsuitable for beginner and intermediate riders. Community consultation indicates even advanced riders find some sections particularly challenging.

Other available tracks, including the Pangarang Lookout Walk and Ridge Track, are also shared and provide limited mountain biking opportunities. A large number of management tracks exist but mainly offer gravel riding experiences rather than true mountain biking. The lack of dedicated facilities has contributed to the development of unsanctioned trails within the National Park, raising environmental concerns, particularly regarding *Phytophthora dieback*. While the riding community recognises these issues, continued use reflects the absence of suitable alternatives.

Twelve established mountain biking facilities exist within the broader High Country region, including four within 35-40 minutes' drive (Beechworth, Yackandandah x2, Benalla). These generally cater to intermediate and advanced riders, with a focus on blue and black-rated trails. Larger alpine destinations such as Mystic Park, Falls Creek, Mount Buller, and Big Hill Park are over an hour away and target more experienced markets. Their distance from RCOW makes them less accessible for regular community use, particularly for families, schools, beginners, and adaptive riders.

No existing High Country facilities currently provide dedicated adaptive mountain biking infrastructure. There is also a notable absence of formal facilities to the northwest of RCOW, despite growing regional cycling interest. This gap has been identified in the Wangaratta Recreation Strategy (2024-2033), which highlights the lack of mountain biking provision within the region.

Community consultation has identified strong local demand for family-friendly loops, skills areas, and accessible facilities near population centres. While RCOW is unlikely to compete

with alpine destinations, there is a strategic opportunity to deliver a complementary facility that supports local participation and strengthens the region's broader cycling tourism offer. This aligns with the Wangaratta Recreation Strategy (2024-2033), which recognises that mountain biking continues to grow as both a recreational and formal sport across the country. The Strategy suggests further investigation into the King Valley and Mt Pilot National Park as potential areas for mountain biking facilities, given the opportunities to build upon the tourism activities being attracted to these locations.

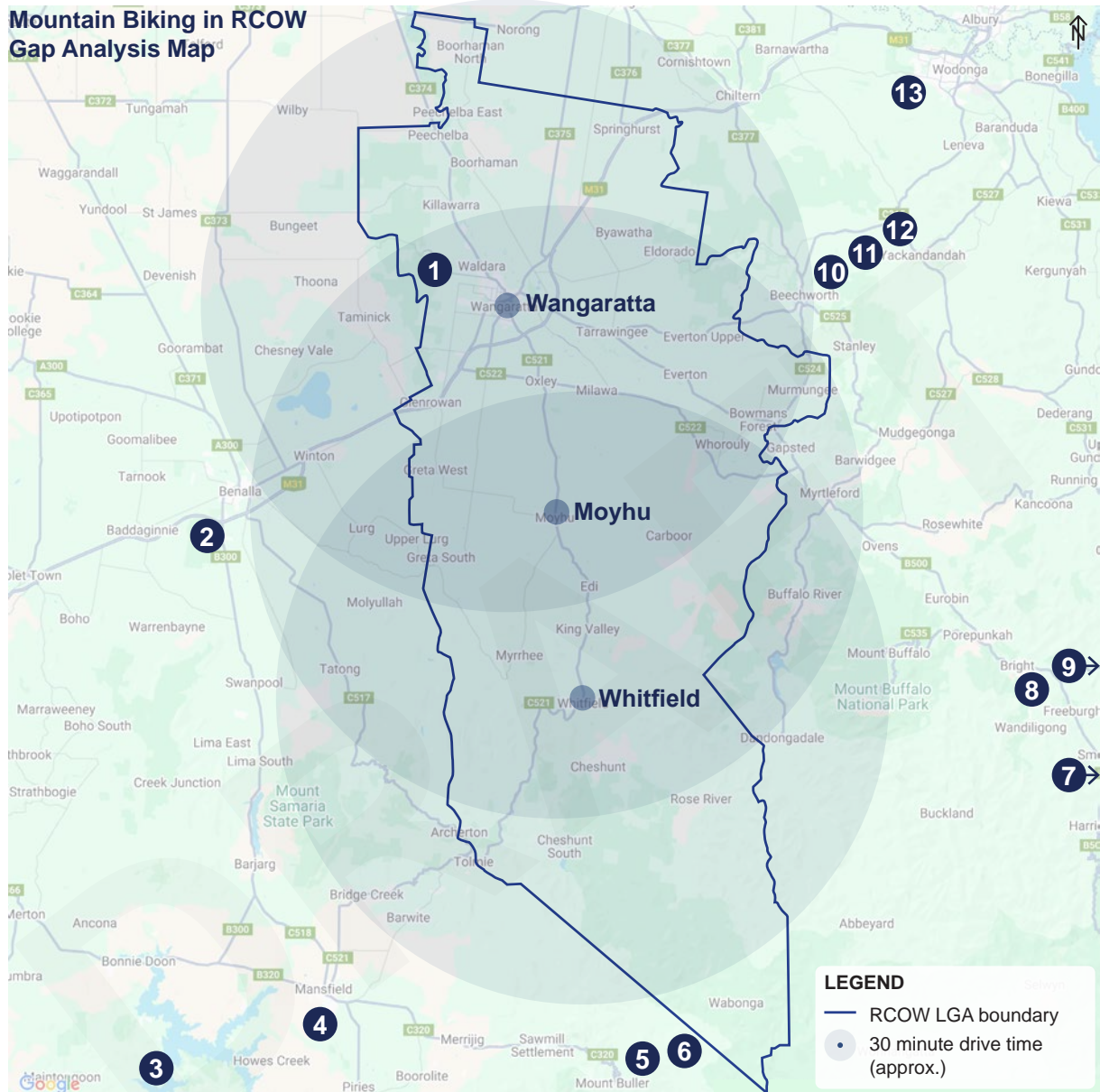
This analysis highlights a gap in accessible, entry-level, and inclusive mountain biking infrastructure within RCOW, as well as limited options in the wider western region. A scalable, well-located facility offering green and blue trails, a skills park, and adaptive riding opportunities would fill a critical service gap, support local needs, and provide a differentiated addition to the High Country mountain biking network.

The following page provides gap analysis mapping of mountain bike facilities in RCOW and surrounds.

#### Key Findings

- RCOW lacks dedicated mountain bike facilities, with only the limited 4.6km Friends Track near Wangaratta.
- Southern and northwestern areas (including Moira Shire) are underserved, contributing to a broader regional gap.
- Twelve facilities exist nearby, with four within 35-40 minutes of Wangaratta, but most cater to intermediate and advanced riders.
- Beginner-friendly, family-oriented, and adaptive mountain biking options are largely absent across the region.
- Community consultation indicates strong demand for accessible local infrastructure.
- While RCOW may not rival alpine destinations, it can fill a strategic gap by supporting participation through a facility with green/blue trails, a skills park, and inclusive features.

## Mountain Biking in RCOW Gap Analysis Map



### Mountain Biking Facilities RCOW and Surrounds

- 1 Warby Ovens National Park, Wangandary**  
113 Trails: 90 Access/Road, 5 Green, 15 Blue, 2 Black  
Primary trail type: Cross-Country
- 2 Reef Hills State Park MTB Trails, Benalla**  
44 Trails: 20 Access/Road, 9 Green, 12 Blue, 3 Black  
Primary trail type: Cross-Country
- 3 Eildon MTB Park, Eildon**  
25 Trails: 2 Access/Road, 3 Green, 9 Blue, 10 Black  
Primary trail type: Mixed
- 4 Rifle Butts MTB Park, Mansfield**  
13 Trails: 2 Access/Road, 3 Green, 6 Blue, 2 Black  
Primary trail type: Mixed
- 5 Mt Buller Alpine Resort, Mt Buller**  
35 Trails: 2 Access/Road, 6 Green, 22 Blue, 4 Black  
Primary trail type: Mixed
- 6 Mt Stirling Alpine Resort, Mt Stirling**  
22 Trails: 2 Access/Road, 8 Green, 9 Blue, 1 Black  
Primary trail type: Mixed
- 7 Falls Creek Alpine Resort, Falls Creek**  
20 Trails: 4 Green, 13 Blue, 2 Black  
Primary trail type: Downhill

- 8 Mystic MTB Park, Bright**  
83 Trails: 1 Access/Road, 9 Green, 48 Blue, 19 Black, 6 Double Black  
Primary trail type: Mixed
- 9 Big Hill MTB Park, Mount Beauty**  
97 Trails: 12 Access/Road, 13 Green, 35 Blue, 1 Dark Blue, 12 Black, 2 Double Black  
Primary trail type: Mixed
- 10 Beechworth Mountain Bike Park, Beechworth**  
15 Trails: 2 Green, 8 Blue, 4 Black and 1 Black Diamond  
Primary trail type: Mixed
- 11 Yackandandah Epic Trails, Yackandandah**  
28 Trails: 1 White, 2 Green, 19 Blue  
Primary trail type: Mixed
- 12 Yackandandah MTB Track Network, Yackandandah**  
34 Trails: 7 Access/Road, 1 Green, 26 Blue  
Primary trail type: Cross-Country
- 13 Hunchback MTB Park, Wodonga**  
28 Trails: 4 Access/Road, 8 Green, 11 Blue, 4 Black, 1 Double Black  
Primary trail type: Cross-Country

### Mountain Biking in RCOW SWOT Analysis

#### Strengths

- Warby Ovens National Park is within close proximity to Wangaratta CBD
- Future potential projects such as the Murray to Mountains Rail Trail extension to the King Valley/ Prosecco Road Trail development could offer a unique cycling/mountain biking package and increase accessibility to mountain biking within RCOW.
- Strong mountain biking tourism and established opportunities in surrounding regions, which RCOW can leverage to complement and strengthen the broader regional offering.

#### Weaknesses

- RCOW has very limited sanctioned mountain biking facilities, with only one formal trail located in the Warby Ovens National Park.
- The lack of dedicated facilities has resulted in the construction of unsanctioned trails, raising environmental and ecological concerns within sensitive areas of the Warby Ovens National Park.
- The ecological significance of the Warby Ovens National Park necessitates extensive environmental and cultural assessments, with cultural heritage surveys often resulting in high costs. Previous initiatives, including a proposed jump park at the base of the Warby Ranges and private trail developments in Eldorado, were discontinued due to environmental constraints and assessment costs.
- Identifying suitable sites for mountain biking development in RCOW may be challenging due to ecological sensitivities, the need for appropriate terrain, and land use constraints.

#### Opportunities

- Establishing a local mountain biking facility/network to RCOW featuring green and blue trails, a skills park, and inclusive infrastructure to meet identified local and regional needs.
- Incorporating adaptive mountain biking trails and infrastructure to provide accessible opportunities for riders of all abilities.
- Developing dedicated mountain biking facilities to improve access for RCOW residents and those from neighbouring areas such as Moira Shire, where no dedicated facilities currently exist.
- Supporting community recreation and tourism through the provision of formal, high-quality mountain biking infrastructure.

#### Threats

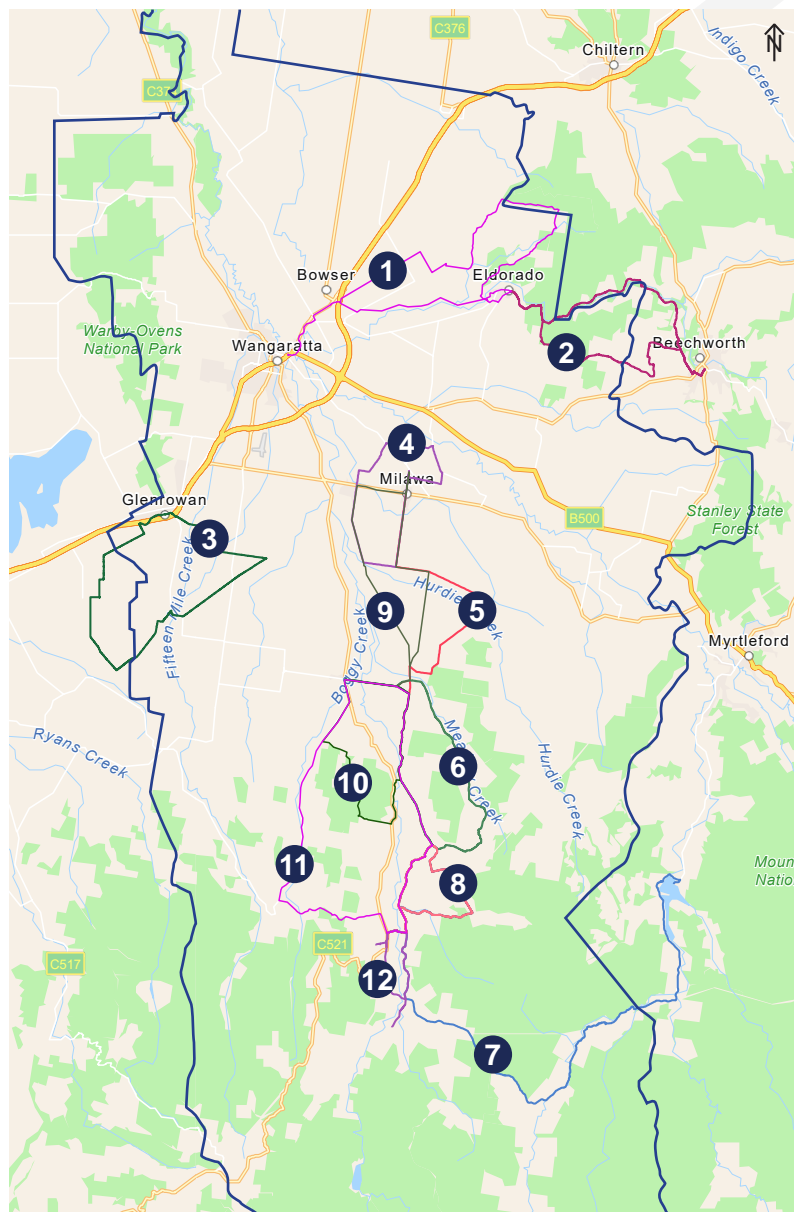
- Phytophthora dieback poses a significant risk within Warby Ovens National Park, requiring the installation of cleaning stations and the delivery of ecological sustainability education as part of any new trail developments.
- Strong competition from established mountain biking destinations in surrounding regions may limit RCOW's ability to attract significant tourism; development in RCOW would primarily complement, rather than compete with, the broader regional mountain biking network.

## Gravel Riding in RCOW



### Gravel Riding Network Overview

Gravel riding is a key cycling attraction in RCOW, strongly supported by both the community and Tourism North East. The region's flat, remote gravel roads offer ideal riding conditions, which are further improved through the Ride High Country initiative's mapping, signage, and supporting infrastructure. Community feedback revealed no major issues with gravel riding in RCOW. Continued promotion, along with identifying new routes and linking them to existing infrastructure like the Murray to Mountains Rail Trail will strengthen regional connectivity and expand cycling tourism opportunities.



### RCOW Gravel Riding Routes

- 1 Eldorado Beechworth Loop**  
Length: 51.6km  
Promoted: Ride High Country
- 2 Eldorado – Wangaratta Loop / Il Monte**  
Length: 65.7km  
Promoted: Ride High Country / Visit Wangaratta
- 3 Glenrowan Kelly Loop**  
Length: 43.3km  
Promoted: Ride High Country
- 4 Milawa Makers Loop**  
Length: 30.7km  
Promoted: Ride High Country
- 5 Vines 2 Vines / Whitfield - Milawa**  
Length: 49km  
Promoted: Ride High Country
- 6 Strada Alberta**  
Length: 43.2km  
Promoted: Ride High Country
- 7 Whitfield to Lake Buffalo**  
Length: 52km  
Promoted: Ride High Country
- 8 Due Colline**  
Length: 29.8km  
Promoted: Ride High Country
- 9 Percoso Di Cruffin**  
Length: 56km  
Promoted: Visit Wangaratta
- 10 Pista Della Capra**  
Length: 33km  
Promoted: Visit Wangaratta
- 11 L'Anello**  
Length: 60km  
Promoted: Visit Wangaratta
- 12 Pizza e Vino**  
Length: 20km  
Promoted: Visit Wangaratta

### Gravel Riding in RCOW Gap Analysis

Gravel riding is currently the primary wheeled activity attraction in the RCOW, widely recognised by both the local community and Tourism North East. The municipality's extensive network of isolated, low-traffic gravel roads, combined with the region's generally flat terrain, offers excellent conditions for gravel cycling. This natural advantage has made RCOW a prominent destination for gravel riders of all levels.

The Ride High Country initiative has played a key role in elevating RCOW's gravel riding profile, through detailed digital route mapping, regional promotion, and the installation of trailhead signage at strategic locations across RCOW. As a result, a number of high-quality, accessible routes have been established and promoted, including the Eldorado–Beechworth Loop, Milawa Makers Loop, Strada Alberta, and Vines 2 Vines - many of which offer strong connections between townships, vineyards, and visitor destinations. These promoted routes vary in length from 29 to 76 kilometres and are distributed across key locations including Eldorado, Glenrowan, Milawa, and Whitfield.

In addition to these established loops, a range of unpromoted but locally known routes such as Percoso Di Cruffin, Pizza e Vino, and Mt Pilot's fire roads offer further opportunities to expand the local gravel riding experience. An extensive network of gravel roads also exists in surrounding LGAs, reinforcing RCOW's strategic positioning within the broader regional gravel riding offer.

Community consultation has not identified any significant challenges or immediate infrastructure gaps related to gravel riding in RCOW. Riders generally reported high satisfaction with access, quality of roads, and scenic value. However, Tourism North East has highlighted some limitations, particularly around the lack of connectivity between existing routes and loops, which can hinder broader itinerary development and visitor navigation. Addressing this issue, particularly through the integration of gravel routes with existing cycling infrastructure like the Murray to Mountains Rail Trail and its proposed extension to Whitfield would improve route

cohesion, support wayfinding, and encourage longer visits.

Given RCOW's existing assets and reputation in this space, the priority is not establishing new gravel infrastructure, but rather enhancing connectivity, strengthening promotion, and building supporting amenities. Continuing to invest in signage, rest stops, digital route access, events and connections between townships and tourism assets will help solidify RCOW's leadership position in gravel riding while contributing to broader regional cycling tourism growth.

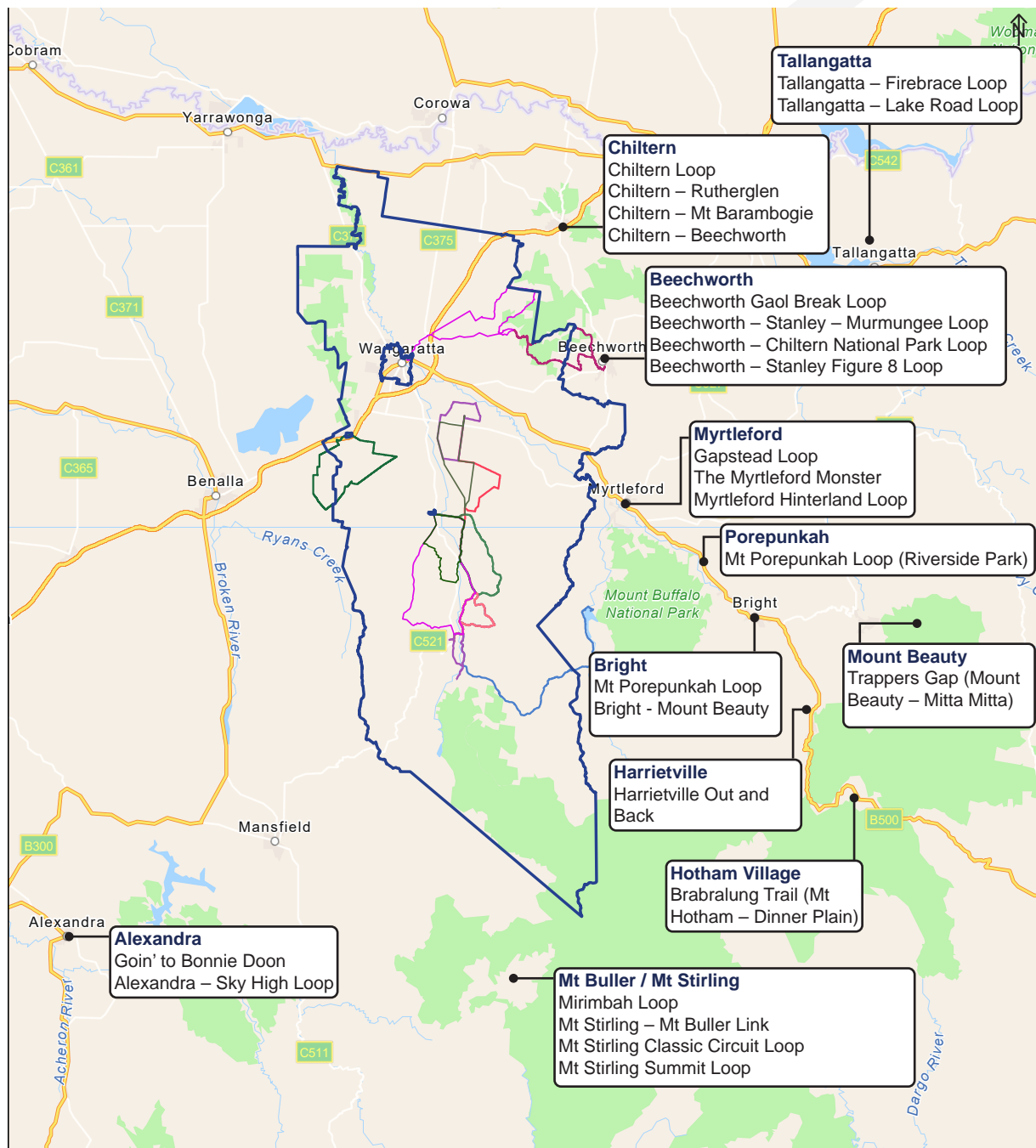
The following page provides gap analysis mapping of gravel riding facilities in RCOW and surrounds.

#### Key Findings

- Gravel riding is RCOW's leading wheeled activity, supported by flat, scenic, low-traffic backroads.
- Ride High Country has successfully promoted key routes with mapping, signage, and destination branding.
- Ten promoted loops exist, spanning townships including Wangaratta, Milawa, Whitfield, Glenrowan, and Eldorado.
- Additional unpromoted routes offer potential for future inclusion and trail network expansion.
- Community consultation revealed no major gaps in provision or infrastructure needs.
- Tourism North East noted disconnection between routes as a barrier to broader itinerary development.
- Linking gravel routes with the Murray to Mountains Rail Trail and townships would enhance connectivity.
- Focus should shift from infrastructure delivery to route integration, signage, and visitor experience.
- Gravel riding events can be a key driver of tourism and increased awareness of riding opportunities in the RCOW.

## Gravel Riding in RCOW Gap Analysis Map

The map below illustrates the extensive gravel riding network located outside of RCOW in neighbouring LGAs. This is not a comprehensive list and only includes rides promoted through Victoria's High Country - Ride High Country initiative. Many additional gravel riding routes exist throughout the High Country beyond the boundaries of this map.



Gravel Riding in RCOW SWOT Analysis

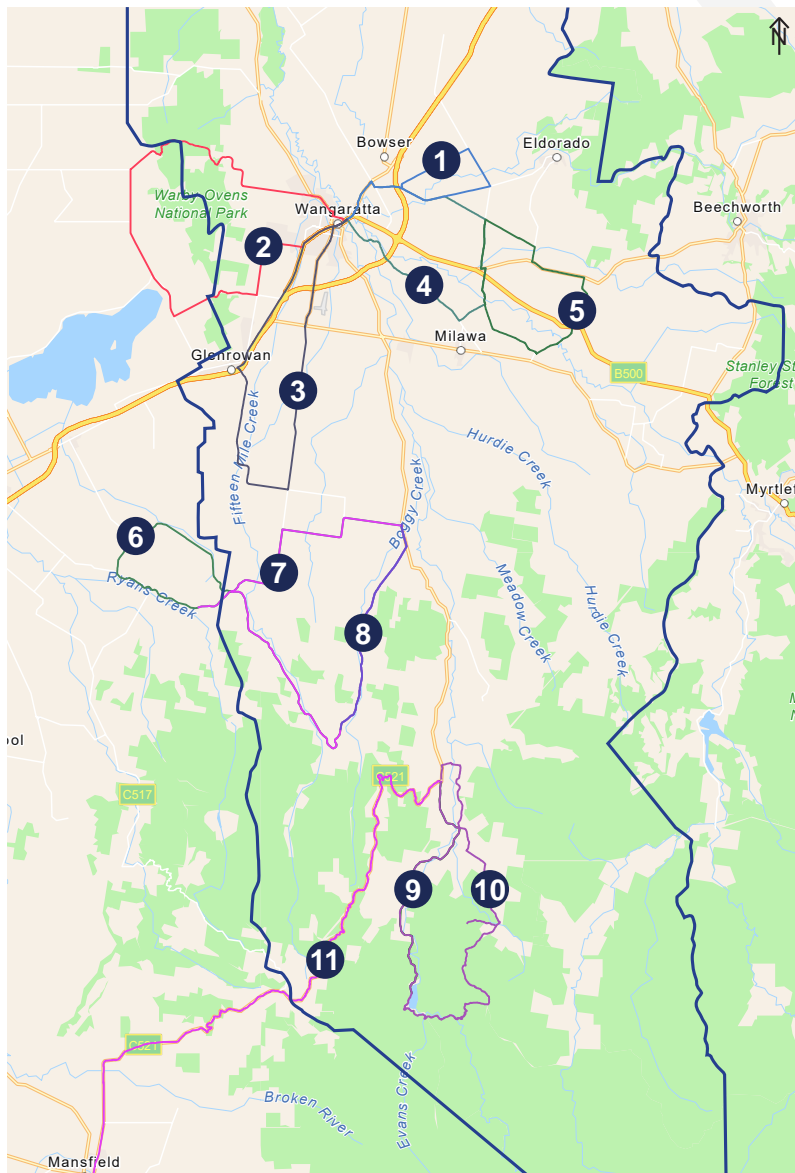
<b>Strengths</b>
<ul style="list-style-type: none"><li>• Gravel riding opportunities in the RCOW are highly regarded.</li><li>• The region boasts high-quality gravel trails that appeal to a range of cycling enthusiasts.</li><li>• Flat gravel trails provide unique terrain that sets the area apart from the more undulating landscapes of surrounding regions.</li></ul>
<b>Weaknesses</b>
<ul style="list-style-type: none"><li>• Tourism North East indicated that some gravel routes and loops are in isolation.</li></ul>
<b>Opportunities</b>
<ul style="list-style-type: none"><li>• Consider linking gravel riding routes and loops together where possible to create a connected network of trails.</li><li>• Continue to work with Tourism North East to include existing unpromoted gravel riding routes to the Ride High Country network.</li><li>• The KinGRAVELly cycling event, initially funded through bushfire recovery efforts, received positive feedback but was a one-off occurrence. There is potential to reintroduce this (or similar) event to further promote gravel riding and attract participants.</li><li>• Future potential projects such as the Murray to Mountains Rail Trail extension to the King Valley/ Prosecco Road Trail development could be leveraged to provide more accessible and connected gravel riding experiences in the RCOW.</li></ul>
<b>Threats</b>
<ul style="list-style-type: none"><li>• Developing additional trailheads, rest areas, water stations, and emergency access points along any new gravel riding routes would require additional ongoing maintenance and operational costs.</li><li>• Any new gravel riding routes will require additional regular maintenance to provide an appealing riding surface. Not maintaining gravel routes could negatively impact the experience of the regions offerings.</li></ul>

## Road Cycling in RCOW



### Road Cycling Network Overview

Road cycling is a well-established activity in RCOW, supported by the promotion of a range of routes through Tourism North East's Ride the High Country initiative and Visit Wangaratta. While the region offers strong cycling appeal, community and key stakeholder feedback highlighted a need for improved route connectivity and safety issues regarding narrow shoulders, particularly along Wangaratta-Whitfield Road in the King Valley. Strengthening connections between routes and integrating with wine tourism and the potential rail trail extension to King Valley would enhance the region's cycling tourism offering and create a safe network of cycling routes.



### RCOW Road Cycling Routes

- 1 North Wang Ride**  
Length: 30km  
Promoted: Ride High Country
- 2 Lake Rowan Taminick Ride**  
Length: 56km  
Promoted: Ride High Country
- 3 Greta Glenrowan Loop**  
Length: 56km  
Promoted: Ride High Country
- 4 Oxley Tarrawingee Loop**  
Length: 38km  
Promoted: Ride High Country
- 5 Everton-Tarrawingee Ride**  
Length: 32km  
Promoted: Ride High Country
- 6 Ryan's Creek Figure 8**  
Length: 80km  
Promoted: Ride High Country
- 7 Moyhu to Upper Ryans Creek**  
Length: 56km  
Promoted: Ride High Country
- 8 Moyhu to Myrree**  
Length: 36km  
Promoted: Ride High Country
- 9 Cheshunt Cruise**  
Length: 42km  
Promoted: Ride High Country
- 10 King Valley William Hovell Loop**  
Length: 66km  
Promoted: Visit Wangaratta
- 11 Whitfield to Mansfield Return**  
Length: 108km (return)  
Promoted: Victoria's High Country

### Road Cycling in RCOW Gap Analysis

RCOW offers 13 publicly promoted road cycling routes of varying lengths and difficulty, providing a strong base for the region's cycling network. Seven routes are promoted through Ride High Country and six through Visit Wangaratta. RCOW's road cycling appeal is further enhanced by cycling routes in surrounding LGAs promoted through Ride High Country, reinforcing the region's broader tourism offering. While RCOW's relatively flat terrain offers fewer challenging rides compared to neighbouring LGAs, it creates a strategic opportunity to position the region as a destination for beginner and intermediate riders. This positioning aligns well with food and wine tourism, particularly in the King Valley, and presents opportunities for integrated cycling and agritourism experiences, especially if future rail trail developments proceed.

Community consultation did not indicate strong demand for new routes but raised concerns about the safety of existing ones, particularly in the King Valley and southern parts of the LGA. Key issues include narrow or non-existent shoulders, poor route connectivity, and safety risks associated with high-traffic roads. Specific concerns were identified along the Wangaratta-Whitfield Road, particularly for cyclists travelling between Edi Cutting campsite, Whitfield, and the King Valley Brewery, with many tourists and campers unaware of these hazards before commencing their rides.

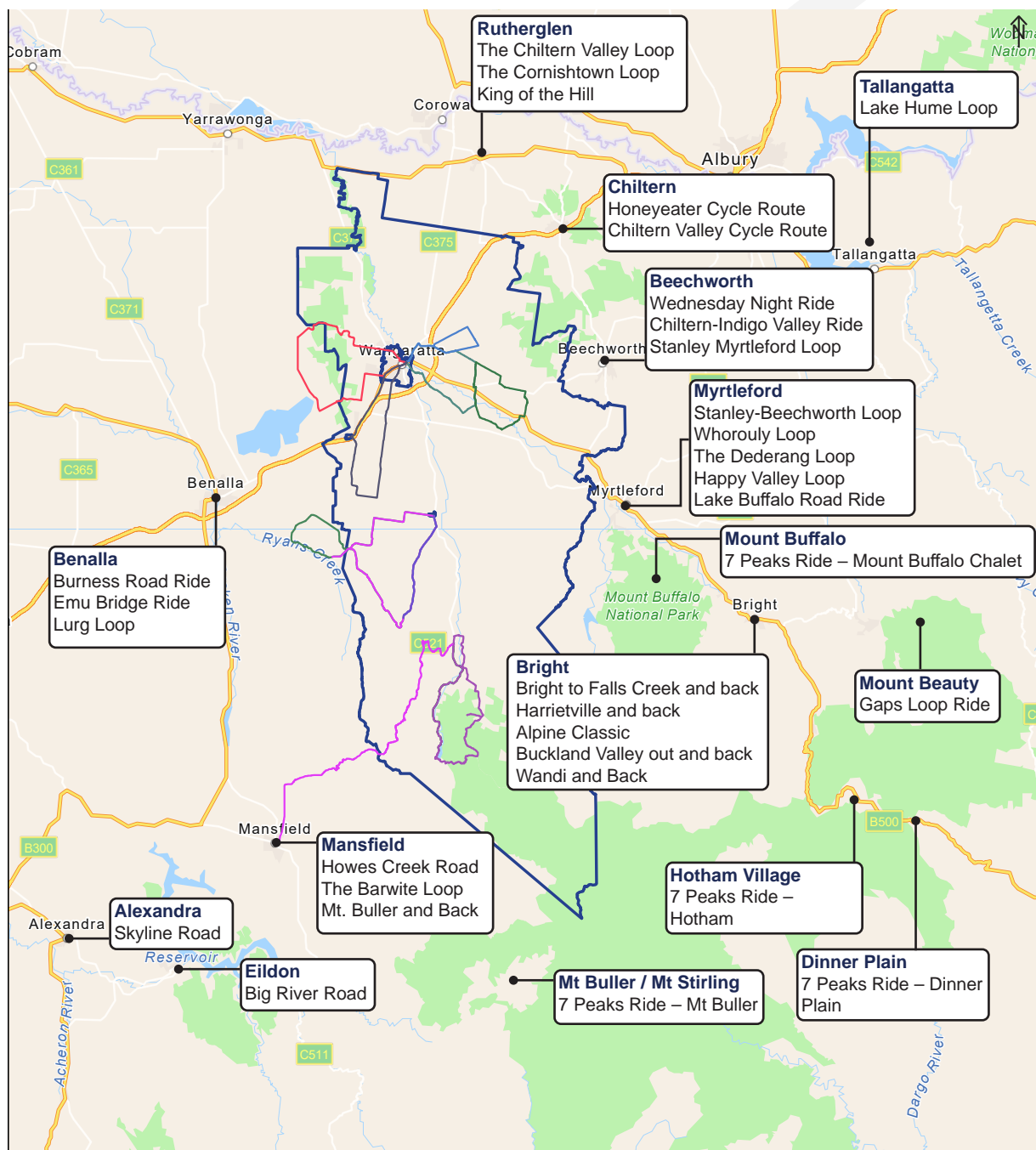
The Tourism North East Destination Management Plan (2023-2033) highlights the importance of continued investment in road safety enhancements for road cyclists, including improvements to road shoulders, road safety signage, and the development of cycle-friendly towns. Addressing these safety issues would not only enhance rider experience but also strengthen RCOW's reputation as a welcoming and accessible cycling destination, particularly for the growing beginner and tourism-oriented markets.

#### Key Findings

- RCOW has 13 publicly promoted road cycling routes, forming a strong local network.
- Community feedback identified safety concerns, including narrow shoulders, poor connectivity, and high-traffic road sections as the key issue, not route quantity.
- The network connects with regional cycling routes promoted through Ride High Country.
- RCOW's flat terrain suits beginner and intermediate riders, offering accessible experiences.

## Road Cycling in RCOW Gap Analysis Map

The map below illustrates the extensive road cycling network located outside of RCOW in neighbouring LGAs. This is not a comprehensive list and only includes rides promoted through Victoria's High Country - Ride High Country initiative. Many additional road cycling routes exist throughout the High Country beyond the boundaries of this map.



### Road Cycling in RCOW SWOT Analysis

#### Strengths

- Thirteen publicly promoted road cycling routes of varying lengths and difficulties, offering options for different skill levels.
- Relatively flat landscape ideal for beginner to intermediate cyclists, making it an attractive destination for those seeking easier rides.

#### Weaknesses

- Narrow or absent road shoulders in many areas create significant safety risks for cyclists. A lack of understanding among road users further exacerbates safety issues.
- The absence of adequate road shoulders discourages road cycling and poses a risks for riders.
- Popular routes, such as from Edi Cutting campsite to Whitfield and the King Valley Brewery are particularly dangerous, especially for return journeys.
- Tourism North East has removed some road cycling routes from its network due to safety risks for riders.

#### Opportunities

- Identification of key road cycling routes to improve road safety for cyclists.
- Enhance road cycling safety in the King Valley through road widening and improvements or by extending the Murray to Mountains Rail Trail to Cheshunt with a paved surface, similar to the approach taken in Alpine Shire.
- Consider linking road cycling routes and loops together where possible to create a connected network of cycling routes and townships.
- Continue to work with Tourism North East to include safe existing road cycling routes to the Ride High Country network.
- Potential to promote road cycling in RCOW to beginner and intermediate markets due to its less challenging terrain than surrounding High Country LGAs.

#### Threats

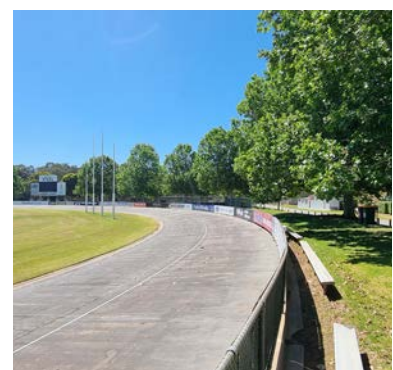
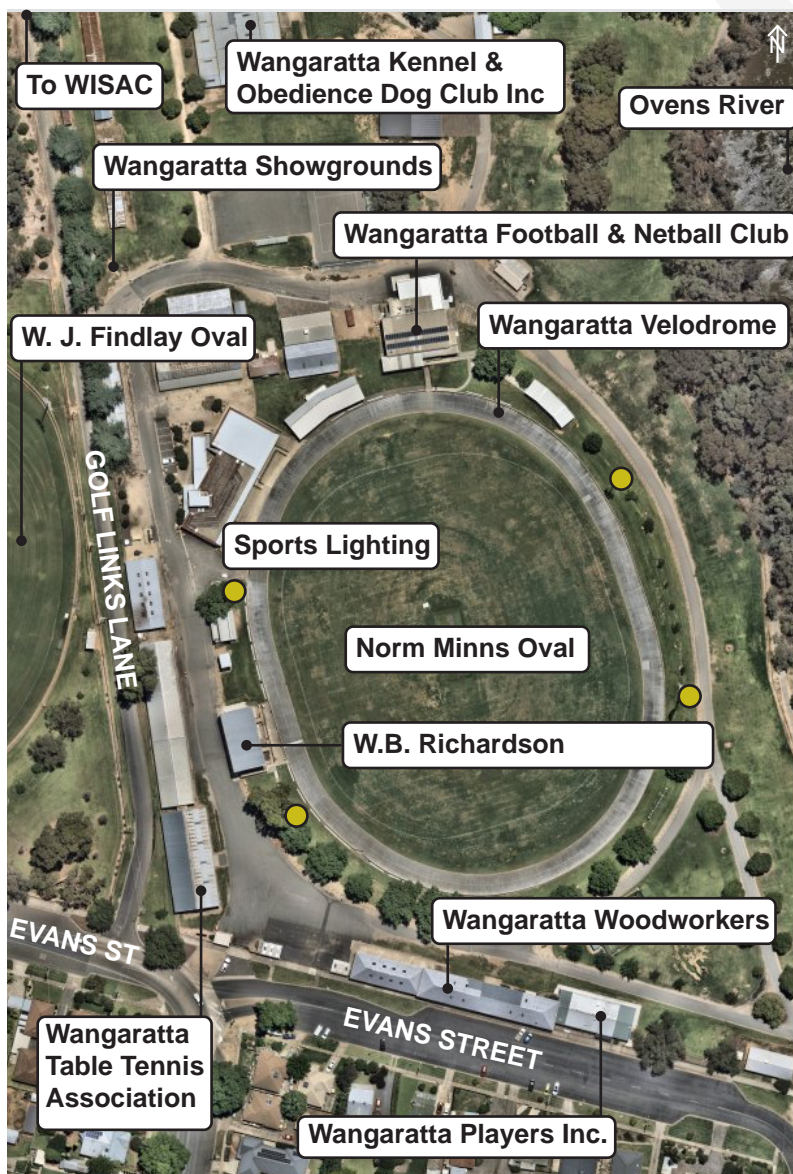
- The financial burden of widening roads and making necessary improvements may be prohibitive.
- The inability to increase shoulder widths due to potential insufficient road reserve in some areas limits the feasibility of safety improvements for cyclists.

## Track Cycling in RCOW



### Track Cycling Network Overview

RCOW has a proud history of producing elite cyclists, but its current track cycling facilities are outdated and under-utilised. The velodrome at Wangaratta Showgrounds is in poor condition and has safety and access issues due to its shared use with AFL, limiting its suitability for high-level cycling. Community interest in improved facilities includes proposals for a cycling hub at the Saleyards site, the vacant land directly to the west of the Wangaratta Livestock Exchange and directly to the north of the Wangaratta Aeromodellers Club. This hub would look to include a velodrome and criterium track to support cycling, roller skiing, and all-abilities use, presenting opportunities to strengthen multi-sport participation in the region.



### Track Cycling in RCOW Gap Analysis

RCOW has a proud history of producing elite cyclists, including Olympic medalists, reinforcing the region's reputation as a hub for cycling excellence. However, current infrastructure does not reflect this legacy or future potential. The only facility within RCOW is the velodrome at the Wangaratta Showgrounds, which is in poor condition due to extensive surface cracking and insufficient corner embankment. These limitations make it unsuitable for training or competition. The velodrome encircles Norm Minns Oval, and its shared use with the local AFL club creates regular user conflicts. Players must cross the track to access the field, which has raised safety concerns and further restricted the cycling club's access. Combined, these issues have contributed to a decline in participation and reduced viability for club and junior programs.

The Wangaratta Recreation Strategy 2024-2033 supports the removal of the velodrome in line with the master plan and confirms that the facility is no longer suitable for training or competition. It recommends Council work closely with the cycling club to identify preferred routes for road and criterium events and to assist with securing regular access. The Strategy also highlights the need to complete an analysis of cycling infrastructure across the LGA, including a feasibility assessment for a dedicated cycling precinct or suitable off-road criterium facility, classified as a high priority.

The Wangaratta Walking and Cycling Strategy 2020-2030 also plans for the removal of the existing velodrome and proposes to work with the cycling club to support the development of alternative club activities and facilities, such as a criterium circuit. Investigation into options, including within the Wangaratta Parklands Precinct was identified as a medium priority.

Access to appropriate track cycling infrastructure remains limited across the region. The closest velodrome outside Wangaratta is in Albury (60 minutes away), and the only criterium track is at Barnawartha North (41 minutes away). There is currently no local facility that supports regular training, junior development, regional pathway programs, or high-level event hosting. This lack of infrastructure also restricts other complementary sports such as roller skiing and inclusive cycling.

The cycling club has expressed strong interest in a new facility, with particular focus on establishing a cycling hub at the former Saleyards site. Community interest also supports a new criterium circuit that could serve a wider range of users. A regional cycling precinct incorporating a new velodrome, criterium circuit, and potentially a BMX-style pump track would enhance community participation, support all-abilities programs, and help reinstate RCOW as a regional centre for competitive cycling. Such a precinct would also enable the return of major cycling events and provide critical infrastructure for athlete development and school-based programming.

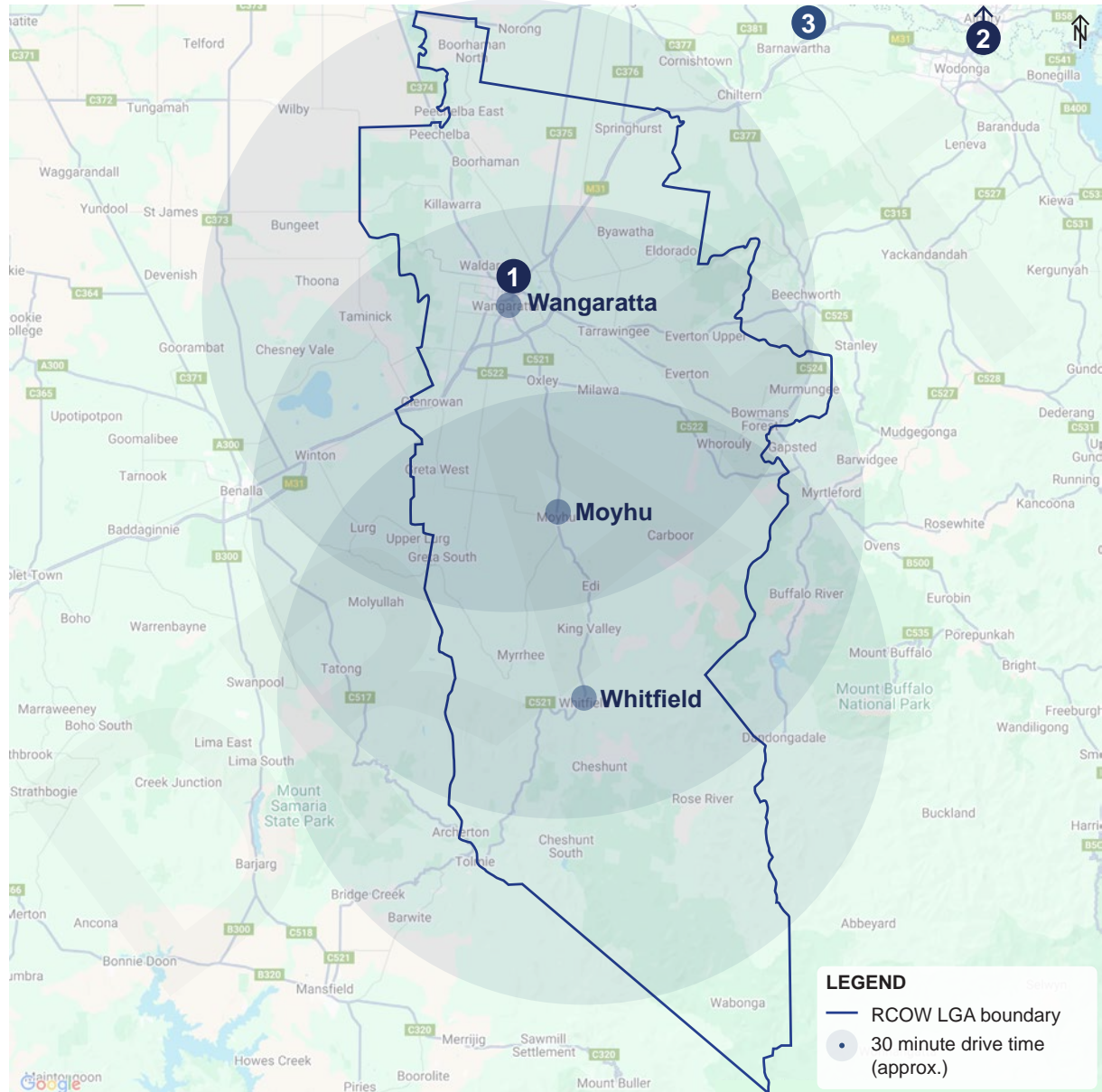
A feasibility study and business case would be required to assess the viability and design options for such a precinct, as supported by the Wangaratta Recreation Strategy 2024-2033. Without targeted investment, RCOW risks losing a key element of its sporting identity and foregoing the benefits of an inclusive and future-focused cycling facility.

The following page provides gap analysis mapping of track cycling facilities in RCOW and surrounding regions.

#### Key Findings

- Wangaratta Velodrome is in poor condition, limiting high-level track cycling due to surface cracking and user conflicts.
- Limited regional access to track cycling, with only one velodrome (Albury) and one criterium track (Barnawartha North) within a 60-minute radius.
- Lack of regional infrastructure to support track cycling development, junior progression, or interclub competition.
- Community interest in a multi-use cycling precinct, especially at the Saleyards site, highlighting demand for both performance and recreational cycling facilities.
- Opportunity to reinstate local club viability, enable junior programs, support elite athlete development, and attract cycling events.
- Proposal for a new regional cycling precinct could include a velodrome, criterium track, roller skiing, all-abilities cycling, and a BMX-style pump track to fill gaps in existing infrastructure.

## Track Cycling in RCOW Gap Analysis Map



### Velodrome Facilities RCOW and Surrounds

- 1 **Wangaratta Velodrome, Wangaratta**  
Hierarchy: Local  
Condition: Poor
- 2 **Lavington Velodrome, Albury**  
Hierarchy: Local  
Condition: Good

### Criterion Track Facilities RCOW and Surrounds

- 3 **AWCC Criterion Track, Barnawartha North**  
Hierarchy: Local  
Condition: Good

### Track Cycling in RCOW SWOT Analysis

#### Strengths

- RCOW has a strong history in producing elite track cyclists.

#### Weaknesses

- The existing velodrome has not been used extensively in recent years due to the poor condition of its surface.
- Funding for upgrades for the velodrome is unlikely due to the track's poor state and issues, such as conflicts with a local football club that shares the space and requires crossing the track to access the oval.
- The velodrome is not adequately banked for proper cycling events.
- Low participation rates in track cycling making it difficult to justify the high investment cost in new purpose built facilities such as a velodrome.

#### Opportunities

- There are limited existing velodrome and criterium cycling facilities in the High Country, offering an opportunity for RCOW to establish itself as a home for regional events.
- The Saleyards site in Wangaratta has been identified as a potential location for a cycling precinct, including a criterium track, velodrome, skills area, and additional cycling infrastructure.
- Criterium tracks are seen as a viable option for the region due to their multi-purpose nature. These tracks can support various wheeled activities, including criterium racing, cyclo-cross, adaptive cycling, running, motorsports and roller skiing.

#### Threats

- Local cycling club numbers have reduced significantly in recent years, with many cyclists joining clubs outside of RCOW. A feasibility study is required to determine the actual demand for a new velodrome and cycling precinct in RCOW.
- A criterium track provides for a broad market but there is still not an overly high tourism market associated with this.
- A velodrome would provide limited tourism and event opportunities as it is specialised infrastructure that appeals to a limited market.

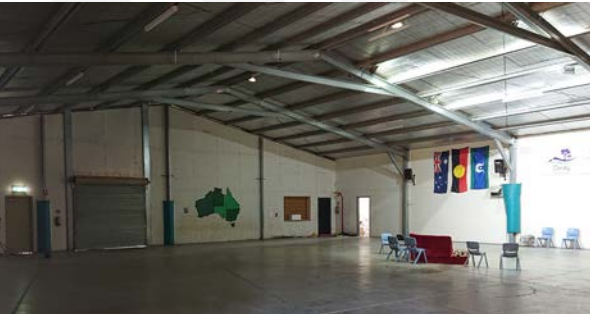
# Roller Sports in RCOW



## Roller Sports Network Overview

RCOW has a growing and active community involved in roller sports, in particular roller derby and inline hockey. Despite strong participation, current facilities are inadequate for training, competition, and club development. Inline hockey, with over 100 participants, is currently played at a re-purposed basketball court at the Wangaratta Sports and Aquatics Centre, which lacks essential infrastructure like proper dasher boards. Roller derby operates out of a basic indoor sports facility at Oxley Primary School with temporary floor markings and limited space. The need for a dedicated indoor venue to support these activities is evident, but current facilities in RCOW are unable to meet the demand, forcing players to travel to other LGAs for competitions.

### Oxley Primary School Indoor Facility



### WISAC / YMCA



### Roller Sports in RCOW Gap Analysis

RCOW has a growing and active roller sports community, particularly in inline hockey and roller derby. Despite strong participation, the region lacks fit-for-purpose infrastructure to support these activities. The Wangaratta Recreation Strategy 2024–2033 notes the rising popularity of roller sports and highlights the establishment of a local inline hockey club attracting participants from across the region. However, facilities have not kept pace.

Inline hockey currently operates from a repurposed basketball court at the Wangaratta Sports and Aquatic Centre, lacking essential infrastructure like dasher boards, which limits gameplay quality. Over 100 participants of all ages are involved, but players are forced to travel to Wodonga and Albury to access competition-standard facilities. Similarly, roller derby operates out of the Oxley Primary School shed under constrained conditions, with taped markings and insufficient space for full competition. Recent events were moved to the YMCA, but concerns over skate marks on flooring compromise the venue's suitability.

Demand for roller sports facilities continues to grow. The lack of a dedicated venue restricts local participation, forces regular travel to other regions, and limits the opportunity to host major events. Victoria accounts for around 35% of national roller derby participation, highlighting the strong potential to grow the sport further if fit-for-purpose infrastructure is available locally.

While standalone roller sports facilities are unlikely within the current Strategy timeframe, the Wangaratta Recreation Strategy 2024-2033 strongly supports the development of a multi-use indoor facility for non-traditional indoor sports, including roller sports, inline hockey, table tennis, pickleball, and indoor cricket training. The Strategy also notes the need to revisit the Parklands Masterplan to align with this opportunity. A concept design for such a facility is identified as a high priority, with space for activities like off-season cricket practice, 10 table tennis tables, and dedicated spectator areas. In the interim, opportunities to resolve immediate needs through upgrades at WISAC or retrofitting existing buildings could provide practical solutions for roller sports growth.

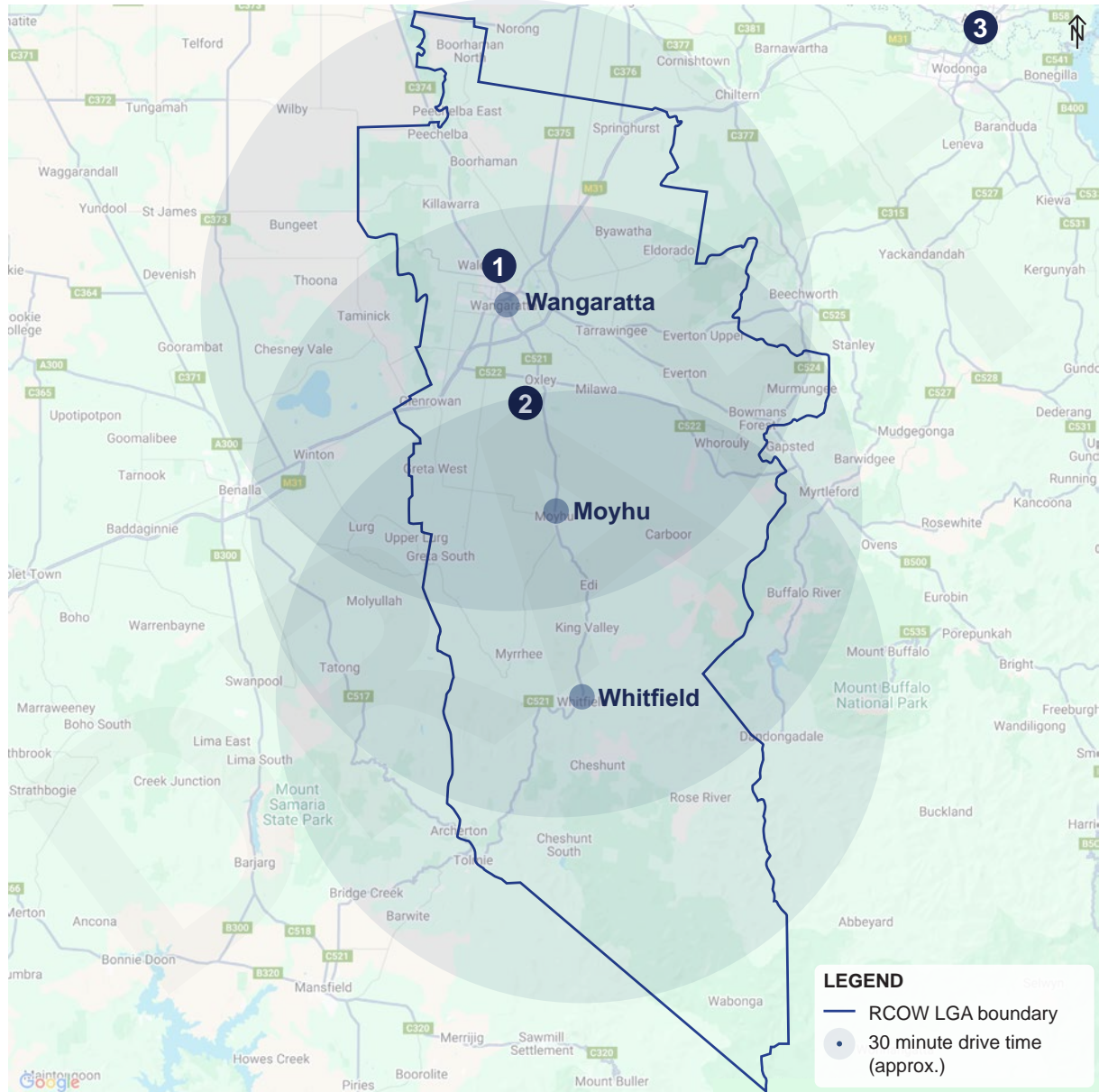
Developing a multi-use indoor venue would significantly enhance training environments, reduce barriers to participation, and build RCOW's capacity to host regional roller sports events into the future.

The following page provides gap analysis mapping of roller sport facilities in RCOW and surrounding areas.

#### Key Findings

- No dedicated roller sports facility exists in RCOW to support roller derby and inline hockey.
- Existing venues are inadequate with Wangaratta Sports and Aquatics Centre lacking required infrastructure (e.g. boards), and Oxley Primary School being undersized with non-permanent markings.
- Participation is strong and growing, with over 100 active inline hockey players across all age groups and an engaged roller derby community.
- Current facilities are unsuitable for competition, requiring groups to travel outside RCOW to Albury (approximately 60 minutes away) to access purpose-built venues, increasing costs and limiting regular participation.
- Victoria represents around 35% of national roller derby participation, demonstrating strong state-wide engagement and event-hosting potential.
- There is community demand for a purpose-built indoor venue to support a range of roller sports, club growth and competitions, and community access.

## Roller Sports in RCOW Gap Analysis Map



### Track Cycling Facilities RCOW and Surrounds

- 1 Wangaratta Sports and Aquatics Centre, Wangaratta**  
 Hierarchy: Local  
 Condition:
- 2 Oxley Primary School, Oxley**  
 Hierarchy: Local  
 Condition:
- 3 Albury**  
 Hierarchy: Local  
 Condition:

### Roller Sports in RCOW SWOT Analysis

#### Strengths

- High participation with over 100 active members spanning all age groups in inline hockey.
- Roller Derby has strong participation rates in Victoria, with regular competitions held between Victorian teams.

#### Weaknesses

- Inline Hockey Currently played on an outdated basketball court at the Wangaratta Sports and Aquatics Centre, which lacks proper boards for realistic gameplay.
- The Oxley Primary School facility used for roller derby requires taped floor markings and is too small for competitive play.
- The YMCA has expressed pushback to roller derby using their facilities due to black marks left on the flooring after game play.

#### Opportunities

- Explore opportunity for re-purposing an industrial-style building capable of accommodating inline hockey, roller derby and other court sports to increase affordability and financial feasibility. Concrete surfacing is preferred and the area required is equivalent to two basketball courts for both inline hockey and roller derby.
- The provision of a suitable facility could see competitions for both roller derby and inline hockey held in RCOW.
- There may be opportunities to work with the YMCA to resolve any issues regarding facility use and impacts on the courts.

#### Threats

- Identifying a suitable facility for re-purposing may be challenging due to limited availability.
- Developing and upkeeping a dedicated indoor sporting facility requires significant investment and would necessitate engagement and high-usage from multiple user groups and sporting codes to ensure viability.

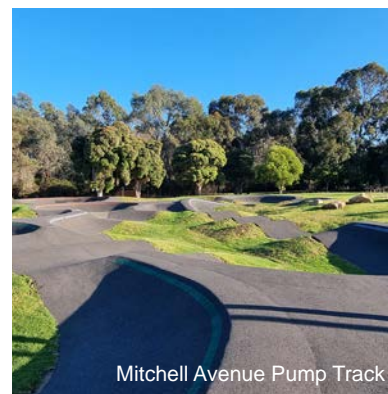
# Skateboarding and Pump Tracks in RCOW



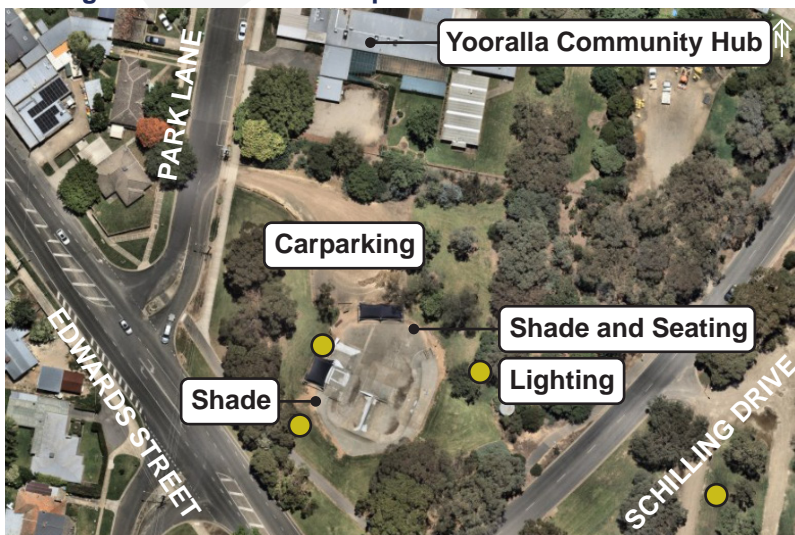
## Skatepark and Pump Track Network Overview

RCOW has two skateparks - Mitchell Avenue and Stirling Avenue, both important recreational spaces for local youth. Mitchell Avenue Skatepark, built in 2020, is part of a broader multi-generational hub, while Stirling Avenue, located in HP Barr Reserve, is older and considered outdated, with no planned upgrades. Currently, there are no skate or pump track facilities outside Wangaratta, leaving southern RCOW without access to these types of wheeled activity infrastructure.

### Mitchell Avenue Skatepark and Pump Track Site Map



### Stirling Ave Location Site Map



### Skating and Pump Tracks in RCOW Gap Analysis

RCOW currently provides two skateparks: Mitchell Avenue Skatepark and Stirling Avenue Skatepark. Mitchell Avenue, built in 2020, is part of a multi-generational recreation hub that also features a pump track, playspace, nature play garden, water splash park, fitness stations, and basketball courts. Well-integrated and heavily used, it offers a strong base for future wheeled sports expansion. In contrast, Stirling Avenue Skatepark, located at HP Barr Reserve, is older, with poor layout and flow limiting its functionality. The Wangaratta Parklands Masterplan does not propose upgrades to this facility.

The Wangaratta Recreation Strategy 2024-2033 identifies a moderate provision of skate facilities but highlights a lack of BMX infrastructure across the municipality. Significant gaps exist in the southern areas, including Moyhu, Whitfield, and King Valley, where no skateparks, pump tracks, or BMX areas are available. This forces local youth to travel 35-45 minutes to Wangaratta or neighbouring LGAs. Community consultation indicates strong demand for wheeled sports facilities in the south, but given the smaller population, full-scale skateparks are unlikely to be necessary.

Instead, there is clear opportunity for smaller-scale infrastructure such as pump tracks and incidental skate elements. The disused tennis courts at Tarrawingee, identified in the Recreation Strategy as cracked and underused, present an immediate opportunity to develop a wheeled sports precinct. Options include resurfacing two courts for free public use and re-purposing others for skate, BMX, or bike activities. The nearby Old Tarrawingee School site also offers potential for a dedicated pump track, skate area, or bike facility, further addressing the recreation shortfall for young people in the Ovens Valley. Extending the Murray to Mountains Rail Trail along Diffey Road to better connect Tarrawingee into the shared path network, as identified in the Recreation Strategy, would further support activation of the area.

At Mitchell Avenue Skatepark, upgrades are recommended to enhance accessibility and usability. Sealing the One Mile Creek shared-

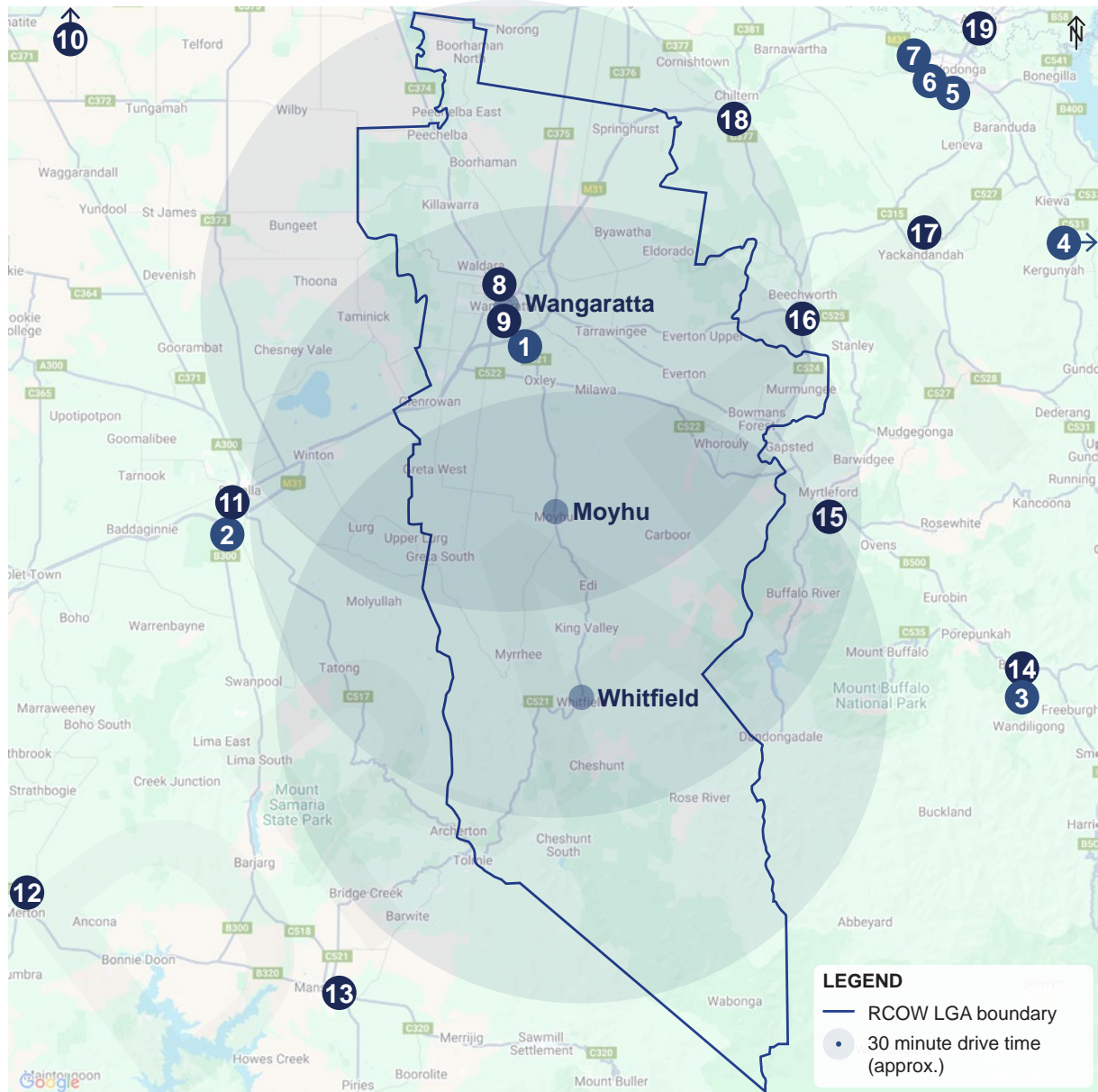
use path from White Street to Brash Avenue would improve safe access for skaters, scooter riders, and roller sports users. Installing lighting would allow for extended evening use. At Stirling Avenue Skatepark, consideration could be given to adding water access and enhancing support infrastructure to lift the facility's appeal and functionality.

Future skate and pump track development across RCOW should prioritise smaller-scale, flexible facilities that complement the existing network without duplicating provision in neighbouring regions. New infrastructure, including potential pump tracks at community hubs and highway rest stops would create broader access to wheeled sports opportunities, respond to community demand, and deliver on the objectives set out in the Wangaratta Recreation Strategy 2024-2033.

#### Key Findings

- Surrounding LGAs provide 17 skateparks and 6 pump tracks, mostly 35-45+ minutes from RCOW.
- Strong local support exists for new southern facilities, including repurposed tennis courts and pump tracks at the Old Tarrawingee School courts, Whitfield courts, and new facilities at highway rest areas.
- Mitchell Avenue Skatepark improvements suggested include sealed access paths and lighting.

## Skating and Pump Tracks in RCOW Gap Analysis Map



### Pump Track Facilities RCOW and Surrounds

- 1 Mitchell Avenue Pump Track (Asphalt)
- 2 Benalla BMX Pump Track (Dirt)
- 3 Bright Pump Track (Dirt)
- 4 Tangambalanga Pump Track (Asphalt)
- 5 Whitebox Pump Track (Asphalt)
- 6 Birallee Park Pump Track (Asphalt)
- 7 Henry Nowik Park Pump Track (Asphalt)

### Skatepark Facilities RCOW and Surrounds

- 8 Schilling Ave Skatepark
- 9 Mitchell Avenue Skatepark
- 10 Yarrowonga Skatepark
- 11 Benalla Skatepark
- 12 Merton Skatepark
- 13 Mansfield Skatepark
- 14 Bright Skatepark
- 15 Myrtleford Skatepark
- 16 Beechworth Skatepark
- 17 Yackandandah Skatepark
- 18 Chiltern Skatepark
- 19 Albury Skateparks (7 no.)

### Skateboarding and Pump Track SWOT Analysis

#### Strengths

- The existing Schilling Avenue Skatepark and Mitchell Avenue Skatepark and Pump Track are well located within Wangaratta and both complement broader site uses.
- Community identified no major issues with existing skatepark and pump track facilities.

#### Weaknesses

- Lack of skate and pump track facilities in the south of RCOW with difficult access to facilities in surrounding LGAs.
- Aging condition and limited offerings as part of Schilling Avenue Skatepark.

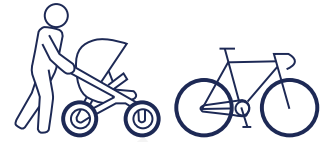
#### Opportunities

- Explore opportunity for development of pump tracks, skate parks, and learn-to-ride spaces in RCOW's south.
- Explore re-purpose the four unused tennis courts at the Whitfield Recreation Reserve Oval for skateboarding and scootering.
- Enhance Moyhu's well-used rest areas by adding wheeled sports facilities.
- Extend and improve footpath networks in Whitfield and Moyhu to provide better connectivity between key recreational areas.
- Upgrade supporting infrastructure at existing skateparks to improve functionality and user experience.
- Conduct a formal condition assessment of Stirling Avenue Skatepark to determine necessary upgrades or redevelopments.
- Support skate events, such as the North East Skate Park Series, which has previously included Wangaratta in its circuit.
- Explore the Old Tarrawingee School site as a potential location for a pump track, skate, or bike area.

#### Threats

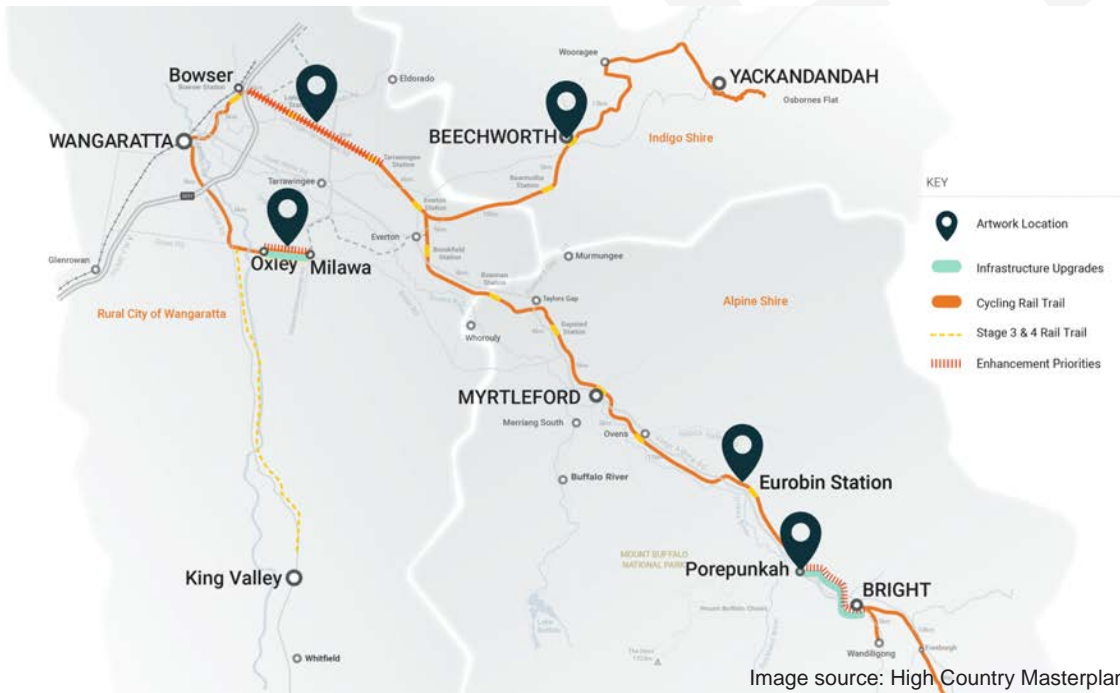
- No threats identified.

# Shared-Use Trails in RCOW



## Shared-use Trails Network Overview

RCOW has an extensive network of shared-use pathways, including the Murray to Mountains Rail Trail and shared-use paths along One Mile Creek and Three Mile Creek in Wangaratta. These pathways support a wide range of users, including walkers, equestrians (on the Rail Trail), prams, wheeled activities such as roller and inline skaters, cyclists, trishaws, wheelchairs, and bicycles. They play a vital role in the region's functionality, supporting both commuting and recreational activities. However, there are notable issues with the existing shared-use network, as well as key missing linkages across broader areas of RCOW.



### Shared-Use Trails in RCOW Gap Analysis

#### Rail Trail Gaps

The Murray to Mountains Rail Trail is a major recreational and tourism asset for RCOW, offering 116km of sealed surface connecting Wangaratta, Rutherglen, Myrtleford, Bright, and Beechworth. Despite its status as Victoria's premier rail trail, there are notable gaps and challenges. Signage along the trail is inconsistent, with multiple signage styles creating a disjointed experience for users. The need for a unified signage and wayfinding strategy has been identified in the North East Victoria Cycling Optimisation Masterplan, reinforcing the region's cycling culture and visitor experience. Community consultation has also highlighted a significant gap in the network - the need to connect the trail into the King Valley, an opportunity also identified as a high priority in the Tourism North East Destination Management Plan (2023-2033) and the Wangaratta Walking and Cycling Strategy 2020-2030.

Integration with key tourism destinations, such as 13 cellar doors, Valley View, and the Mountain View Hotel, presents a significant opportunity to strengthen links between townships, cycling routes, and regional attractions. Other wine regions, such as Clare Valley and McLaren Vale, demonstrate the success of combining rail trails with wine tourism experiences, a model also recommended in the Activating King Valley Prosecco Road project documents. Sealing more trail sections, following the successful approach used in Bright, would further increase accessibility for a broader range of cyclists, including families and road cyclists, and enhance the trail's appeal.

Several strategic documents provide a clear mandate for extension works. The Hume Region Significant Tracks and Trails Strategy 2014–2023 and the Wangaratta Walking and Cycling Strategy 2020–2030 outline the proposed development of the King Valley Rail Trail from Oxley through to Cheshunt, with key sections costed and prioritised. Furthermore, the Tourism North East Destination Management Plan identifies the delivery of a shared path through the King Valley as a signature food and drink experience, positioning it as a transformative regional project.

Delivery of the King Valley Rail Trail has been discussed for decades, and its realisation would provide significant safety improvements along the Wangaratta–Whitfield Road, address current concerns about narrow or absent shoulders (as identified in the Product and Experience Assessment for the Activating King Valley Prosecco Road initiative), and link important visitor experiences, wineries, restaurants, and accommodation. A business case developed for the Prosecco Trail outlines the potential for major economic returns, supporting \$23.2 million in construction output and creating 60 jobs, with ongoing annual impacts of \$10.5 million and 46 jobs.

There is strong community support for extending the rail trail network into the King Valley, which would significantly enhance local access and tourism potential. While the Murray to Mountains Rail Trail, Great Victorian Rail Trail, and High Country Rail Trail collectively position the High Country as a leading cycling destination, each must maintain and enhance its distinct experience to remain competitive. Improving connections, infrastructure quality, signage consistency, and integration with local attractions will be critical to ensuring Wangaratta continues to capture its share of the growing cycling tourism market.

#### Key Findings

- Inconsistent signage across the Murray to Mountains Rail Trail highlights the need for a unified wayfinding strategy.
- Strong community and strategic support for extending the trail into King Valley, linking Oxley to Cheshunt, to enhance safety, tourism, and regional connectivity.
- Integrating the trail with wineries and attractions would strengthen local tourism, reflecting proven success in regions like Clare Valley and McLaren Vale.
- Sealing additional trail sections would improve accessibility for families and road cyclists, broadening the trail's appeal.

## Urban Shared-Use Pathway Gaps

Within Wangaratta, the existing shared-use pathway network provides important connections for commuting and recreation, with key corridors including the One Mile Creek and Three Mile Creek shared-use paths. However, several critical gaps and limitations have been identified that restrict broader accessibility and functionality.

In some locations, the shared-use paths are too narrow to safely accommodate cyclists, pedestrians, trishaws, and prams. Accessibility is further compromised by bollards and traffic barriers, which obstruct access for trishaws and some mobility aids. Gates along the network are often closed during wet weather due to flooding, with some remaining shut for extended periods of two to three months, further limiting use.

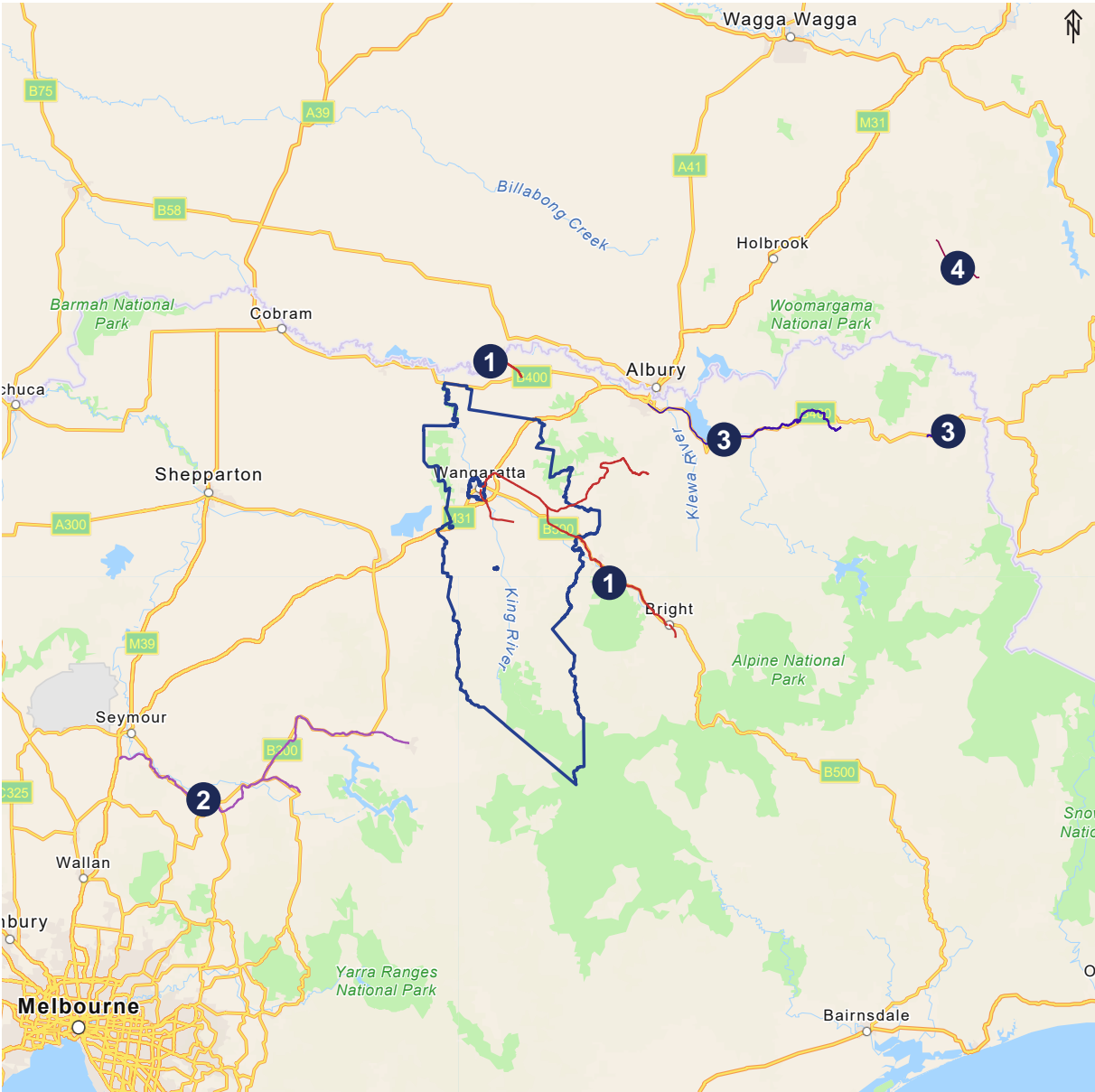
These findings align with issues identified in the Wangaratta Walking and Cycling Strategy 2020-2030, which highlights the importance of ensuring pathways are designed for all user types, and that barriers to access are progressively removed.

Prioritising improvements to pathway widths, removing physical barriers, upgrading surfaces, and implementing consistent signage and wayfinding would support a safer, more inclusive, and more connected shared-use network for all users. In line with the Tourism North East Destination Management Plan and the North East Victoria Cycling Optimisation Masterplan, ensuring high-quality shared path infrastructure within urban areas is crucial for enhancing both resident amenity and the visitor experience. The delivery of better integrated, inclusive, and accessible paths across the region will complement larger-scale rail trail enhancements, creating a cohesive active transport and recreation network for Wangaratta and its surrounding communities.

## Key Findings

- Narrow paths, bollards, and barriers limit safe access for cyclists, trishaws, mobility aids, and prams.
- Wet-weather gate closures restrict year-round use and weaken network reliability.
- Upgrading widths, surfaces, and removing barriers is critical to deliver a safer, more inclusive network (Wangaratta Walking and Cycling Strategy).
- Consistent signage and wayfinding improvements are needed to better connect key corridors like One Mile Creek and Three Mile Creek.

Shared-Use Trails Gap Analysis Map



- 1 Murray To Mountains Rail Trail
- 2 Great Victorian Rail Trail
- 3 High Country Rail Trail
- 4 Tumbarumba Rail Trail
- Rural City of Wangaratta LGA Boundary

## Shared-Use Trails SWOT Analysis

### Strengths

- Good network of shared-use paths in Wangaratta along One Mile and Three Mile Creeks.
- The region appeals to cycling tourism through three iconic High Country rail trails, including the Murray to Mountains Rail Trail, Great Victorian Rail Trail and High Country Rail Trail.
- The Murray to Mountains Rail Trail connects Wangaratta to Beechworth, Yackandandah, Myrtleford, Bright and Harrietville.

### Weaknesses

- Signage and marketing to be consistent as there is no continuation of look and feel within RCOW. The Murray to Mountains Rail Trail has multiple signage styles across the one trail which can be confusing and provide a disjointed feel for users.
- Shared-use paths in certain areas are often too narrow, limiting safe travel for both cyclists and pedestrians, and wheeled activities such as trishaws.
- Bollards and traffic barriers create accessibility issues, as the trishaws cannot fit through these obstacles.
- Navigating through the CBD is difficult and hazardous due to traffic and insufficient infrastructure.
- Steep gutters present additional difficulties for the smooth operation of the trishaws.
- Gates along shared-use paths are often closed when wet, with some remaining closed for extended periods, up to 2-3 months per year, further restricting access.

### Opportunities

- Strong community support for the extension of the rail trail to King Valley underscores its potential as a key recreational and tourism asset for the region.
- The trail could function as a central spine, connecting townships, road cycling routes, and gravel trails, strengthening Wangaratta's position as a cycling destination.
- Integrating the trail with regional attractions, including 13 cellar doors and leading tourism destinations such as Valley View and the Mountain View Hotel, would enhance visitor experiences and boost local tourism.
- Proven success of rail trails in wine regions, such as Clare Valley and McLaren Vale, highlights the opportunity to align cycling infrastructure with local tourism offerings.
- Sealing the trail, similar to the approach in Bright, could create a safe and accessible alternative for road cyclists, increasing its appeal to a broader range of riders.

### Threats

- High costs are associated with the rail trail extension, with the Wangaratta Walking and Cycling Strategy 2020-2030 estimating \$8.7 million for the design and construction of the trail in five-stages from Oxley to Cheshunt.

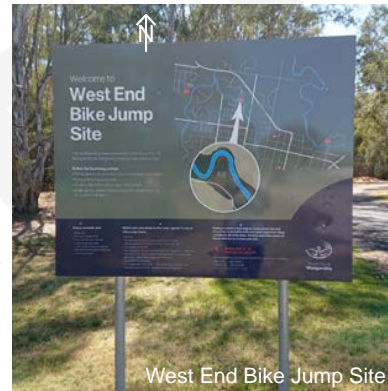
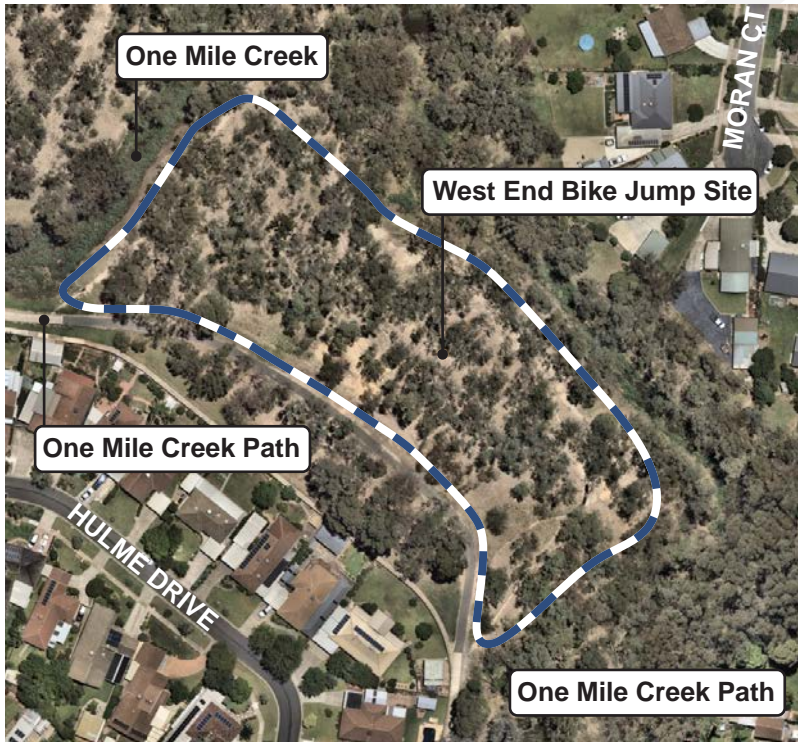
## Dirt Jumps in RCOW



### Dirt Jump Network Overview

RCOW has two dirt jump sites, West End Bike Jumps and Arlington Bike Jumps, both located in Wangaratta. While community-managed with Council support for maintenance, the West End site's flat terrain limits usability, as dirt jumps typically require downhill gradients or start mounds to build momentum. Supporting the local dirt jumping community with resources for better construction would enhance the function and appeal of both of these sites.

### West End Bike Jump Site Map



### Arlington Bike Jump Site Map



## Dirt Jumps in RCOW Gap Analysis

While RCOW currently has two designated dirt jump sites - West End Bike Jump Site and Arlington Bike Jump Site, both are located within Wangaratta. These community-led facilities are supported by Council through the provision of safe dirt for jump construction. However, they present several challenges in terms of functionality and broader accessibility.

In particular, the West End Bike Jump Site, which is connected to the existing shared-use pathway network, is located on flat terrain which is atypical for dirt jumps. Without a downhill gradient or substantial start mound, riders struggle to gain the speed required to effectively use the jumps. Given that the dirt jump community in Wangaratta is likely to consist mainly of children and young adults, they may lack the resources, equipment, or capacity to construct and maintain jumps to a functional standard.

No dirt jump facilities exist outside of Wangaratta, leaving a geographic gap in access for young people in southern RCOW communities such as Whitfield, Moyhu, and the King Valley. However, no requests for jump facilities were made by the community outside of Wangaratta unless associated with a mountain bike facility.

Outside of RCOW, there are six known dirt jump locations in neighbouring LGAs, but only two are within a 35-minute drive of Wangaratta. The remainder are closer to an hour away, making them impractical for regular access. These regional facilities also vary considerably in condition and suitability for different rider abilities.

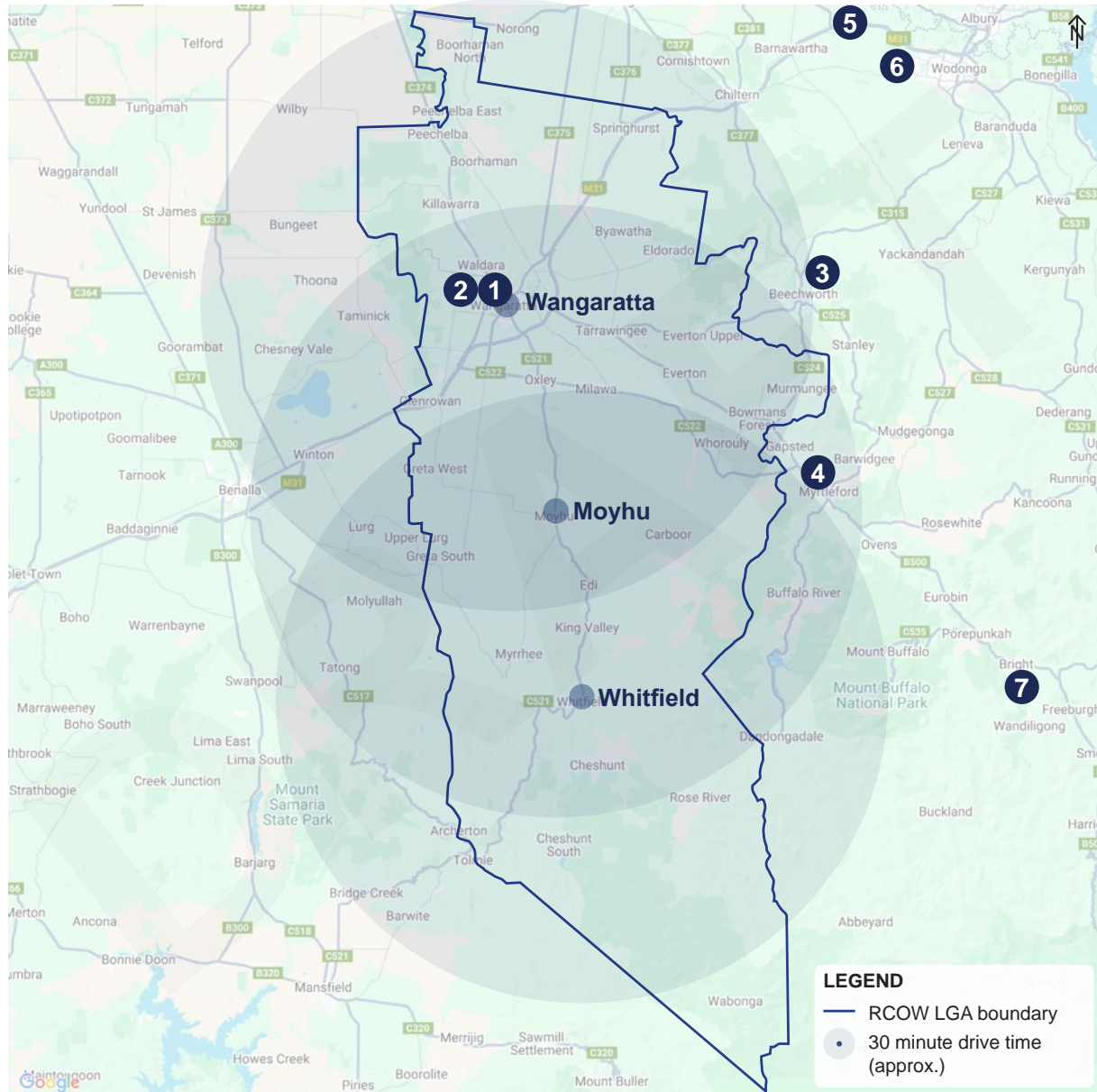
There is an opportunity to consolidate the two existing dirt jump sites into a single preferred location. Concentrating community efforts and Council support into one site would allow for better design, functionality, and maintenance, addressing the current challenges with usability. Given the close proximity of the West End and Arlington sites, a consolidated approach would make more effective use of resources and create a higher-quality facility. Any new bike jump sites in the south of RCOW, or incorporated into future mountain biking developments, should also be considered to improve geographic access across the region.

The following page provides gap analysis mapping of dirt jump facilities in RCOW and surrounds.

### Key Findings

- Only two dirt jump sites in RCOW, both located in Wangaratta (West End and Arlington Park Avenue).
- No dirt jump facilities outside of Wangaratta, limiting access for communities in the south of RCOW (e.g., Whitfield, Moyhu, King Valley).
- West End Bike Jump Site lacks necessary downhill gradient or start mound for speed, limiting its usability.
- Local dirt jump community may lack resources to build and maintain suitable jumps, requiring additional support for improvements. Consider consolidating the two dirt jump sites into one location.
- Six dirt jump sites in surrounding LGAs, but most are 35–60 minutes away and vary in condition and suitability for different rider levels.
- Potential to partner with the local community to improve existing sites and explore new locations in southern RCOW.

Dirt Jumps in RCOW Gap Analysis Map



Track Cycling Facilities RCOW and Surrounds

- 1 West End Dirt Jumps, Wangaratta
- 2 Arlington Dirt Jumps, Oxley
- 3 Beechworth Mountain Bike Park, Beechworth
- 4 Myrt Dirt, Myrtleford
- 5 Airsane Public MTB Park, Barnawartha North
- 6 Hunchback MTB Park, West Wodonga
- 7 Mystic MTB Park, Bright

## Dirt Jumps SWOT Analysis

### Strengths

- Both dirt jump locations are central to Wangaratta with good accessibility from the shared-use path network.

### Weaknesses

- The West End dirt jumps site faces challenges due to its flat terrain, requiring significant earthworks, machinery or human resources for suitable dirt jump development.

### Opportunities

- It is recommended to work closely with the local dirt jumping community to provide the resources required to aid in suitable dirt jump construction, which would in-turn improve the aesthetics and usability of these sites.
- Consider providing one singular dirt jump location within Wangaratta at most suitable site with high-quality dirt jumps rather than two with poor to average dirt jumps.

### Threats

- Previous plans for a jump park and skills area at the base of the Warby Ranges were discontinued due to environmental study requirements, highlighting the need for strategic planning to balance recreational development with environmental protection in the region.
- Having two dirt jump locations within close proximity to one another results in increased maintenance for users and threats of some facilities being disregarded or un-utilised.

## All Ability Wheeled Activities in RCOW



### All Ability Wheeled Activities Network Overview

The tennis hardcourt facility at HP Barr Reserve is a key venue for wheelchair tennis in RCOW but is in poor condition, with all courts requiring repair. A condition assessment is planned. Accessibility for wheelchairs across the precinct is limited, with narrow paths, gravel parking, and narrow gates to enter the playing courts.

### Wheelchair Tennis Location Map

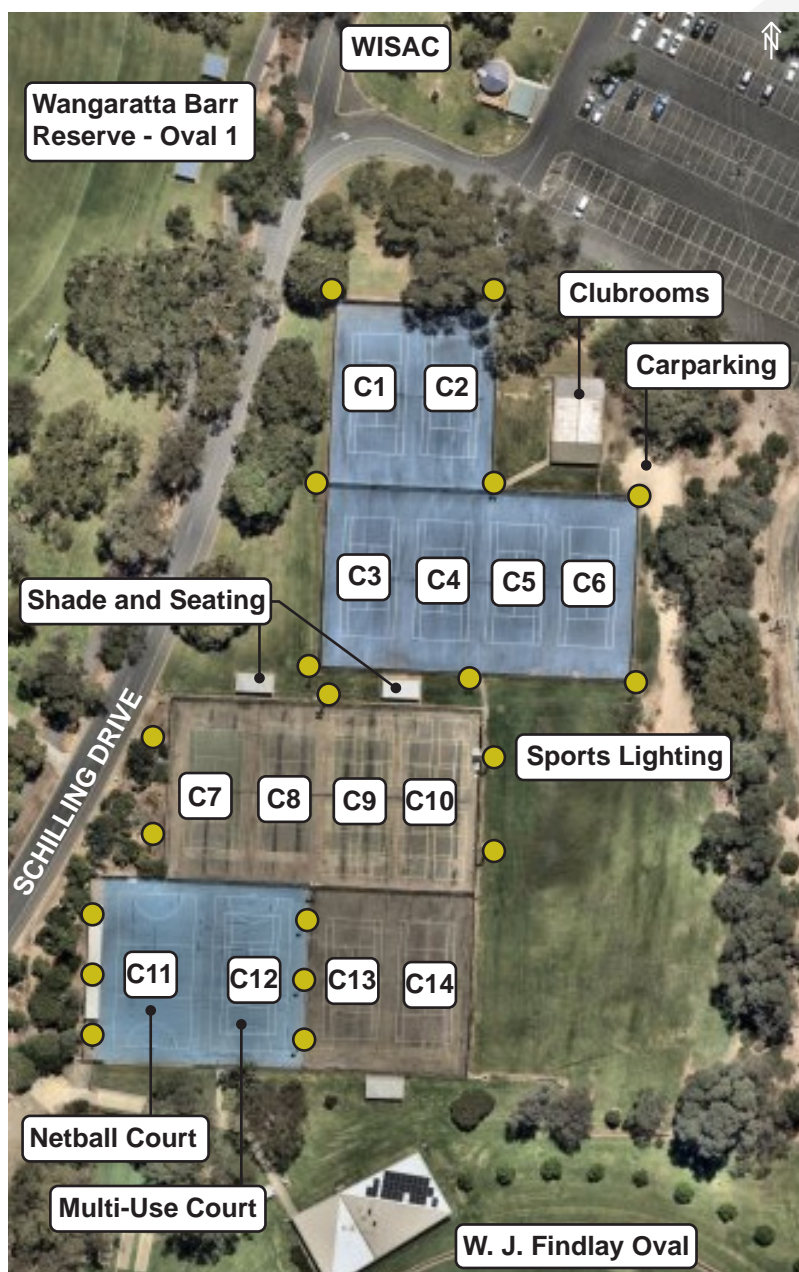


Image: Tennis Australia



Image: Wangaratta Chronicle



Image: Google Street View

## Wheelchair Tennis in RCOW Gap Analysis

The hardcourt facility at HP Barr Reserve is a key tennis venue in Wangaratta but is currently in poor condition, with all courts showing significant cracking and requiring repair. A condition report is planned to assess the extent of necessary upgrades. Accessibility across the site is a major issue, with narrow pathways, restrictive court gates, and a gravel car park limiting all-abilities access, including for sports wheelchair users. A ramp upgrade is planned to improve movement across the site.

Nearby venues, such as Merriwa Park, offer only grass and synthetic courts, which do not provide preferred conditions for wheelchair users. While well-maintained hardcourt facilities are available in Albury-Wodonga, they are approximately 45 minutes away, making regular access difficult. Wodonga Tennis also faces accessibility challenges, reinforcing the gap in inclusive facilities within the region. Indoor tennis options are largely limited to Melbourne and Ballarat, with previous regional attempts, such as Warrnambool, facing closure due to financial sustainability issues.

The Wangaratta Hardcourt Strategic Plan is under development to guide upgrades to the existing facility, improve accessibility, and identify funding opportunities in collaboration with key stakeholders. The recent introduction of wheelchair tennis programs in Wangaratta highlights the growing need for improved infrastructure. Recognised by Tennis Victoria as an important local asset, the HP Barr Reserve facility presents a strong case for investment.

Recent and proposed upgrades, including new all-abilities toilets and shade sails around the clubhouse, demonstrate momentum toward improving the site. Future upgrades should prioritise accessibility enhancements to ensure the venue can continue supporting long-term community use and participation, particularly for wheelchair tennis and inclusive programs.

The Parklands Masterplan 2020 reinforces this need by identifying support for tennis facility improvements at the HP Barr Reserve (Precinct 2 – WJ Findlay), including:

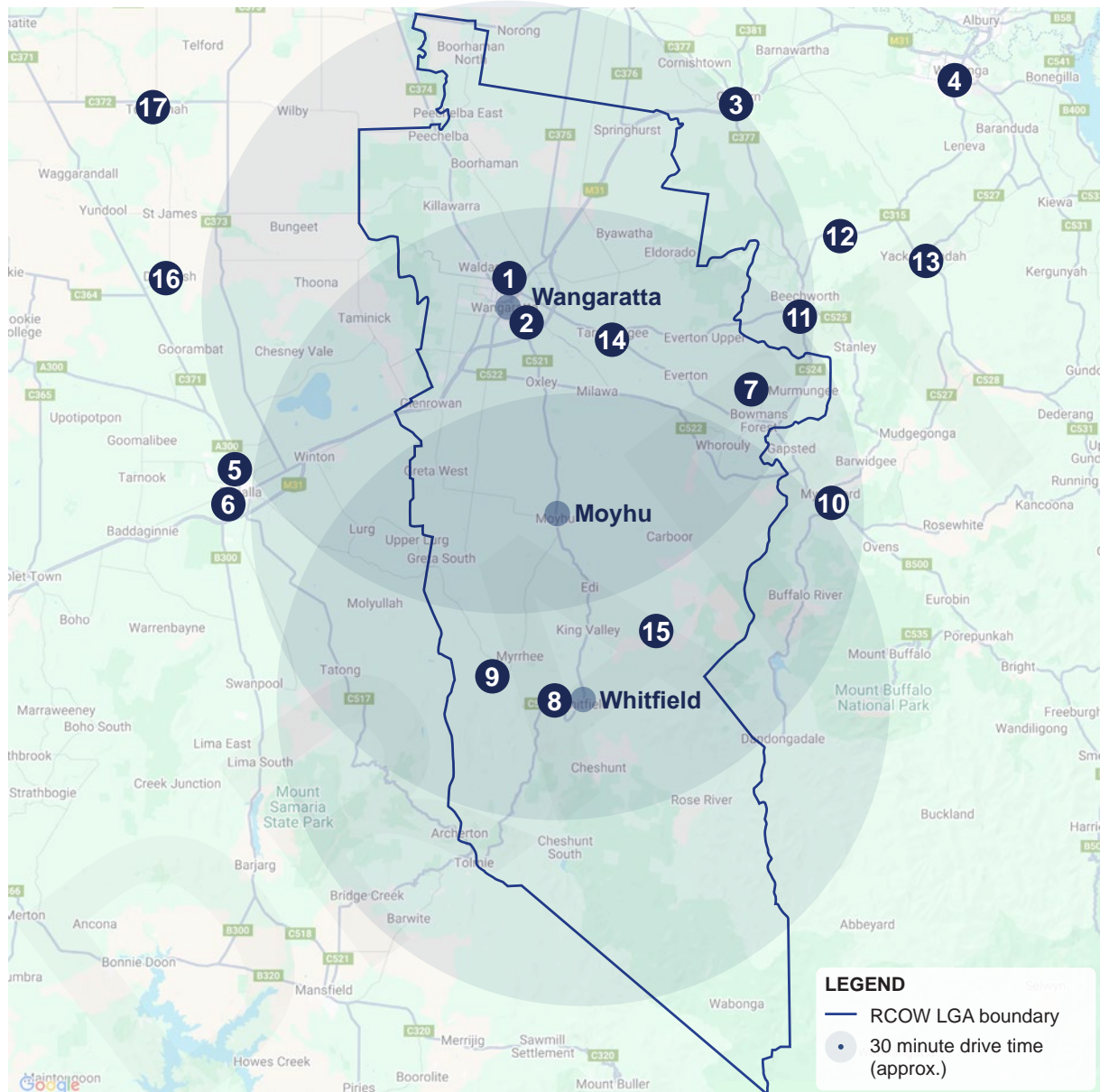
- Repair and resurfacing of four existing blue hardcourts with investigation into synthetic and hardcourt surface options.
- Renewal and relocation of four older courts to align with the existing court cluster.
- Installation of new court lighting and supporting infrastructure.
- Investigation into delivery of four ANZ Hot Shots—compliant courts for children’s programs.
- Longer-term support for the relocation of the Tennis Club to the WJ Findlay Sports Pavilion to improve access to food preparation areas, storage, and multi-purpose clubroom facilities.

The following page provides gap analysis mapping of tennis facilities across RCOW and surrounding regions.

### Key Findings

- HP Barr Reserve tennis facility needs upgrades with cracking courts.
- Accessibility issues include a gravel car park, narrow pathways, and inadequate wheelchair access to key areas.
- Nearby venues such as Merriwa Park and Albury/Wodonga facilities are unsuitable for wheelchair users, with Albury 45 minutes away.
- Indoor facilities are limited in Melbourne and Ballarat, with financial sustainability issues seen in closed venues like Warrnambool.
- Upgrades are planned, including ramp upgrades and new all-accessible toilets, with proposed shade sails around the clubhouse.
- Wangaratta Hardcourt Strategic Plan focuses on redeveloping and improving accessibility with stakeholder collaboration and funding opportunities.
- Wheelchair tennis programs highlight the need for upgraded facilities to support local and regional demand.

## Wheelchair Tennis in RCOW Gap Analysis Map



### Track Cycling Facilities RCOW and Surrounds

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li><b>1</b> <b>Hardcourt Tennis Association, Wangaratta</b><br/>Accessible: Yes - Hardcourt with poor access</li> <li><b>2</b> <b>Merriwa Park Lawn Tennis Club, Wangaratta</b><br/>Accessible: No - Lawn surface not preferred</li> <li><b>3</b> <b>Chiltern Tennis Club, Chiltern</b><br/>Accessible: No - Lawn surface not preferred</li> <li><b>4</b> <b>Wodonga Tennis Centre, Wodonga</b><br/>Accessible: Yes - Hardcourt with good access</li> <li><b>5</b> <b>Benalla Lawn Tennis &amp; Croquet Club, Benalla</b><br/>Accessible: No - Lawn surface not preferred</li> <li><b>6</b> <b>Benalla Gardens Tennis Club, Benalla</b><br/>Accessible: Yes - Hardcourt with poor access</li> <li><b>7</b> <b>Bowmans-Murmungee Tennis Courts, Murmungee</b><br/>Accessible: Yes - Hardcourt with poor access</li> <li><b>8</b> <b>Whitfield Recreation Reserve Courts, Whitfield</b><br/>Accessible: No - Hardcourt but poor condition</li> <li><b>9</b> <b>Myrree Recreation Reserve, Myrree</b><br/>Accessible: Yes - Hardcourt with poor access</li> </ul> | <ul style="list-style-type: none"> <li><b>10</b> <b>Myrtleford Lawn Tennis Club, Myrtleford</b><br/>Accessible: No - Lawn surface not preferred</li> <li><b>11</b> <b>Baarmutha Park, Beechworth</b><br/>Accessible: Yes - Hardcourt with good access</li> <li><b>12</b> <b>Wooragee Tennis Club, Wooragee</b><br/>Accessible: No - Lawn surface not preferred</li> <li><b>13</b> <b>Yackandandah Tennis Club, Yackandandah</b><br/>Accessible: Yes - Hardcourt with poor access</li> <li><b>14</b> <b>Tarrawingee Tennis Courts, Tarrawingee</b><br/>Accessible: No - Hardcourt/Lawn Court mix</li> <li><b>15</b> <b>Edi Upper Tennis Club, Edi Upper</b><br/>Accessible: No - Hardcourt/Lawn Court mix</li> <li><b>16</b> <b>Devenish Recreation Reserve, Devenish</b><br/>Accessible: No - Hardcourt with poor access</li> <li><b>17</b> <b>Tungamah Tennis Reserve, Tungamah</b><br/>Accessible: Yes - Hardcourt with poor access</li> </ul> |
|--|--|

## Wheelchair Tennis SWOT Analysis

### Strengths

- Wangaratta Hardcourt Tennis Association is located at a central location at HP Barr Reserve, with clubrooms east of the northern courts.
- Early-stage planning for venue redevelopment has been undertaken through the Wangaratta Hardcourt Strategic Plan with Tennis Victoria recognising the site's importance.
- Full condition assessment of courts is planned to be undertaken by club soon.

### Weaknesses

- All courts are cracking and require repairs.
- Narrow pathways and gates, gravel parking, and inadequate wheelchair access across the precinct.

### Opportunities

- Improving carparking to be sealed and allow wheelchair access.
- Increase gate widths to allow sporting wheelchair access.
- Improving pathways to connect courts and allow for wheelchair access.
- Improving court conditions (as proposed by the Parklands Masterplan).
- Increased participation in Wheelchair Tennis.

### Threats

- If an indoor courts were to be explored in RCOW, it would require a multi-use model and shared leasing arrangements to remain financially viable.

# Wheeled Activity Vision and Priority Projects

## Vision

To be completed.

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## Wheeled Activity Priority Project Recommendations

This section outlines potential project opportunities related to both existing infrastructure that would benefit from improvements and future infrastructure required to address gaps and enhance connectivity and accessibility across the region. The proposed projects will serve as the foundation for the development of the Strategy. The identified projects integrate the findings from research, consultation, and the audit process to ensure a comprehensive and responsive approach to infrastructure development.



### Mountain Biking

Objective:

Develop accessible and inclusive mountain biking opportunities within RCOW to meet local and regional demand and support tourism and community recreation.

Actions (Priority Projects):

- Investigate the development of a dedicated mountain biking facility within RCOW, including green and blue trails, a skills park, and infrastructure that supports adaptive mountain biking participation. Explore suitable sites for the facility, including:
  - Expanding the mountain bike opportunities in Warby Ovens National Park
  - Wilson Road Quarry - Crown Land site used by Scouts
  - Edi Cutting - Despite Parks Victoria requesting trail removal, the area has strong potential for cross-country trails, located just 30 minutes from Wangaratta.
  - Black Ranges behind Edi Cutting and Gentle Annes which has limited environmental sensitivity.
  - Trails behind Whitty Lane, with previously developed mapped proposals, providing a foundation for further planning.

- King Valley National Park - identified as part of the Wangaratta Recreation Strategy (2024-2033)
- Mt Pilot National Park - identified as part of the Wangaratta Recreation Strategy (2024-2033)



### Gravel Riding

Objective:

Enhance and promote gravel riding opportunities across RCOW through route connectivity, event development, and regional partnerships.

Actions (Priority Projects):

- Link existing gravel riding routes and loops where possible to create a connected and accessible network of trails.
- Continue collaborating with Tourism North East to include currently unpromoted gravel riding routes in the Ride High Country network.
- Explore opportunities to reintroduce the KinGRAVELly cycling event (or a similar event) to further promote gravel riding and attract participants to the region.



### Road Cycling

Objective:

Improve the safety, connectivity, and experience of road cycling routes across RCOW to support participation, tourism, and community use.

Actions (Priority Projects):

- Identify and prioritise key road cycling routes for safety improvements.

- Enhance road cycling safety in the King Valley through road widening works or by extending the Murray to Mountains Rail Trail to Cheshunt with a paved surface.
- Consider linking existing road cycling routes and loops where possible to create a connected and coherent network between townships.
- Continue to collaborate with Tourism North East to promote safe road cycling routes through the Ride High Country network.
- Investigate opportunities to develop a cycling hub to support road cyclists with amenities, information, and services.
- Promote RCOW's road cycling routes to beginner and intermediate markets, highlighting the region's comparatively less challenging terrain as an accessible option within the High Country.



### Track Cycling

#### Objective 1:

Investigate the establishment of a new cycling precinct, prioritising the development of a criterium track as the first stage to provide a sustainable and versatile venue for cycling events and related activities.

#### Actions (Priority Projects):

- Explore the Saleyards site as the preferred location for a cycling precinct, considering access, site suitability, and staging opportunities.
- Plan for supporting infrastructure such as a skills area and associated cycling amenities alongside initial precinct development.

#### Objective 2:

Prepare a masterplan for the cycling precinct that stages the development of additional facilities, including a velodrome, to support community use and competitive cycling.

#### Actions (Priority Projects):

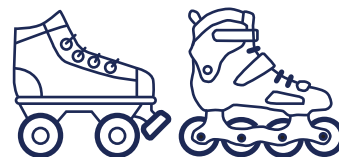
- Prioritise the design and delivery of a criterium track that can accommodate criterium racing, cyclo-cross, adaptive cycling, running, motorsports, and roller skiing.
- Investigate the feasibility of adding a velodrome as part of future stages, subject to demand and sustainable operation models.
- Assess the potential for long-term expansion of the cycling precinct to cater to evolving cycling disciplines and community needs.

#### Objective 3:

Re-purpose existing cycling infrastructure at the Wangaratta Showgrounds and consolidate all track cycling activities into a dedicated new precinct to enhance long-term sustainability and community use.

#### Actions (Priority Projects):

- Discontinue usage of the Wangaratta Showgrounds for track cycling, remove the existing cycling track, and revert the area back to a sports field.



### Roller Sports

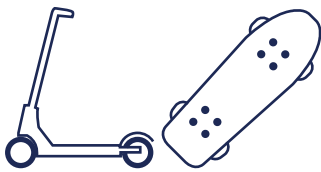
#### Objective:

Investigate the feasibility of a multi-purpose facility to support roller sports (inline hockey and roller derby) alongside other court sports, promoting affordable and sustainable access to recreational opportunities in the RCOW.

#### Actions (Priority Projects):

- Explore the opportunity for re-purposing an industrial-style building capable of accommodating inline hockey, roller derby, and other court sports to increase affordability and financial feasibility. Concrete surfacing is preferred, and two basketball courts are required for both inline hockey and roller derby.

- Investigate the provision of a suitable multi-purpose facility that could host competitions for both roller derby and inline hockey in RCOW.
- Explore potential collaborations with the YMCA to address any issues regarding facility use and impacts on the courts.



### Skatepark and Pump Tracks

#### Objective 1:

Expand access to skatepark and pump track facilities across the RCOW by developing new skateparks, pump tracks, and ride spaces in partnership with the community.

#### Actions (Priority Projects):

- Explore opportunities for the development of pump tracks, skateparks, and learn-to-ride spaces in RCOW's south.
- Explore re-purposing the four unused tennis courts at Whitfield Recreation Reserve Oval for skateboarding and scootering.
- Enhance Moyhu's well-used rest areas by adding wheeled sports facilities.
- Explore the Old Tarrawingee School site as a potential location for a pump track, skate, or bike area.

#### Objective 2:

Enhance the quality, connectivity, and activation of existing skateparks and related facilities to improve user experience and participation.

#### Actions (Priority Projects):

- Extend and improve footpath networks in Whitfield and Moyhu to provide better connectivity between key recreational areas.
- Upgrade supporting infrastructure at existing skateparks to improve functionality and user experience, including lighting and sealing the One Mile Creek shared-use pathway from White Street to Brash Avenue at Mitchell

Avenue Skatepark, and including water bubblers at Stirling Avenue Skatepark.

- Conduct a formal condition assessment of Stirling Avenue Skatepark to determine necessary upgrades or redevelopments.
- Support skate events, such as the North East Skate Park Series, to promote activation and community use of facilities.



### Shared-Use Paths

#### Objective 1:

Support and enhance the planned extension of the rail trail network to strengthen regional recreational, tourism, and community connectivity opportunities.

#### Actions (Priority Projects):

- Support the implementation of the planned Murray to Mountains Rail Trail extension south to the King Valley, recognising its role as a key active transport and tourism spine for RCOW.
- Seal the extended trail to provide a durable, safe, and accessible surface suitable for a wide range of users, including road cyclists, families, trishaws, and other mobility devices.
- Integrate the extended rail trail with township centres, cellar doors, and tourism destinations such as Valley View and the Mountain View Hotel to maximise community and visitor use.
- Strengthen broader linkages by connecting the rail trail to existing and proposed gravel riding routes, road cycling loops, and local shared-use paths.
- Ensure all trail and path infrastructure is designed to be barrier-free, avoiding restrictive bollards and supporting universal access.

### Objective 2:

Improve the resilience, safety, and year-round usability of the shared-use path network across RCOW

#### Actions (Priority Projects):

- Identify and address flooding-prone sections of existing shared-use paths through potential measures such as minor realignments, improved drainage, or raised causeways where feasible.
- Ensure existing shared-use paths are designed to be barrier-free and of suitable widths, avoiding restrictive bollards or structures that inhibit use by trishaws, adaptive cycles, prams, and mobility devices.
- Develop a signage and wayfinding branding/guidelines to ensure consistent look and feel across shared-use path networks and trails.
- Improve signage and overall connection between Wangaratta Railway Station and the Rail Trail.



### Dirt Jumps

#### Objective:

Plan, enhance, and expand dirt jump facilities in partnership with the community to support active recreation opportunities across the RCOW.

#### Actions (Priority Projects):

- Explore consolidating the Arlington and West End Bike Jump Sites by selecting the most suitable site for future development.
- Provide resources and partner with the community to construct suitable jumps and start mounds at the selected consolidated site, with long-term community maintenance.
- Explore opportunities with the community to establish a dirt jump facility in the southern area of the RCOW, or alternatively with any new mountain biking facility developments.



### Wheelchair Tennis

#### Objective:

Enhance the quality, accessibility, and connectivity of the Wangaratta Hardcourt Tennis Association to support inclusive participation and improve user experience.

#### Actions (Priority Projects):

- Seal carparks and ensure wheelchair-accessible design.
- Widen gates to accommodate sporting wheelchairs.
- Improve pathway connections between courts with accessible routes.
- Upgrade court conditions as guided by the Parklands Masterplan.

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# Appendices

## Appendix A

- A1 - Wheeled Activity Types
- A2 - Literature Review
- A3 - AusPlay Wheeled Activity Participation Table

## Appendix B

- B1 - Community Workshop Findings

## Appendix C

- Best Practice Review and Case Studies

# A1 - Wheeled Activity Types

Definitions To be completed

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## A2 - Literature Review

### National Level Documents

#### Mountain Biking in Australia: An Economic and Participation Analysis (2021)

Mountain Bike Australia (MTBA) was the peak body for mountain biking in Australia. MTBA worked with government agencies, industry, community organisations and mountain bike clubs to fulfil the vision of developing, supporting and promoting mountain biking in Australia.

To support this vision, MTBA set out to understand the current level of participation in mountain biking nationally, and to quantify the economic and social benefits generated as a result of participation across Australia. The analysis identifies that mountain biking can deliver environmental, social, health and economic benefits to individuals and communities. There are numerous opportunities to leverage these benefits for the broader community including:

- Environmental benefits, through contributions to conservation efforts and preservation of natural areas, and providing access to open space for communities to enjoy and nurture
- Social and health benefits, through improved physical and mental health, increased community cohesion and connection and volunteer opportunities
- Economic benefits, through increased tourism and spend in local communities with mountain bike trails (e.g. spend on bike hire, shuttle services and at local food and beverage outlets).

The study identifies that mountain biking participation in Australia is most likely aligned with AusPlay participation estimates of 341,900, and potentially up to 837,352 participants in 2020.

The estimated economic contribution of mountain bike riders riding at their local trails throughout Australia, based on average expenditure and both the participation rate calculated as part of the analysis and the AusPlay participation rate.

Based on the participation rate calculated as part of this project, mountain bike participants directly spend \$136.9 million and support a total of 1,323 full time equivalent employees annually through riding at their local trails. Based off the AusPlay participation rates, mountain biking participants directly spend \$630.8 million and support a total of 6,095 full time equivalent employees annually through riding at their local trails. The top three industries which are supported the most from mountain bike riders within Australia are the retail trade, accommodation and food services and professional, scientific and technical services industries.

In addition to the expenditure at local trails, mountain bike riders also contribute significantly to their local and Australian economy through larger annual purchases such as new bikes and equipment, as well as supporting the Australian tourism industry through intra and inter-state mountain biking specific holidays.

The analysis identifies that a significant opportunity exists to leverage this substantial expenditure and bring benefit to the local community and economy.

#### Australian Mountain Bike Trail Guidelines

The Australian Mountain Bike Trail Guidelines were developed in response to a growing need to establish and implement an Australian specific trail development process that guides mountain bike trail planning from proposal to implementation.

The Australian Mountain Bike Trail Guidelines are an important tool for land managers, trail professionals and mountain bike groups by providing guidance to ensure a consistent approach to planning, designing, constructing and managing sustainable mountain bike trails.

The guidelines aim to ensure that mountain bike trails are developed to align with landholder expectations, to meet the needs of riders, to minimise environmental impacts and to provide opportunities for the public to connect with the environment.

The Guidelines provide important information regarding mountain biking planning and should be referred to when planning for, and developing, mountain bike trails. The Guidelines provide direction on:

- Strategic and Legislative Context
- Partnerships
- Funding
- Events
- General Trail Planning, Design and Construction Principles
- Sustainability
- Incorporating Technical Features
- Trail Difficulty Rating System
- Signage
- Trail Development Process

### **AusSport Playwell Australia's Sport Participation Strategy (2023)**

Play Well – Australia's Sport Participation Strategy (Play Well Strategy) has been developed to create great sporting environments and experiences, where individuals of all ages, backgrounds, genders and abilities can come together to access the benefits of sport.

The Strategy found that Australia ranked poorly with some of the least active teenagers in the world, ranking 140th of 146 countries in a study commissioned by the World Health Organisation.

To achieve the vision of "Everyone has a place in sport" and to achieve the mission of "We will create safe, welcoming, inclusive and fun sporting experiences." The Strategy outlines six key priority areas. These have been identified below with the priority area objectives, which can be utilised by RCOW to provide the community to the benefits of sport.

#### **1. Empowering people and organisations**

- a. Create a capable workforce by developing people, resources and leveraging technology.
- b. Strengthen the operational effectiveness, efficiency and sustainability of sporting organisations.

- c. Foster an Australian sport workforce that is reflective of our community.

- d. Cultivate an attractive, supportive and safe environment that encourages growth, collaboration and rewarding experiences for everyone working in sport.

#### **2. Driving lifelong involvement**

- a. Support people to have the skills and confidence to engage in a variety of sporting activities and roles.

- b. Create contemporary sport delivery models to provide a greater variety of opportunities for involvement.

- c. Increase the number of people involved in all roles in sport, with an increased focus on retention, re-engagement and the provision of safe and enjoyable experiences.

#### **3. Activating places and spaces**

- a. Provide equitable access to and usage of community places and spaces ensuring they are available and welcoming for all people to engage in sport.

- b. Unlock the multi-use potential of existing assets and maximise their versatility and sustainability through innovative partnerships and collaboration.

- c. Establish processes to achieving optimum management practices including strategic planning, community engagement, policy change implementation and more equitable resource allocation.

- d. Foster inclusive sport partnerships that address the demand for sport opportunities in local communities.

- e. Implement aligned, coordinated and cooperative strategies for the design, upgrade, repurpose and construction of active places and spaces which are sustainable and resilient.

#### **4. Building connections**

- a. Build the value proposition of sport through better understanding of its impacts.

- b. Promote consistency of action by aligning participation strategies and investments with the priority areas.
  - c. Foster collaboration between a broad range of organisations to maximise efficiency and collective impact.
  - d. Establish clear roles and responsibilities across the sector by enabling coordination and cooperation.
  - e. Develop nationally endorsed participation measures for the sector with streamlined data connection and presentation.
5. Equitable access
- a. Prioritise access for those with the most barriers to sport.
  - b. Improve retention of people in sport through flexible offerings and safe environments that embrace diversity and inclusion.
  - c. Strengthen partnerships with diversity, equity and inclusion (DE&I) experts, not-for-profits, community groups and those who experience the most barriers to sport participation, to guide the sector's work in providing equitable access.
  - d. Provide immersive experiences, resources and education on equity, inclusion and cultural safety, to provide greater access to sport.
6. Transforming culture
- a. Investigate the role culture plays in building the foundation of quality sport experiences.
  - b. Promote a culture of safety and integrity to cultivate an environment of respect and belonging.
  - c. Develop a common understanding and approach to embed a positive culture and address negative culture in community sport.
  - d. Raise awareness, influence policy and inspire cultural change across all elements of the sport ecosystem through mission alignment, strategic partnerships and educational programs.

### AusCycling Inclusion and Diversity Strategy

This strategy outlines AusCycling's ambition to achieve an inclusive and diverse riding community and identifies the work needed to remove barriers and progress this agenda.

Striving for equity across our riding communities will require a team effort, and we look forward to working with our clubs, riding groups, members and other delivery partners to address the structural inequities that impact our sport and communities.

The Strategy contains four Strategic priorities, these priorities and their objectives have been outlined below and can be applied to planning for cycling within RCOW.

1. Reimagine and enhance the experience of connection with individuals, communities, and clubs
  - 1.1 - Make it easy for individuals and riding communities to have a voice and engage with AusCycling and others within riding communities.
  - 1.2 - Collaborate with groups and organisations to advance inclusion and diversity.
2. Improve AusCycling clubs and delivery networks to facilitate inclusive communities
  - 2.1 - Ensure our people and policies reflect and model inclusion and diversity.
  - 2.2 - Demonstrate the power of inclusion and diversity when sharing success stories that have enhanced clubs.
  - 2.3 - Create opportunities with volunteers, coaches and officials to influence and lead the inclusion and diversity agenda.
  - 2.4 - Develop a Reconciliation Action Plan.
3. Drive for equity in all aspects of our sport
  - 3.1 - Build inclusive, diverse and transparent governance structures.
  - 3.2 - Ensure fair and inclusive competition that creates a high-quality experience.

3.3 - Ensure equitable competition and participation opportunities.

3.4 - Provide equal rewards and recognition.

#### 4. Build active recreation communities

4.1 - Increase access to different bikes and infrastructure for people of all abilities and socio-economic status.

4.2 - Grow riding knowledge and ability in communities, especially schools.

### **AusCycling United Strategy (2032)**

This Strategy has a purpose of unleashing the unbound potential in every body. Its ambition is to Ignite Australia's passion for cycling and riding.

Four pillars have been developed, these are detailed below along with the actions which can be brought forward into planning for cycling within RCOW.

#### Pillar 1 - Unite and Empower

Create united, inclusive and empowered communities where clubs, teams, partners and people thrive

- Strengthen the club delivery network.
- Build our governance and leadership capability. Invest in developing our volunteers.
- Grow the number of quality coaches and officials.
- Drive the development and implementation of a nationwide infrastructure plan.

#### Pillar 2 – Win the Hearts and Minds

Ensure every Australian child has access to bike education and inspire more Australians to use bikes.

- Be the leading provider of bike education.
- Advance cycling's profile and popularity and build the profile of our athletes.
- Be a respected voice for cycling advocacy.

#### Pillar 3 – Be More for More

Grow and diversify our economy by being relevant to more of the Australian cycling and riding community.

- Refresh and extend the membership value proposition.
- Build partnership opportunities that increase corporate and philanthropic investment in AusCycling, clubs and athletes.

#### Pillar 4 - Lasting Champions

Deliver sustained success on the international stage and create healthy, inspirational role models that value their connection with the sport.

- Support and enable Australian athletes to contest the biggest international events.
- Develop and support performance and pathways environments for athletes, coaches and officials.
- Deliver events that develop athlete, coach and official expertise.
- Secure major events that showcase athletes, inspire communities and leave a legacy.
- Celebrate our heroes, history and heritage.

Priority Projects outlined by the United Strategy include:

- Uniting all of Australian cycling and riding
- Developing our people and network
- Building great places to ride
- Strengthening our clubs
- Leading in bike education
- Commercial platforms
- Advocating for our community
- Performing on the biggest stage

## State Level Documents

### Active Victoria (2022-2026)

The Active Victoria (2022-2026) is a strategic framework for sport and recreation for the State of Victoria which sets out a five-year plan for the Victorian Government's priorities. The framework's vision is to 'build a thriving, inclusive and connected sport and active recreation sector that benefits all Victorians'.

It aims to increase equitable participation in sport and active recreation, deliver quality infrastructure that is accessible, respectful, and inclusive, build the capability of the sport and active recreation workforce, implement good governance practices to ensure a safe and sustainable sector, support a pipeline of sporting events within the Victorian events calendar, and encourage Victorians to achieve success at the highest level through high performance.

The Strategy identifies that Sport and Recreation (including tracks and trails) make a valuable contribution to achieving a broad range of Victorian Government Objectives, including:

1. Establishing thriving places and communities that are safe, fair and inclusive
2. Supporting the health and well-being of all Victorians
3. Building Quality infrastructure
4. Developing a strong and innovative economy
5. Contributing to Victoria's transition to a net-zero emissions and climate resilient economy by 2050

The strategy has three key objectives including 'Connecting communities', 'Building value' and 'Enduring legacy' which are underpinned by key directions to achieve these, including:

Objective: Connecting Communities - 'All Victorians have access to high-quality environments and appropriate participation opportunities'.

Outcomes:

- Sustained Participation: More Victorians participate equitably in sport and active recreation.
- Infrastructure: Victoria has inclusive, accessible, and respectful places and spaces for sport and active recreation.

Key Directions:

- Increase and promote opportunities so Victorians can participate in ways that suit them
- Target efforts towards individuals and communities who participate less
- Improve community sport and active recreation infrastructure coordination to better meet demand, with a focus on areas and populations who need it most
- Deliver inclusive, multi-use and sustainable community sport and active recreation infrastructure

Objective: Building Value - 'The sport and active recreation workforce create positive experiences for people'.

Outcomes:

- Sector capability: The sport and active recreation workforce is highly skilled and leads a strong, sustainable industry.
- Good governance: Sport and active recreation is a safe, inclusive, and resilient sector.

Key Directions:

- Attract and retain a skilled sport and active recreation workforce (paid and unpaid)
- Promote more financially sustainable organisations that reduce duplication and inefficiencies in service delivery
- Implement frameworks to create safe and inclusive sport and active recreation settings
- Build insights through better use of evidence and data

Objective: Enduring Legacy - 'The sport and active recreation workforce create positive experiences for people'.

Outcomes:

- High performance: Victorians can achieve success at the highest level.
- Events: Victoria maintains a strong pipeline of sporting events within the Victorian events calendar.

Key Directions:

- Develop a world-leading suite of major stadium and state facilities
- Connected and co-ordinated pathways exist to pursue sport at the highest level.
- Invest in state infrastructure that can host international and regional events and support event content that boosts the Victorian economy.
- Partner to maximise leverage from investment in Victoria's major events.

The Framework also identifies that Active Victoria contributes to existing physical activity and climate change targets, including:

- By 2030 Victoria is aiming for 25 per cent of trips to be by foot or cycle (or other forms of active transport) (Victoria's Climate Change Strategy).
- By 2025 Victoria will achieve a 20% increase in sufficient physical activity prevalence of adolescents, and a 10% increase in sufficient physical activity prevalence of adults (Victorian Public Health and Well-Being Outcomes Framework).

### **Victorian Trails Strategy (2014-2024)**

The Victorian Trails Strategy (2014-2024) outlines key solutions to develop:

- A strategic framework for investment into trails that will generate increased economic and social benefit.
- The tools to support stakeholders plan, develop, maintain, promote and market trails.

- A central website where trail users can access high quality information on trails (and associated online tools) to both plan and book their trip.
- A network of trails that provide varied experiences to support tourism and/or retail businesses.
- Effective marketing of trails to increase awareness and visitation.

### **Victorian Cycling Strategy (2018-2028)**

The Victorian Cycling Strategy (2018-2028) outlines key solutions to:

- Improve awareness and acceptance of cycling for transport.
- Increase participation of under-represented groups
- Support cycling to school.
- Plan for emerging technologies.
- Support for recreational cycling.

## **Regional Level Documents**

### **Tourism North East Destination Management Plan (2023-2033)**

Tourism North East (TNE) is the Visitor Economy Partnership for Victoria's High Country, which encompasses the Shires of Alpine, Benalla, Indigo, Mansfield, Murrindindi, Towong and the Rural City of Wangaratta, and the four major alpine resorts of Falls Creek, Mt Hotham, Mt Buller and Mt Stirling.

The Destination Management Plan includes delivering a broad range of strategic supply and demand tourism initiatives including regional marketing, product development, strategic planning, industry development, investment prioritisation, research and advocacy.

The Destination Management Plan looks to deliver on several key objectives over its 10-year lifespan.

- Increase the value of the visitor economy to \$5.9 billion by 2033

- Increase the domestic overnight visitation by 10% by 2033
- Increase average length of stay from 2.9 nights to 3.1 nights
- Increase the spend per overnight trip from \$766 to \$1,294 in 2033
- Increase spend per day trip visitor from \$154 to \$273 by 2033
- Increase international visitation from 2% of the visitor market to 5%
- Improve visitor awareness and recognition of Victoria's High Country and associated destinations
- Strive to achieve strong seasonal visitation year round, through the development of compelling products and experiences
- Grow the number of cycling visitors by 6% per annum to represent 350,000 visitors per annum by 2033

The realisation of these ambitious objectives will be reflective of the tourism efforts of the entire region, and will require significant investment in infrastructure, technology, marketing and product development. To this effect, the Destination Management Plan identifies a limited number of priority tourism projects for the region that are aligned to the High Country's defined product pillars and have the potential to deliver the strongest collaborative outcomes.

Flagship projects of relevance to RCOW include:

- Ride High Country
- Activating King Valley Prosecco Road

Regarding wheeled activities in the High Country, the following projects have been identified as relevant for the RCOW (noting that since the implementation of the Strategy a number of these have been completed/are under development):

- Road Cycling
  - Road safety: Continued investment in road safety enhancements for road cyclists including investment in road shoulders, road safety signage and cycle friendly towns.
- Recreational Cycling
  - Murray to Mountains Rail Trail Enhancements Project: Delivery of Murray to Mountains Enhancements Project.

- Wayfinding Improvements: Implementation of a wayfinding network to improve the user experience across key recreational products.
- Gravel Cycling
  - Gravel Cycling Network: Develop a network of gravel cycling loops.
  - Wayfinding Improvements: Implement a wayfinding network to improve the user experience across key gravel products.
  - Secure an annual flagship Gravel Cycling Event: Support the growth of gravel cycling events across the High Country region.
- Signature food and drink experiences:
  - The King Valley Trail: Delivery of a shared path in the King Valley, linking Oxley and Cheshunt.

### Hume Region Significant Tracks and Trails Strategy 2014-2023

The aim of this strategy is to improve existing regionally significant tracks / trails in the Hume region of Victoria; identify any new regionally significant tracks / trails or extensions required; and identify other factors that will encourage greater use and awareness of tracks and trails in the region.

The strategy is used to support land managers (Local Government Authorities, State Government Agencies and community based groups), to promote tourism potential and to seek funding and resources to develop, enhance and upgrade regionally significant tracks and trails in the region in accordance with the recommendations contained within this document.

Ten existing tracks / trails in the Hume region were considered to be of regional significance. These include:

- Murray to Mountains Rail Trail (Bright, Myrtleford, Beechworth, Milawa, Wangaratta, Wahgunyah and Rutherglen)
- High Country Rail Trail (Wodonga to Tallangatta)
- Great Victorian Rail Trail (Tallarook, Yea, Alexandra, Bonnie Doon, Mansfield)

- Mt Buller-Mt Stirling Mountain Bike Trails
- Australian Alps Walking Track (Walhalla to Canberra)
- Bicentennial National Trail (Healesville to Cooktown via the Alpine region)
- Falls to Hotham Alpine Crossing
- Razorback Walk
- Mt Buffalo Big Walk
- Alpine Loop Road Ride (from Falls Creek, through Omeo, Mt Hotham, then back to Falls Creek via Mt Beauty).

The following tracks / trails upgrades or developments were identified to enhance the quality and diversity of regionally significant track / trail experiences in the Hume Region and to encourage increased and repeat visitation. Whilst some of the proposals involve an extension to an existing track / trail, others are completely new tracks / trails. In some instances, very little planning has yet been undertaken, hence costings proposed are indicative only and may vary considerably once the tracks / trails are more fully scoped

1. Winton Wetlands, Benalla Rural City Council. Indicative cost: \$57M
2. Bright to Harrietteville, Alpine Shire. Indicative cost: \$1.8M
3. Falls to Hotham Alpine Crossing, Falls Creek and Mt Hotham Alpine Resorts. Indicative cost: Unknown
4. Beechworth to Yackandandah, Indigo Shire Council. Indicative cost: \$3.05M
5. Oxley to Whitfield, Rural City of Wangaratta. Indicative cost: \$6.9M
6. Wandong to Heathcote, Mitchell Shire, City of Greater Bendigo. Indicative cost: \$9.4M
7. Wandiligong HVP MTB trail network, Alpine Shire Council, Hancock Victoria Plantations. Indicative cost: \$225,000
8. Lake Mountain to Marysville MTB Trail, Lake Mountain Alpine Resort, Murrindindi Shire. Indicative cost: \$595,000
9. Falls Creek to Mt Beauty MTB trail, Falls Creek Alpine Resort, Alpine Shire Council. Indicative cost: \$100,500
10. High Country Rail Trail Wodonga CBD connection Wodonga City Council, Parklands Albury Wodonga. Indicative cost: \$1.13M
11. Mount Stirling Horse Trail, Mt Buller Mt Stirling Alpine Resort, Mansfield Shire Council. Indicative cost: \$300,000
12. Wahgunyah to Lake Moodemere, Indigo Shire Council. Indicative cost: \$145,000
13. High Country Rail Trail - Wodonga to Tallangatta trail sealing, Wodonga City Council, Indigo Shire, Towong Shire Council, Parklands Albury Wodonga. Indicative cost: \$4.2M
14. Alexandra to Eildon, Murrindindi Shire Council. Indicative cost: \$3M
15. Yackandandah to Huon, Indigo Shire Council. Indicative cost: \$3.8M
16. Bonegilla to Lake Hume, Wodonga City Council. Indicative cost: \$900,000
17. Barmah Canoe Trail, Moira Shire Council, Parks Victoria
18. Tallarook to Seymour, Mitchell Shire Council. Indicative cost: \$1.08M
19. Chiltern to Rutherglen, Indigo Shire Council. Indicative cost: \$4.3M
20. Yarrowonga to Echuca, Moira Shire Council, Campaspe Shire Council, DEPI, Parks Victoria. Indicative cost: \$18.8M
21. Alexandra to Rubicon, Murrindindi Shire Council. Indicative cost: \$2.75M
22. Shepparton to Seymour River Trail, Greater Shepparton Shire Council, Strathbogie Shire Council, Mitchell Shire Council. Indicative cost: \$17.4M
23. Old Tallangatta to Corryong, Towong Shire Council, Parklands Albury Wodonga. Indicative cost: \$10M

The key trails to consider as part of the Wheeled Activity Strategy, due to their location with Wangaratta or connections into Wangaratta include:

- Oxley to Whitfield, Rural City of Wangaratta. Indicative cost: \$6.9M

### North East Victoria Cycling Optimisation Masterplan

North East Victoria is recognized as the leading cycle tourism destination in Victoria, with ambitions to become Australia's premier cycling region. The region's Cycle Tourism Masterplan outlines a strategic vision for 2028, aiming to position Victoria's High Country as the top cycle tourism destination by delivering a seamless, world-class cycling experience across multiple disciplines - rail trails, mountain biking, and road cycling.

Tourism is a critical industry for North East Victoria, generating \$711 million in total output and supporting 3,638 jobs. Visitor numbers were projected to increase from 3 million in 2017 to 4.4 million by 2025, emphasizing the need for continued investment in infrastructure, tourism products, and marketing. Cycling plays a significant role in this growth, with 6% of domestic overnight visitors participating in cycling - double the regional Victorian average - equating to 100,000 cycling visitors per year. The domestic overnight cycling market grew by 72% over the comparison periods, surpassing general visitor growth rates both regionally and statewide. This growth has been driven by substantial investments in high-quality cycling infrastructure, complemented by the region's strong food, wine, and accommodation offerings. Projections suggest that cycle visitation could reach 255,000 visitors by 2025, with potential for further growth given additional investment.

The Masterplan identifies key opportunities, including event development in peak tourism months (October to December). Events that could drive further economic benefits include rail

trail events, road cycling participation events, a High Country cycling festival, multi-day mountain biking events, and international competitions such as a slopestyle event.

The report highlights several strategic priorities:

- **Road Cycling Infrastructure:** North East Victoria's road cycling conditions are considered unmatched in Australia. Investments should prioritise safety on key routes.
- **Rail Trail Enhancements:** Expanding and upgrading short, engaging rail trail sections is essential to creating compelling visitor experiences.
- **Cycle-Friendly Town Initiatives:** The establishment of bike hubs and connector trails can improve visitor access and economic dispersal.
- **Mountain Bike Parks as Recreation Assets:** Recognising mountain biking facilities as key recreational assets, with maintenance responsibilities assigned to local government.
- **Transport Connectivity:** Improved transport solutions are necessary to support all cycling segments.
- **Consistent Branding & Signage:** A unified signage and wayfinding strategy is needed to reinforce the region's cycling culture.

Significant projects relevant to the Rural City of Wangaratta (RCOW) include the Beechworth to Yackandandah EPIC Trail and the Beechworth to Yackandandah Rail Trail, both of which could be integrated into the broader network via the existing rail trail to Wangaratta.

## Municipal Level Documents

### Wangaratta Walking and Cycling Strategy 2020-2030

Council's Walking and Cycling Strategy is a significant strategic document that will guide the way Council delivers infrastructure that supports the ability of people within our community to be active, to safely move around, and to stay connected. The strategy is a 10-year plan that aims to increase the number of walking and cycling journeys made by people of all ages and abilities.

This strategy focuses on leveraging the more than 240km of paths that already connect many destinations throughout Wangaratta, and developing key connections and extensions that enhance the way people move around, and throughout our communities.

The strategy is divided into two focus areas:

- A Connected City; and
- Safe and Linked Rural Communities.

Within these focus areas there are 6 strategic directions that include 132 actions.

1. A safe and connected pedestrian network
2. An easy and accessible off-road cycling network
3. A safe and convenient cycling lane network
4. Fit-for-purpose recreational walking and cycling opportunities
5. A user experience approach to developments
6. Effective planning and promotion

Of the 132 actions, a large portion of these include upgrades and extensions to existing shared-footpath networks which would improve useability for wheeled activities. Other relevant wheeled activity actions include:

Rail Trail Developments:

- 2.35 - King Valley - Investigate the extension of the rail trail from Oxley to Cheshunt. \$120,000 High Feasibility and Concepts \$120,000

- 2.36 – Design and Construct King Valley Rail Trail - Oxley to Moyhu. Cost estimate: \$1,512,500. High Priority
- 2.37 - Design and Construct King Valley Rail Trail - Moyhu to Edi. Cost estimate: \$2,117,500. Medium Priority
- 2.38 - Design and Construct King Valley Rail Trail - Edi to King Valley. Cost estimate: \$1,402,500. Medium Priority
- 2.39 - Design and Construct King Valley Rail Trail - King Valley to Whitfield. Cost estimate: \$2,392,500. Medium Priority
- 2.40 - Design and Construct King Valley Rail Trail - Whitfield to Cheshunt. Cost estimate: \$1,347,500. Medium Priority
- 2.53 - Investigate the feasibility of extending the rail trail to create an Eldorado link/loop – starting at Londrigan Station and finishing at Tarrawingee Station. Cost estimate: \$5,500,000. Medium Priority
- 2.56 - Explore the extension of the bike track along Warby Range Road to connect Hamilton Park and Glenrowan with Wangaratta via Shanley Street to South Wangaratta Reserve. Cost estimate: \$2,640,000. Medium Priority
- 2.60 - Investigate the extension of M2M rail trail from North Wangaratta Reserve to Boorhaman. Cost estimate: \$4,400,000. High priority
- 2.61 - Investigate the extension of M2M rail trail from Boorhaman to Peechelba East. Cost estimate: \$1,870,000. High Priority
- 4.05 - Investigate an Oxley to Glenrowan connection, consideration of sealed shoulders or extension of rail trail. Cost estimate: \$5,000,000. Low priority

Key mountain bike connections:

- 3.13 - Investigate options for a Wangaratta to Warby Ranges Cycling Link, possibly via Shanley Street or Wangandary Road, however need to determine appropriate trail head to connect with. Cost estimate: \$1,100,000. Low priority

### Track Cycling:

- 4.01 - Wangaratta Showgrounds Velodrome – Plan for the removal of the velodrome. Work with the Cycling Club to develop alternate club activities and facilities (e.g. criterium circuit). Cost estimate: \$315,000. Medium priority
- 4.02 - Investigation of opportunities for criterium cycling circuits including within the Wangaratta Parklands Precinct. Cost estimate: \$137,500. Medium priority

### Dirt Jumping:

- 4.04 - Construction of a series of bike jumps along existing trail networks. Cost estimate: \$220,000. High priority

### Wangaratta Recreation Strategy (2024-2033)

The Strategy focuses on the provision and distribution of recreational open spaces across the Rural City of Wangaratta. The core outcome of this work was to develop an action plan for Council to follow in relation to upgrading parkland that it manages. The Vision for Recreation is that “Everyone has the opportunity to be active and connected through sport and recreation.”

The Strategy identifies the current provision for wheeled activities.

- Mountain biking: Lacking in provision
- Skate Park: Moderate provision
- BMX Track: Lacking in provision
- Shared paths/cycleways: High provision
- Bicycle parking: Lacking in provision

In regard to roller sports, the Strategy states that participation in roller sports is increasing. Sports such as inline hockey and roller derby are attracting a clear following within Wangaratta. A local inline hockey club has been established attracting participants from across the Region. The club hosts regular fixtures at the Albury PCYC and participate in representative tournaments. While demand for standalone facilities is unlikely to be established within the life of this Strategy, opportunity to develop a multi-use indoor facility for non-traditional activities

is supported. There is a need to re-visit the Parklands Master Plan in line with the need for a multiuse indoor facility.

The Strategy identifies that the Wangaratta Skatepark is suitably located in close proximity to two high schools, as well as on the periphery of the Wangaratta Sports and Events Precinct with good passive surveillance. The skatepark is well used by the community. Recommendations for the skatepark include adding older youth recreation opportunities to the skatepark with additional wheeled sports elements to increase its functionality and appeal.

For the Ovens Valley, the Strategy identifies that the Tarrawingee tennis courts are cracked and in poor condition. An opportunity exists to repair two of the courts and allow free community use to activate the space and encourage physical activity. Tarrawingee lacks recreation opportunities for youth. Consider use of the Old Tarrawingee school site for the development of a pump track/skate/bike area. Develop a shared path to extend the Murray to Mountains Rail Trail along Diffey Road to provide a local connection and bring the trail into town.

The Strategy outlines the following in regard to cycling and mountain biking:

- The velodrome at the Wangaratta Sports and Events Precinct should be removed (as per the Master Plan) due to poor condition and is no longer suitable for training or competition
- Council to work closely with the Cycling Club to determine preferred routes for road racing and criterium events and assist with gaining suitable regular access
- Complete an analysis of cycling infrastructure across the LGA, including feasibility for development of a precinct
- Mountain biking continues to grow as both a recreation and formal sport across the country. Wangaratta is well-placed to accommodate these activities if Council can continue to advocate for the sport with relevant land managers to achieve suitable community access

- King Valley may be an appropriate area for further investigation given the potential opportunities to build upon the tourism activities
- Investigate opportunities for mountain biking in close proximity to urban Wangaratta through discussions with Parks Victoria to determine the suitability of their existing trails in key locations such as the Warby-Ovens National Park.

Relevant wheeled activity actions from the Strategy include:

- W65 - Wangaratta Sports and Events Precinct
  - Develop an indoor sport facility to cater for non-traditional indoor sports including table tennis, pickleball and indoor cricket training (and considerations for other sports including in-line hockey, netball training, roller sports). Opportunity to house 10 table tennis tables and suitable spectator areas and cater for the demand of off-season cricket practice (High priority to develop a concept design)
- W68 - Wangaratta Sports and Events Precinct
  - Expand the Wangaratta Skatepark by adding older youth recreation opportunities with additional wheeled sport elements to increase its functionality and appeal (Low priority)
- W79 – Cycling
  - Complete an analysis of cycling infrastructure across the LGA (including feasibility for development of a precinct) and/or suitable locations for an off-road criterium track (High priority)
- W80 – Mountain Biking
  - There is a need to investigate opportunities for mountain biking in close proximity to urban Wangaratta. Discussions with Parks Victoria are encouraged to determine the suitability of their existing trails in key locations such as the Warby-Ovens National Park (High priority)

- W81 – Mountain Biking
  - Investigate the King Valley and Mt Pilot National Park as potential areas for further investigation for mountain bike facility given the potential opportunities to build upon the tourism activities being attracted to these locations
- SR3 - Milawa Public Hall
  - Develop a trail head for the rail trail at Milawa including the development of a public toilet at the Milawa Public Hall (High priority)
- SR4 – Rail Trail
  - Build on the rail trail with an off-road shared path along Kerrs Road, Oxley Flats Road and Sportsground Lane to create a local circuit (Medium priority)
- SR5 – Oxley Memorial Park
  - Install bike racks at the Oxley Memorial Park to enhance the user experience for trail users
- OV2 - Tarrawingee Tennis Courts
  - Investigate the use of un-used tennis courts for a wheeled sports precinct (skate, BMX, bikes) (Medium priority)
- OV4 – Everton
  - Investigate the extension of the Rail Trail along Diffey Road to create a circuit and bring the trail into Everton (Medium priority)

### **Municipal Public Health and Wellbeing Plan (2017-2021)**

The Council's Municipal Public Health and Wellbeing Plan (MPHWP) highlights 'building active communities' as a key focus for enhancing public health and wellbeing. In relation to this Strategy, the Plan notes that:

- 55% of adults in the Rural City of Wangaratta do not meet the recommended physical activity guidelines.
- The proportion of residents involved in a sporting group is above the state average (34.2% compared to 26.5%).

- 94.4% of people consider their community to be an active one, exceeding the state average of 81.1%.

To improve or sustain these figures, the MPHWP has set targets that include:

- Increasing the proportion of residents who meet Australia's Physical Activity and Sedentary Behaviour Guidelines.
- Expanding opportunities for children to engage in local sports and passive recreation.
- Extending the network of walking and cycling paths across the municipality.

### Council Plan 2021-2025

The Rural City of Wangaratta Council Plan 2021-25 details the actions that Council will take (through projects, plans and actions) to deliver the priorities developed by Council, Councillors and the community. The Council Plan is aligned to the Strategic Focus Areas of the 2033 Community Vision, these include Leadership, Wellbeing, Environment, Economy, Lifestyle and Growth.

Relevant Objectives and Actions to the Wheeled Activity Strategy have been identified below.

Wellbeing:

- 2.4.1 Deliver and support programs that increase participation in physical activity
  - 2.4.1.3 - Provide accessible, affordable and inclusive opportunities for all members of our community to participate in physical activity.\* (ongoing)
  - 2.4.1.6 - Support and deliver programs that increase the choice for active transport and support the community's understanding of the importance of building regular activity into daily life.\* (ongoing)
- 2.4.2 Provide facilities and infrastructure that give opportunities for physical activity and active living.

- 2.4.2.2 - Plan for the future recreation needs in Wangaratta's North and South growth areas.\* (2021 onwards)
- 2.4.2.4 - Continued systematic and scheduled maintenance of all our pathways and walking tracks across the municipality.\* (ongoing)
- 2.4.2.6 - Ensure new infrastructure projects consider the opportunities to improve the accessibility, comfort, ease and convenience for walking and cycling.\* (ongoing)

Environment:

- 3.1.2 Facilitate design and development that creates environmentally supportive impacts
  - Target investment and/or expansion of industries that contribute to the circular or zero-emissions economy.\* (ongoing)
  - Ensure that the Council Community Grant Program supports environmentally sustainable projects. (ongoing)
- 3.3.1 Increase the capacity of the community to mitigate and adapt to climate change.
  - 3.3.1.1 - Explore and advance opportunities to be community leaders in adapting to the impacts of climate change.\* (ongoing)

Economy:

- 4.1.1 Work closely with partners and tourism operators to understand and support our unique tourism product.
  - 4.1.1.1 - Promote the diverse tourism offering within the region, including cycle tourism, food and wine, and eco and nature-based tourism.\* (ongoing)
  - 4.1.1.2 - Development of key tourism infrastructure that enhances the visitor experience, including the Ned Kelly Glenrowan Project and the actions within the King Valley Development Plan (2021-2025)

#### Lifestyle:

- 5.1.3 Plan for the development and delivery of safe and sustainable transport routes.
  - 5.1.3.3 - Advocate for the upgrade of the Wangaratta-Whitfield Road (2021/2022)
- 5.4.1 Design and deliver pedestrian and cycling infrastructure that meet the needs of all community members.
  - 5.4.1.1 - Expand the provision of street lighting throughout key pedestrian and cyclist routes.\* (ongoing)
  - 5.4.1.2 - Continue to improve and grow our pathway network throughout residential areas.\* (ongoing)
  - 5.4.1.3 - Continue to deliver pedestrian and cyclist improvements as outlined in the Walking and Cycling Strategy.\* (2021 onwards)
- 5.6.1 Provide a range of Council run events to engage and celebrate the local community
  - 5.6.1.2 - Plan for and develop infrastructure in key strategic spaces that can facilitate the delivery of community based events.\* (ongoing)

#### Growth:

- 6.2.1 Ensure new development is facilitated and does not conflict with existing land uses.
  - 6.2.1.2 - Work with stakeholders to ensure sufficient open space and infrastructure is provided for future communities.\* (ongoing)
- 6.5.2 New and existing residents have access to the services and resources they need.
  - 6.5.2.3 - Plan and deliver playgrounds, walking and cycling tracks and open spaces within emerging communities (ongoing)

#### Community Access and Inclusion Plan (2019 – 2022)

The Rural City of Wangaratta has developed the Community Access and Inclusion Plan 2019-2022 (the "CAIP") which outlines objectives and actions to continue improving access and inclusion for people of all abilities within the municipality. The CAIP primarily refers to a person with lived experience of disability, but it also considers the benefit accessibility has for the broader community, including the elderly and parents with young children.

The objectives and actions contained in this plan are underpinned by a range of principles that reflect council's values and commitment to enhance the quality of life for all people in our community. These principles are:

- Social inclusion - All members of our community have the right to feel valued and have the opportunity to participate in community life.
- Human rights and social justice - People have the right to be respected and treated equally. Equality must also be combined with social justice principles to recognise and reduce the barriers in society that cause discrimination of marginalised groups.
- Diversity - People with disability, their families and carers are not a homogenous group and Council will endeavour to reflect and consider the diverse needs, priorities and abilities within the community.
- Community engagement - Council will continue to actively engage, consult and collaborate with people with disability, their families and carers as well as service providers to develop and deliver appropriate and relevant projects and services.

The CAIP covers four key themes, each with an overarching statement. The themes reflect common issues of access and inclusion identified through community consultation. The four themes include 'Inclusion and Partnership', 'Civil Leadership and Attitudes', 'Communication and Engagement', 'Civic Leadership and Attitudes',

and 'Accessible Environments'. The objectives and actions relevant to the Wheeled Activity Strategy are identified below.

### Theme 1 - Inclusion and Participation

- Objective 5 - Increase accessible and inclusive mainstream recreation and sporting activities.
  - 5.1 Provide resources, support with funding applications and training for community groups and recreational organisations who are working towards increased access and inclusion for people with a disability.

### Theme 3 - Civil Leadership and Attitudes

- Objective 10 - Advocate for continued funding and support to reduce barriers that impact people with disability
  - 10.3 Implement an access and inclusion category in the RCOW community grants program

### Theme 4 - Accessible Environments

- Objective 11 - Increase accessibility of high-use public facilities in the Rural City of Wangaratta.
  - 11.2 The Accessibility Reference Group and other community stakeholders to be consulted during the planning stages of new and redevelopment of council facilities and infrastructure to ensure the community needs are met.
- Objective 12 - Continue to improve and maintain Council's public spaces to ensure areas are accessible and support physical activity for the whole community.
  - 12.2 Consult the Accessibility Reference Group and other people with disability when upgrading, reviewing and auditing public facilities, such as toilets, changing rooms, parks and playgrounds to identify barriers to access.
  - 12.3 Assess suitability of size, location and number of parking spaces for multi-purpose vehicles that transport people with a disability.

## Economic Development and Tourism Strategy 2024-2029

The Strategy provides a list of five priority initiatives to increase economic development and tourism. The initiatives that align with the Wheeled Activity Strategy include:

### 2. Major Tourism Product Development Plan

- Exploration of tourism initiatives to increase the visitor economy:
  - Mountain biking attractions and events
  - Health and wellness attractions
  - Community events (including markets and festivals)
  - Eco tourism attractions
  - Active recreation opportunities
  - Accessible tourism
  - Local food and wine trails (including specialist artesian producer clusters).

Ensure the sustainable development and operation of the tourism products, mitigating impacts to the environment. Links between Wangaratta City and townships to the products should be made available.

### 4. Township Activation

- Wangaratta's townships present an opportunity to create active tourism hubs, each with a unique identity and an associated style and offering. Activating townships will also improve liveability for residents. Build townships' character and tourism appeal by:
  - Improving connectivity and wayfinding between townships and to Wangaratta City
  - Develop physical and digital tracks and trails
  - Expand attractions and activities in and around townships (including events and festivals)

This supports the CBD Masterplan and Walking and Cycling Strategy 2020-2030.

The Strategy outlines five key strategic themes of which objectives and actions sit under. These themes include 'Investment Attraction & Local Business Support', 'Infrastructure & Planning', 'Tourism Development', 'Skills & Workforce Development', and 'Township Activation'. The relevant Themes, Objectives and Actions to the Wheeled Activity Strategy have been outlined below.

#### Theme - Tourism Development:

- 3.1 - Expand and diversify product offering in agri-tourism, eco-tourism, health and wellness, food and wine tourism, arts and cultural tourism, and sports tourism, including consideration of all abilities access and digital capability.
  - 3.1.1: Conduct detailed market research to identify gaps and opportunities in agri-tourism, eco-tourism, food and wine tourism, arts and cultural tourism, historical tourism, sports tourism and high-value tourism. Consider how Wangaratta's current offering can be enhanced to support such opportunities (including enhancing natural amenities and enabling First Nations experiences). (Short term)
  - 3.1.2: Facilitate collaboration between local tourism and transport businesses to develop a range of tours or holiday packages. (Medium term)
  - 3.2.2: Increase and enhance Wangaratta's wayfinding to encourage stopover visitation and increase awareness of the region. (Short term and ongoing)
- 3.5 - Develop tourism "Tracks and Trails" between key precincts that stimulates commercial investment, private sector activation and health and wellbeing outcomes. This supports the Walking and Cycling Strategy 2020 to 2030.
  - 3.5.1: Identify potential walking, cycling/ trail riding and driving routes connecting key attractions and precincts for the

development of trails and tracks. The routes may use existing infrastructure or may require the development of additional trails. Consider methods to mitigate the environmental impact where required.

- 3.5.2: Engage with local businesses along proposed routes to tailor their product/ service offering to anticipated track and trail user groups
- 3.5.3: Develop a supporting interactive signage strategy/ program (including QR codes along the trails) to provide track/ trail users with information and promote local businesses.
- 3.5.4: Create linkages between nature, arts, cultural or bushranger heritage experiences to create eclectic experience trails or packages.

#### Theme - Township Activation:

- 5.2 - Enhance connectivity between townships through active transport trails, tracks and experiences.
  - 5.2.1: Develop and promote active transport routes linking key areas within and between townships, including well-marked bicycle lanes and pedestrian paths as well as bushwalking hiking trails, mountain biking and rail trails

### Environmental Sustainability Strategy 2021-2026

The Environmental Sustainability Strategy is a plan for a healthy, resilient, and sustainable future for RCOW. The Strategies Vision is "An environmentally sustainable municipality, across both urban and rural areas, that is resilient, healthy and continues to protect and enhance the natural environment for the benefit of all". The Strategies Mission is "To protect, enhance and invest in our environment, natural assets and the health and wellbeing of our community through our environmental sustainability commitment, expertise and leadership. We will achieve this mission by working with internal and external stakeholders and the community."

Of key relevance to the Wheeled Activity Strategy is the priority area of Greenhouse Gas Emissions & Energy Reduction. For 2018-2019 the predominant source of emissions came from the consumption of electricity accounting for over half of the total, with petrol, diesel and LPG powered vehicles accounting for 23%. The remaining emissions were from consumption of natural gas at some of our facilities.

Themes and Actions relevant to the Wheeled Activity Strategy which could contribute to the improvement of this theme include:

- Community theme of Education:
- Work with community groups and external agencies to deliver education programs and workshops on energy efficiency, measuring carbon footprint and emission reductions to community and business to increase knowledge of opportunities.

### Community Vision 2021-2033

The Rural City of Wangaratta Community Vision 2033 is a plan that captures the hopes and aspirations of the whole community, and ensures we are planning for a bright future for all.

The Community Vision is "We are an inclusive, courageous and compassionate community, that has built our future on a respectful balance between the urban and the rural. We are known for our natural beauty, access to opportunities and innovation, our resilience, and our community strength. We have a mature and healthy landscape that supports our wellbeing and forms a strong part of our identity. We are the place where everyone has the ability to engage, to prosper, to be supported, and to grow."

The Vision identifies 6 key themes and focus areas, including Leadership, Wellbeing, Environment, Economy, Lifestyle and Growth. The relevant focus areas and objectives to the Wheeled Activity Strategy have been identified below.

Wellbeing:

- Increased sense of inclusivity and connectedness
  - H3 Increase opportunities for people to connect to their community and each other
  - H4 Provide quality and accessible community facilities based on community needs
- Accessible and equitable services, spaces, and facilities
  - G1 Strengthen Council's approach to designing and supporting inclusive and liveable communities
  - G2 Support our older community members
  - G3 Ensure young people are engaged, recognised, and supported within the community
  - G4 Support all our community members to be healthy and well, especially our most vulnerable
- Healthy behaviours and lifestyles
  - I1 Deliver and support programs that increase participation in physical activity
  - I2 Provide facilities and infrastructure that give opportunities for physical activity and active living

Environment:

- Build environmentally sustainable communities
  - L2 Facilitate design and development that creates environmentally supportive impacts

Economy:

- A valued and vibrant tourism industry
  - P1 Work closely with partners and tourism operators to understand and support our unique tourism product
  - P2 Build on domestic travel trends to maximise benefits for our region
  - P3 Drive visitation by generating awareness and consideration of RCOW as an attractive regional tourist destination

- Vibrant and engaging places
  - S2 Enhance the activity in our rural townships

#### Lifestyles:

- Accessible and sustainable transport management
  - T3 Plan for the development of safe and sustainable transport routes
- A community that is safe and welcoming for pedestrians and cyclists
  - W1 Design and deliver pedestrian and cycling infrastructure that meet the needs of all community members
- Engaging events that celebrate and enhance our community
  - Y2 Support the delivery of events throughout the municipality that provide social, cultural and economic benefits

#### Growth:

- New communities and neighbourhoods that are strong, connected and engaged
  - EE2 New and existing residents have access to the services and resources they need

## Local Level Documents

### Activating King Valley Prosecco Road

The Activating King Valley Prosecco Road Project has been commissioned to establish a shared vision for the King Valley's visitor economy offering. The plan identifies priority tourism investments that enhance the visitor experience and optimise economic outcomes for the region.

#### Project Drivers:

- The King Valley region currently attracts 590,000 annual visitors who spend \$162 million across the region. These visitors generate economic output of \$268 million and 1,267 jobs for the Hume region.
- Significant opportunity to grow overnight visitation, with investment in new high quality visitor accommodation, to fill supply gaps and latent demand.
- Visitation is expected to double over the next 10 years based on historic growth trends (+600,000 visitors), however investment infrastructure and product is needed to support this growth potential.
- Investment in infrastructure and amenity will greatly improve the visitor experience and allow public spaces to compliment the quality experiences provided by businesses in the region.
- Opportunity to unlock private sector investment potential of key towns through investment in enabling infrastructure, visitor amenity and streetscaping, and enhanced connectivity and access.
- Latent demand from 38% of Australians who have heard of the King Valley and would be interested in visiting in the future.
- Return on public sector investment will be strong, and will lead to increases in private sector investment and visitor spend.

The reports Product and Experience Assessment identifies that Cycling and gravel riding in the King Valley is growing, aligned to the growth in cycle tourism experienced across the High Country. It states that road cycling occurs on Wangaratta-Whitfield Rd is considered unsafe

by some cyclists due to a lack of shoulders or shoulder sealing, and that there is an opportunity to enhance cycling with a trail connecting Oxley to Cheshunt. Noting that this trail has been discussed for decades, with potential to follow the historic rail alignment. Delivery of this trail would provide an important safety improvement for visitors and residents, provide connectivity for visitors and provide a key link between wineries, accommodation, restaurants and other experiences.

Over 50 projects have been identified, aligned to the vision and objectives for tourism development in the King Valley. Projects have been categorised across seven overarching investment themes, and have been classified as Tier 1, 2 or 3 based on their scale, importance and economic benefit to the region. The investment themes include 'Theme 1 Destination Enhancement and Township Revitalisation', 'Theme 2 Accommodation', 'Theme 3 Trails and Naturebased', and 'Theme 4 Food, Dining and Hospitality'.

Of key relevance to the Wheeled Activity Strategy, the actions have been identified under the following key investment themes.

### Theme 1 Destination Enhancement and Township Revitalisation

- Investment in streetscaping, visitor amenity and interventions that will activate and revitalise the region, creating a contemporary and attractive destination that inspires visitors to stay longer and return to the King Valley
- Tier 2 Projects - Wayfinding Signage Strategy and implementation
  - Outside of township signage, there is a need for enhanced wayfinding signage to enable visitors to understand the region, its wineries and other attractions. A strategy is required for this, and should include removal of obsolete signage and guidelines for future signage use. Region-wide: \$1M [public].

- Tier 3 Projects - Prosecco Trail interpretation
  - Explore the opportunity for Indigenous interpretation and recognition along the trail length. This should be led by Traditional Owners in collaboration with Council. Region-wide: \$550k [public].

### Theme 3 Trails and Naturebased

- An improved trail network for increased safety, connectivity and business access, as well as enhanced naturebased offerings to provide a well-rounded visitor experience.
- Tier 1 - Business Case Project Prosecco
  - The Prosecco Trail will provide a 43.4 km shared use trail within the road reserve between Oxley and Cheshunt. The trail will link tourism experiences and townships for residents and visitors. The trail investment includes:
    - Option of a natural or sealed trail
    - Interpretive and caution signage
    - Crossing treatments
    - Bridges and boardwalks
    - Public art installations
    - Lighting and light installations
    - Construction Impact: \$23.2 million output and 60 jobs. Ongoing impact: \$10.5 million output and 46 jobs [annual]
  - The trail has been separated into four segments based on logical staging and connections. Cost ranges reflect the option for a natural or sealed surface.
    - SEGMENT A Oxley-Moyhu: 15.0 km \$2.8-\$3.4 M
    - SEGMENT B Moyhu-Edi: 8.5 km \$1.5-\$1.8M
    - SEGMENT C Edi-Whitfield: 11.2 km \$1.9-\$2.3M

- SEGMENT D Whitfield-Cheshunt: 8.7 km \$3.3-\$3.6M
  - Tier 3 Project - Cheshunt equipment hire hub
    - Deliver a nature-based equipment hire hub at Cheshunt to facilitate access to King River, Lake William Hovell and the Alpine National Hub. This could include equipment hire such as canoes, fishing equipment, road and mountain bikes and swimming inflatables. This could be a kiosk located within the Cheshunt Public Hall site and co-located with other visitor facilities such as a coffee van. Cheshunt: \$720k
  - Tier 3 Project - Milawa cycle link
    - Extension of rail trail from Milawa Recreation Reserve along Snow Road to Markwood and continuing to Bright rail trail. Includes feasibility of route via Whorouly vs. Everton. Milawa: \$800k
- Theme 5 Infrastructure and Planning

- Investment in enabling infrastructure and streamlining the planning process will facilitate private sector development.
  - Tier 2 Projects - Wangaratta-Whitfield Road enhancements
    - Enhance the quality and safety of the Wangaratta-Whitfield Rd to improve safety for residents and visitors. This should include surface levelling and resealing, and shoulder sealing. Oxley-Whitfield: \$10M [public].

### Parklands Masterplan 2020

The Wangaratta Parklands is one of the Rural City of Wangaratta's key community and recreation precincts. The Parklands covers approximately 56 hectares and includes key community facilities including the Wangaratta Showgrounds, Norm Minns Oval, WJ Findlay Oval, Barr 1 and Barr 2 Reserves and the

Wangaratta Indoor Sport and Aquatic Centre (WISAC).

The purpose of this Plan is to focus on developing projects that will positively contribute to creating a cohesive precinct that provides for the sport, recreation, leisure and amenity needs of the Wangaratta community. The Plan provides a clear and compelling vision for the future of the sports and recreation precinct. It proposes short, medium and longer term change, supporting Council's strategic objective to ensure the community has access to the services and facilities that keep the community healthy.

The Masterplan's key actions to deliver the plan are organised according to four themes;

- Theme 1 Access & Movement - "Making the site easier and more enjoyable to move through"
- Theme 2 Green - "Enhancing the landscape character and local sense of place"
- Theme 3 Activation & Adaptive Reuse - "Creating more places for community gathering and use"
- Theme 4 Sports, Recreation & Events - "Increasing participation in all types of physical activity"

The following actions are of key relevance to the Wheeled Activity Strategy:

- S04s - Create a High Quality Shared Path Network throughout the Parklands
- S06S – Deliver more Cycling Infrastructure (cycle parking facilities)
- S16S - Precinct 2 – WJ Findlay
- Support improvements to the tennis facilities including;
  - Renewal & relocation of the four older tennis courts to sit adjacent to the existing tennis courts
  - Repair and resurface the four blue tennis courts located closest to the current club house investigating the feasibility of both synthetic and hard court surface options. Improvements should include new court lighting and supporting infrastructure.

- Investigate the feasibility of delivering four ANZ Hot Shot\* compliant courts on the two northern most courts or adjacent to the newly relocated southern courts. (\*ANZ Hot Shots is Tennis Australia's official development program for children).
- Support the Tennis Club in relocating to the WJ Findlay sports pavilion over the longer term so the Club has access to improved kitchen/food preparation area, adequate storage areas and access to a multi purpose club room. This move should coincide with the delivery of the new tennis courts.

### The Wangaratta Project – CBD Masterplan (2016)

The Masterplan has been developed as a framework for what could and should happen in the Wangaratta CBD into the future. This document does not outline detailed actions or streetscape details or detailed development proposals - it is rather a tool to guide decisions and actions and make sure everyone is pulling in the same direction towards a shared vision for the future and includes guidance on implementation and next steps.

From a wheeled activity perspective the Masterplan identifies the following:

Make Wangaratta a Cyclists paradise:

- Promote all kinds of cycling including tourist activity, regular commuter transport and all-ages recreational activity.
  - fill in the missing links in cycling infrastructure in the CBD
  - establish a street hierarchy for cyclists within the CBD to provide a seamless route that integrates with the Wangaratta Loop at key nodes
  - provide additional cycling infrastructure at key points including bike hoops and bike pumps integrated into the streetscape in sculptural forms
  - harness the energy and support generated around the opening of the new

Bike Hub at Merriwa Park

- investigate realigning the rail trail along the edge of the train line from the intersection of Mackay and Templeton Streets to the train station (as part of the implementation of the Wangaratta Loop)
- encourage cycling related businesses to develop around the Norton Street precinct (vacant buildings with large footprints could be transformed into uses such as a bike service and repair workshops and bike hire and shuttle service depots)
- encourage bike friendly cafes to open on Norton Street (large floor spaces to accommodate groups, ample bike parking close by, cleat resistant floors, water bottle refill stations, signage showing the Loop and shared path network)
- encourage local accommodation providers to include free bike hire as part of their offer to guests
- use bike parts, old bike adverts or bike paraphernalia imaginatively in the fit out of any bike related facilities or shops in the precinct
- carry out joint marketing activities with other regional areas that share a focus on cycling (example, Bright)

Make the Wangaratta CBD Youth Friendly:

- Provide a raft of experiences that are targeted directly at young people as an audience and that benefit them specifically. Ensure these experiences are diverse enough to cater for a broad range of interests and social experiences and allow young people to explore and experiment with different ideas and attitudes.
  - places where you can skate
  - places where you can ride a bike

Intensify Active Play, Recreation and Events at Apex Park:

- Apex Park's role as one of the four key CBD parks is to be a family fun park and a venue

for large events. Priority should be given to works that intensify this role, increase its appeal and extend the playground facilities to cater to kids of all ages.

- Adventure Zone (teenage space) to be constructed including a circuit wrapping in and around the large trees, a series of slides using and exaggerating the existing gradients and wifi enabled seating areas providing teenagers both active and passive areas.
  - Create an adventure park for kids and youth on skateboards, bikes and scooters
  - Create a concrete, paved and undulating active play area between the trees for skating, scooter and other children's and youth activities.

Intensify the Experience and Character of Wangaratta Railway Station and Norton Street:

- Creating new activity by transforming it into a place for emergent artists, makers and cyclists to give it a distinct and non-competing character to the central retail area.
  - creates a bike mecca within the precinct, attracting cycling enthusiasts with a bike repair and hire workshop and supporting cafe (the workshop could have the additional benefit of providing visitors with tourism related information such as local accommodation and dining options)
  - Ensure the Norton Street area is an integrated part of the proposed Wangaratta Loop trail and the cycling network of the CBD. Allow dedicated cycling lanes to prioritise cycling use

and incorporate clear, fun and engaging signage and wayfinding to help cyclists find their way around and connect to the city centre

### **Wangaratta Cycling Club - Wilson Road Wangaratta Trail Proposal (2021)**

This document, developed by Wheeler Trails, provides a basic concept and overview of a proposed MTB trail(s) designed to appeal to a wide range of MTB enthusiasts at the Scout Camp on Wilson Road, Wangaratta. This is a basic concept that may be subject to change upon further consultation and additional details being obtained.

The proposal states that the Wilson Road Trail project would provide a much-needed formal mountain bike infrastructure within the RCOW and provide opportunities and facilities for locals to use including current mountain bike enthusiasts and youth. Additionally non-local users may visit the trail when travelling to other nearby mountain bike destinations or may visit from these nearby towns.

The Proposal notes that there is currently a distinct lack of formally constructed and approved MTB infrastructure within the LGA. Areas lacking formal MTB infrastructure can become subject to an increase in illegal and unauthorised trails being built without consideration to safety, community, the environment or other users. This unmet demand for MTB facilities is an unwelcomed outcome for land managers and can lead to detrimental impacts on the community and environment.

The Wilson Road Trail is proposed to include a 4.9km long cross country loop, including both uphill and downhill riding with various levels of difficulty throughout the diverse terrain. A pump track and jumps track are also proposed as part of the plan, as well as carparking. It is proposed that the project be constructed in one stage to prevent riders being on site whilst construction is underway or to prevent closure of the trail after

opening to complete additional stages.

The terrain of the Wilson Road proposed cross country loop is predominately rock and shale. The site also has foreign clay in the carpark area that can be used in the construction of the pump track and jumps line. Some of the clay may require relocating to sections of the cross-country loop flow trail descents where rock and shale are present to provide a more enjoyable experience for flow trail descents.

Figure 2. Wilson Road MTB Concept Plan Map



Figure 5. Pump Track and Car Park



### King Valley MTB Trail Concept Proposal (2019)

The King Valley (KV) Trail is a proposed mountain bike (MTB) trail to be located on the outskirts of Whitfield in North East Victoria. The KV Trail is proposed to be located at the end of Whitty Lane, approximately 3km from Whitfield, with the trail head located on the Mansfield-Whitfield Road, approximately 7.5kms from Whitfield.

The proposal states that the KV Trail has the potential to become a stimulus for dedicated MTB tourism facilities to launch within the Rural City of Wangaratta. There is currently a distinct lack of formally constructed and approved MTB infrastructure within the local government area. Areas lacking formal MTB infrastructure can become subject to an increase in illegal and unauthorised trails being built without consideration to safety, community, the environment or other users. This unmet demand for MTB facilities is an unwelcomed outcome for land managers and can lead to detrimental impacts on the community and environment.

The opportunity is identified to offer MTB tourists and enthusiasts the opportunity to readily access the KV Trail when visiting the extensive network of MTB trails at Mount Buller.

The range of existing businesses in the region, including accommodation, boutique wineries, breweries and distilleries enables visitors to stay in the area and enjoy the dynamic gourmet food and wine industry, while positively benefiting the local economy. The development of the KV Trail brings the opportunity for existing businesses to include MTB specific products and services may enable further economic benefits to the region. Potential for MTB specific commercial tourism opportunities such as events, bike hire, MTB coaching, tours and shuttle services are all possible sources of economic gain.

The KV Trail will include both uphill and downhill riding with various levels of difficulty throughout the diverse terrain. It is proposed that six (6) trails be constructed during six (6) different stages to provide an enjoyable and challenging riding experience for all levels of riders and enthusiasts. Shuttling is also proposed as an option for this trail.

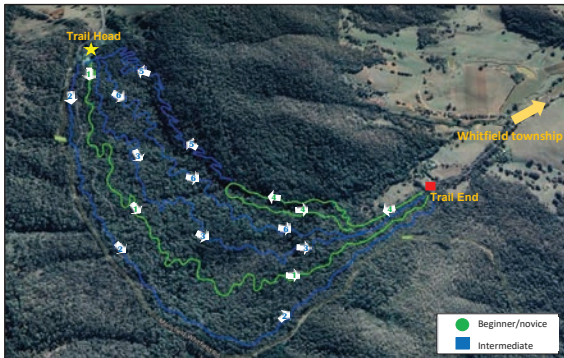


Figure 2. The proposed KV Trail showing all six (6) stages. Note the different colours indicating different levels of trail grade.

The following ‘Conceptual Layout Plan – Wangaratta Velodrome Concept’ was developed by Fischer Development Solutions on behalf of Wangaratta Cycling Club and illustrates the preferred layout of cycling facilities at the Cycling Club’s preferred location of the Saleyards in Wangaratta.



### Wangaratta Cycling Precinct Concept Plan

The Wangaratta Cycling Precinct Report/Presentation explores three different sites for the development of a new Cycling Precinct in Wangaratta to replace the existing velodrome located at the Wangaratta Showgrounds. The Report/Presentation notes that the precinct would be a fit-for-purpose, providing recreational walking and cycling opportunities, safer spaces, provide greater access, and encourage wider community benefit and participation.

From the Rural City of Wangaratta Cycling and Walking Strategy 2020-2030, the Wangaratta Cycling Precinct was identified to align with the Strategic Direction of 4 – ‘Fit-for-purpose recreational walking and cycling opportunities’.

The three considered sites included H.P. Barr Reserve, Wangaratta Saleyards and Avian Park.

The elements included within the Concept Plan include:

- Mountain Bike and BMX Park, potentially including:
  - Pump track
  - Jump line of 2 skill levels
  - Skills park
  - Learn to ride area
  - Dual Slalom MTB track
- Criterium track
- Velodrome

## A3 - Wheeled Participation Table

**Table: AusPlay Victorian and National Participation Numbers for Wheeled Activities (July 2023 - June 2024)**

Wheeled Activity	Age group												
	Vic. Total #	Nat. Total	Vic Males	Nat. Males	Vic Females	Nat. Females	Vic 15-17	Vic 18-24	Vic 25-34	Vic 35-44	Vic 45-54	Vic 55-64	Vic 65+
BMX	**	11,142 (0.1%)	**	*8,014 (*0.1%)	**	*3,128 (*0.0%)	**	**	**	**	**	**	**
Cycling	515,999 (9.2%)	1,948,236 (8.9%)	310,899 (11.3%)	1,177,175 (11.0%)	200,698 (7.1%)	756,276 (6.9%)	24,061 (10.3%)	42,657 (7.0%)	79,699 (7.9%)	103,562 (10.2%)	119,647 (13.9%)	78,436 (11.0%)	67,938 (5.8%)
Motor cycling	59,840 (1.1%)	235,463 (1.1%)	36,845 (1.3%)	167,406 (1.6%)	22,499 (0.8%)	66,522 (0.6%)	*7,527 (*3.2%)	*9,445 (*1.5%)	11,178 (1.1%)	12,805 (1.3%)	10,359 (1.2%)	*4,914 (*0.7%)	*3,613 (*0.3%)
Mountain biking	31,177 (0.6%)	158,735 (0.7%)	29,188 (1.1%)	125,716 (1.2%)	**	29,829 (0.3%)	*8,382 (*3.6%)	**	*4,058 (*0.4%)	*7,493 (*0.7%)	*6,215 (*0.7%)	**	**
Roller derby	*2,591 (*0.0%)	*7,291 (*0.0%)	**	**	**	*5,672 (*0.1%)	**	**	**	**	**	**	**
Scooter-ing	*5,695 (*0.1%)	34,333 (0.2%)	**	16,855 (0.2%)	*4,698 (*0.2%)	17,478 (0.2%)	**	**	*3,241 (*0.3%)	**	**	**	**
Skate	26,249 (0.5%)	103,645 (0.5%)	10,833 (0.4%)	50,257 (0.5%)	12,158 (0.4%)	48,486 (0.4%)	**	*7,120 (*1.2%)	*6,507 (*0.6%)	*7,853 (*0.8%)	**	**	**

Table source: AusPlay

Note: Only wheeled activities with sufficient data have been included in the table

\* Estimate has relative margin of error between 50% and 100% and should be used with caution

\*\* Estimate has relative margin of error greater than 100% and is considered too unreliable to use

# B1 - Community Workshop Findings

## Community Workshop 1 – Wangaratta Library

6.30pm - 8.00pm, Tuesday 19th November 2024

4 attendees

Strengths in RCOW:

- Existing infrastructure: Rail Trail, shared-use pathways, and pump track.
- Excellent opportunities for gravel riding.
- Yarrawonga Trail (Golf Club to Warby Ranges).
- Winton Wetland (outside of RCOW) – referenced brochure for details.

Areas for Improvement:

- Rail Trail:
  - Coarse chip surfacing is unsuitable for smaller wheels, such as scooters and roller skiing.
  - Surfacing towards Beechworth is steep and unsuitable for roller skiing.
  - Sections around Reedy Creek and Wangaratta Eldorado Road are degraded due to vehicle traffic, with hazardous drops on either side of the sealed surface.
  - Signage and visitor directions to the Rail Trail are inadequate and require improvement.
- Warby Ranges (Warby-Ovens National Park):
  - Illegal mountain bike trail construction occurs due to very limited dedicated mountain biking trail/facilities in RCOW (there is currently only one sanctioned trail in the Park).
  - A study to re-align the Friends Track was halted due to a \$20,000 cultural survey requirement.
  - The ecological significance of the national park limits development without extensive environmental studies.

- Dieback (phytophthora) is a significant concern for Parks Vic; cleaning stations would be necessary as a minimum if new trails are to be created.
- Any development would need educational initiatives on ecological sustainability and limited the spread of diseases such as Dieback.
- Limited safe on-road cycling trails within the region.
- Poor awareness of cyclists' rights.

Potential Wheeled Activity Developments:

- Gravel riding opportunities near Peter's Place.
- Warby Ranges offer excellent multi-use potential (riding, trail running, horse riding, etc.), only a short drive from Wangaratta.
- Wilson Road mountain biking park at the old quarry site used by Scouts.

RCOW's Points of Difference:

- Exceptional gravel riding opportunities.
- Flat gravel trails near the Warby Ranges, distinct from surrounding areas.
- Strong local history of producing successful cyclists including Olympic medalists.

Roller Skiing Opportunities:

- Encourage youth participation and skills development for winter skiing.
- Training starts on flat netball courts and progresses to southern Wangaratta roads.
- Infrastructure crossover opportunities with cycling, e.g., criterium tracks supporting roller skiing, cycling, running, and adaptive cycling.
  - Suggested length: 1–2 km (non-specific).
  - Relevant case studies: Waratah Cycling Track (Sydney), Stromlo, Canberra (national events), Dudley Park Tear Drop in Melbourne, Casey Cycling Precinct in Victoria, and Norway.

Bike Shop Input:

- Shift from road cycling to gravel riding, with high demand for e-bikes.

- West End dirt jumps site has limitations due to flat terrain, requiring mounds and machinery for development.
- Detour Road is a potential gravel riding link connecting to Anker Road and Roster Road (under Hume Highway).
- Excellent gravel riding areas in Beechworth, Mt Pilot, and Yackandandah.
- Potential gravel link to Black Dog Brewery.

### Mountain Biking:

- Interest in facilities to coach children in mountain biking.
- Previous efforts to develop a jump park and skills area at the base of the Warby Ranges were halted due to environmental study requirements.
- Private property assessments for sanctioned trails in Eldorado were abandoned due to prohibitive costs (\$200,000).
- Edi Cutting (Timber Reserve):
  - Parks Victoria currently requests trail removal but offers good potential for cross-country trails (30 minutes from Wangaratta).
- Friends of Warby Track:
  - Not suitable for all skill levels and affected by erosion.
- Wilson Road area identified as having development potential (championed by Craig Bowman).
- Have been in contact with the Beechworth Chaingang MTB Club to see if it is feasible to establish a branch of the club in Wangaratta rather than establish a new club

## Community Workshop 2 – Whitfield Recreation Reserve

6.30pm – 8.00pm, Wednesday 20th November 2024

10 attendees

### Road Cycling:

- Lack of road shoulders poses significant safety risks for cyclists, discouraging road cycling.
- Improved road safety is required for both children and adults.
- Cycling routes, such as from Edi Cutting campsite to Whitfield and the King Valley Brewery, are dangerous, especially for return journeys to camp.

### Rail Trail:

- There is no rail trail connecting Wangaratta to Whitfield, excluding cyclists from the growing wine tourism opportunities in Whitfield.
- Strong community support for a rail trail in the region.
- Successful examples of Rail Trails within wine regions include Clare Valley and McLaren Vale in South Australia.
- Previous plans for a rail trail from Wangaratta to Oxley, potentially extending to Moyhu, were developed, surveyed, and partially funded (\$4m of \$23m total cost), but funds were redirected. Reviewing these plans is critical.
- A rail trail could serve as a central spine for the region, with towns and gravel/road cycling routes branching off.
- Due to high costs, staging the rail trail project is the most viable approach.
- A potential slogan or point of difference could be “Go Twice as Far” to highlight the region’s flat and easy cycling terrain and the growing popularity of e-bikes.

### Wheeled Opportunities for the Local Community:

- Whitfield requires facilities such as a pump track, skate park, or learn-to-ride space for children.

- Four unused tennis courts at the Recreation Reserve Oval could be re-purposed for wheeled activities.
- Road reserves, such as Creek Road Reserve, may provide options but could face opposition from groups like Bushcare.
- Playgrounds, toilets, and rest areas in Whitfield and Moyhu are well-used by travellers from Mansfield; adding wheeled sports facilities for children could enhance these amenities.
- The KinGRAVelly cycling event, funded through bushfire recovery, was well-received but was a one-off event. Could this be re-introduced?
- Footpath networks in Whitfield and Moyhu are incomplete but require only minor extensions to connect to recreation reserves.

#### Cycling Clubs:

- A lack of a formal Wangaratta Cycling Club forces local cyclists to join clubs in neighbouring areas.

#### Mountain Biking:

- State forests are ideal for developing mountain biking parks to mitigate environmental risks due to their limited environmental values
- Potential areas include the Black Ranges behind Edi Cutting and Gentle Annes.
- A 2019 feasibility study for mountain bike trails behind Whitty Lane is available, with maps included.

#### Tourism:

- Need to contact/consult Tourism North East cycle tourism staff to discuss opportunities

## Community Online Workshop

5.30pm – 7.00pm, Tuesday 27th November 2024

2 attendees

#### King Valley:

- Community and Safety Concerns:
  - King Valley and North East Tours have 77 members.
  - Narrow road shoulders make road cycling dangerous in the region.
  - A bike track is needed to provide safe movement for cyclists in the King Valley.
  - Pedestrian safety is also a concern, particularly for individuals walking on roads after visiting vineyards, breweries, or hotels, such as Mountain View Hotel to Pizzini.
  - Specific routes, including Whitfield to Lake Hovell Road and Pizzini to Chestnut Road, are particularly hazardous, with frequent reports of dangerous overtaking.
- Proposed and Existing Infrastructure:
  - A trail was previously proposed to connect Gentle Annie's Caravan Park, Whitfield, and Cheshunt.
  - Victorian Government's Principal Cycling Networks funding could potentially support improvements, but widening all roads is not feasible.
- Tourism and Regional Awareness:
  - The region is under-promoted despite its assets, including 13 cellar doors and Valley View being rated Victoria's top camper spot in 2023 and Mountain View Hotel rated Australia's top hotel.
  - The prosecco bubbles sculpture requires better contextual information for visitors.

#### Inline Hockey:

- Current Activity:
  - Games and training sessions are held every Wednesday and Sunday.
  - Enthusiastic players travel to Wodonga and Albury for competitions.

## Wheeled Activity Strategy

- Inline hockey appeals to a wide demographic and is accessible to all age groups, with over 100 members.
- Facilities:
  - Currently played at the Sports and Aquatics Centre in Wangaratta on an outdated basketball court, which is inadequate.
  - Requires proper boards for realistic gameplay.
  - Ideal facility specifications include:
    - Two basketball courts.
    - Preference for concrete flooring, but a suitable surface overlay on standard flooring is acceptable.
    - A dedicated industrial building that could accommodate inline hockey alongside other wheeled sports, including speed skating, artistic skating, roller hockey, and roller derby.
- Comparable Facilities:
  - Melbourne has high-quality ice rinks catering to ice hockey, highlighting the potential for a similar dedicated facility in Wangaratta.

## Mitchell Avenue Pump Track and Skatepark Drop-in Session

3.00pm - 4.00pm, Tuesday 19th November 2024

- One scooter rider expressed satisfaction with the current facilities.
- Tredwell highlighted the need for improved shade, particularly over the skatepark, as it was a hot day with no shelter available for riders.
- Noted some facilities were damaged/ vandalised such as a picnic table which had the wooden planks removed

Rural City of Wangaratta

### Community Drop-in Sessions

#### Wheeled Activity Strategy

Join us at drop-in sessions to tell us about how you scoot, skate, cycle and ride and how we can support that activity.

- 19 November, Wangaratta Library, 6:30-8pm
- 20 November, Whitfield Recreation Reserve, 6:30-8pm
- Tuesday 26 Nov: Online meeting (Zoom) (5:30pm-7pm)

To RSVP or complete our community survey online:  
[connect.wangaratta.vic.gov.au/wheeled-activity-strategy](https://connect.wangaratta.vic.gov.au/wheeled-activity-strategy)

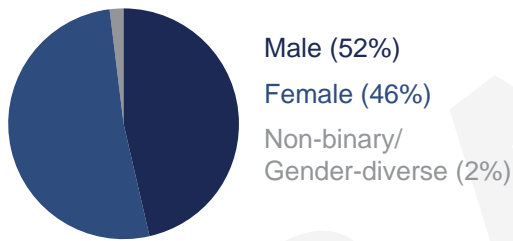
Community Workshops and Drop-in Sessions Flyer

# B2 - Online Survey Findings

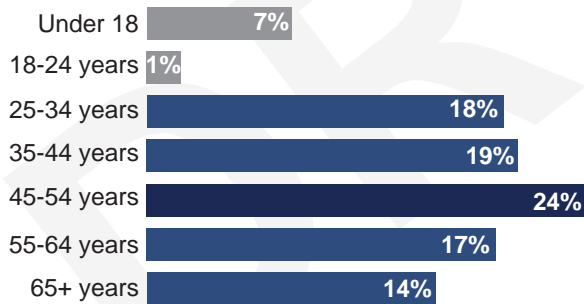
Total Engagement

## 113 Responses

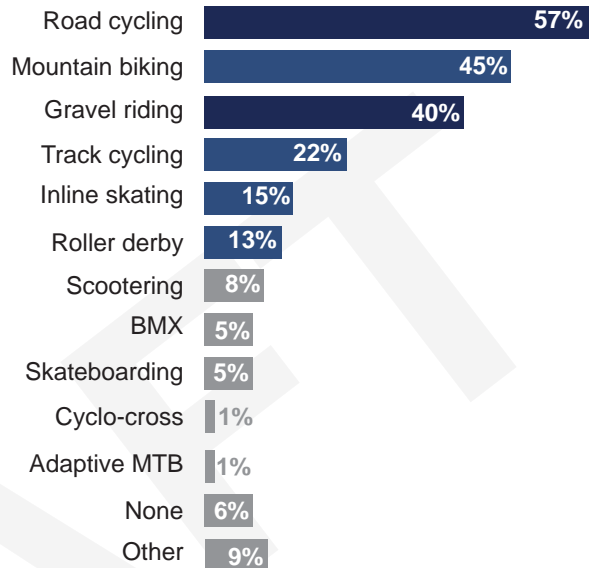
### Gender



### Age



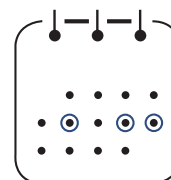
### Wheeled sports participated in (multi-choice)



#### Other:

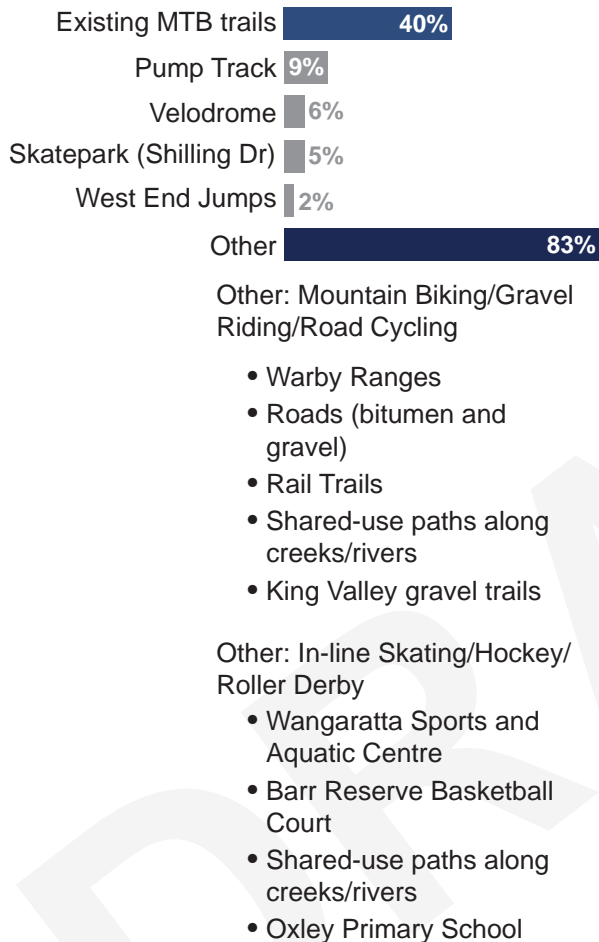
- Roller skating (3)
- Recreational cycling (2)
- In-line hockey (2)
- Bicycle touring (2)
- Commuting (1)
- Bike Packing (1)
- Trishaw (1)

### Frequency of participation in wheeled sports

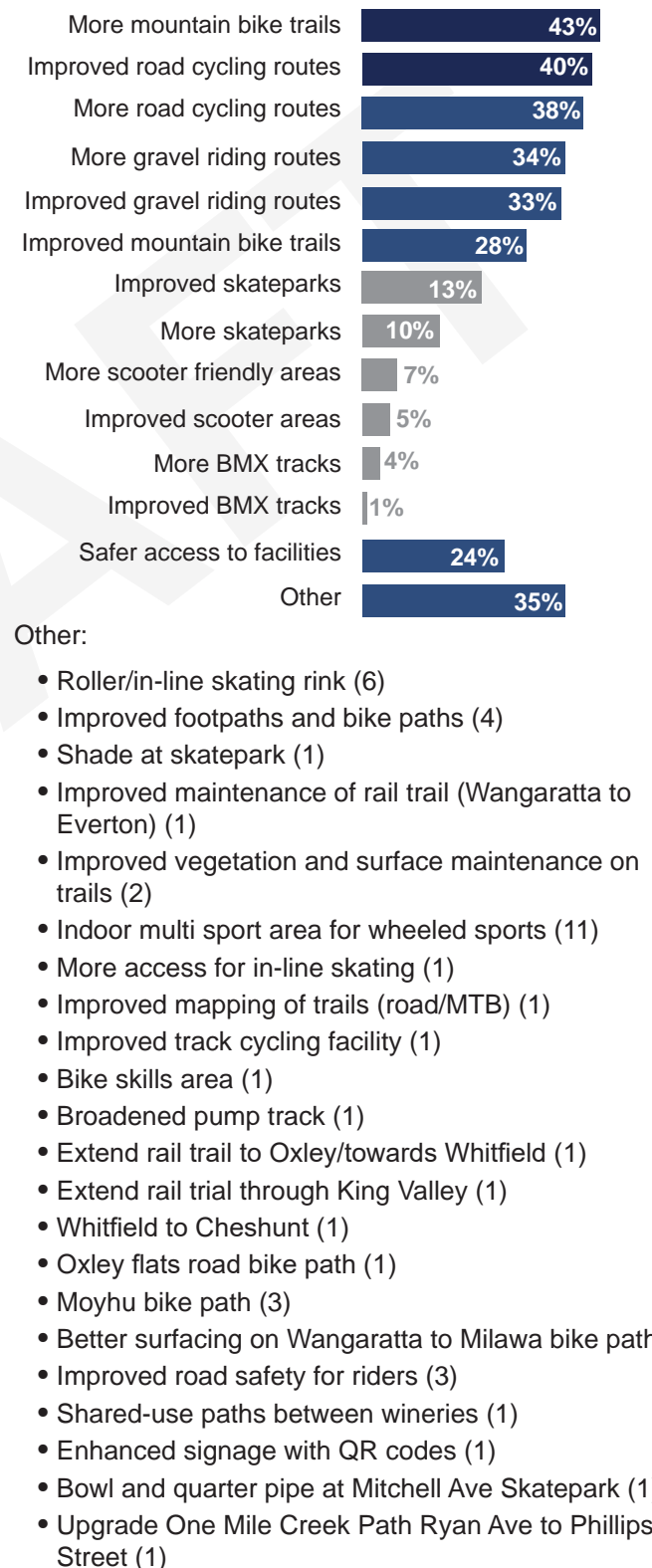


- Daily (18%)**
- 2-3 times a week (48%)**
- Once a week (20%)**
- Once a month (5%)
- Rarely (6%)
- Never (5%)

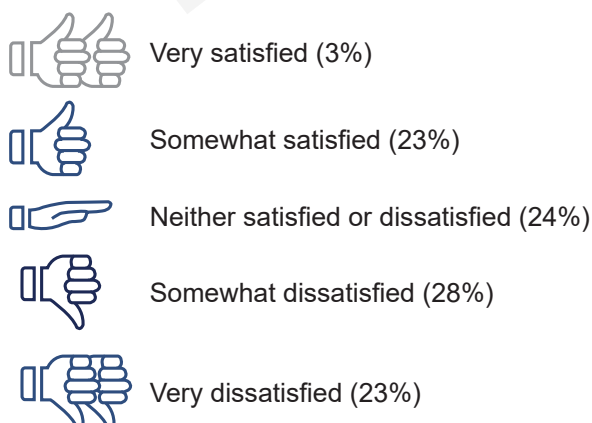
**Where participants partake in wheeled sports**



**Improvements for wheeled sports in the Rural City of Wangaratta**



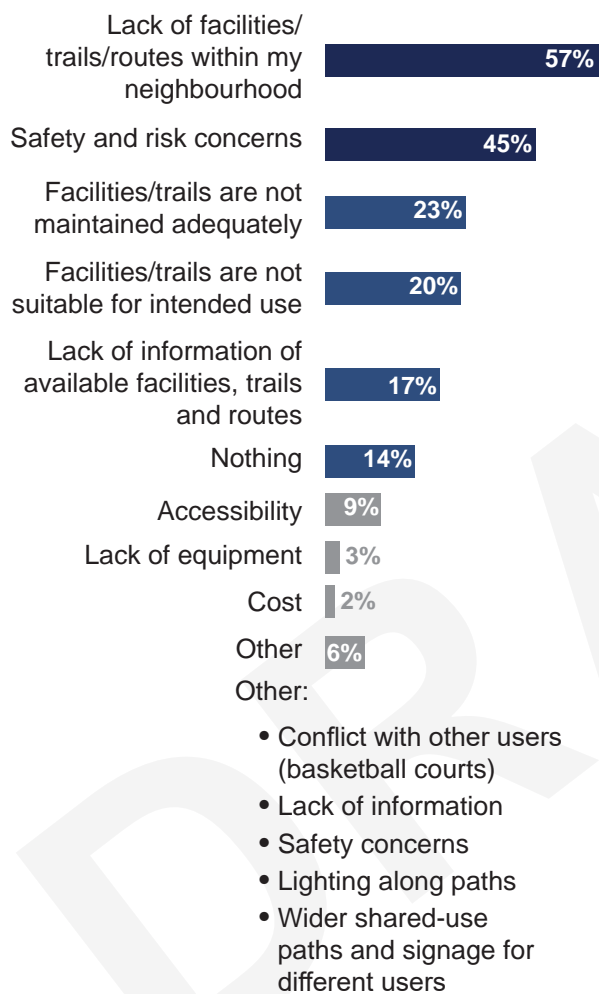
**Satisfaction with current wheeled sports facilities in participants area**



## Specific locations where participants think new wheeled sports facilities should be developed

Wheeled Activity	Location	Mentions	Details
Mountain biking	Warby Ranges	11	Formalise, maintain and expand mountain biking trails in Warby Ranges.
	Wilson Road Old Quarry	2	Develop mountain bike trails and skills park to provide opportunities outside of Bright.
	Whitfield	1	Provide connection from Whitfield to Mansfield-Whitfield Road to access mountain biking (Whitty Lane).
Gravel riding	King Valley	5	More and improved gravel riding routes and infrastructure in King Valley, Whitfield and surrounds.
	Warby Ranges	2	Promote gravel riding opportunities.
	Wangaratta	1	Link Wangaratta to Rutherglen, Wangaratta to Springhurst, Wangaratta to Bundalong, Wangaratta to Benalla, Nth Wangaratta to Peechelba, Wangaratta to Whitfield.
	Wangaratta	1	Utilise levee banks for cycling routes.
Road cycling	Warby Ranges	5	Safe cycling route(s) to reach Warby-Ovens National Park.
	Wangaratta-Whitfield Road	4	Improve road shoulder and safety and maintenance for cyclists.
	King Valley	3	More and improved road cycling routes and infrastructure in King Valley, Whitfield and surrounds.
	WISAC	1	Pave the dirt area outside WISAC to provide sealed access to bike racks at entrance.
	Winton Wetlands	1	Provide connection to Winton Wetlands.
	Myrree	1	Develop a bike path in Myrree for safety purposes.
	Wangaratta to Glenrowan	1	Improve road shoulder width for rider safety.
Track cycling	Wangaratta Showgrounds	4	Velodrome, criterium and cyclo-cross track at the old rodeo ground or trotting track in Wangaratta.
Roller Derby/in-line skating and roller hockey	Wangaratta (WISAC/Barr Reserve)	16	Multi-sports wheeled sports arena for roller skating, derby, hockey and other wheeled sports.
	Mitchell Avenue Skatepark	3	Develop smooth roller skating surface to be used by all wheeled sports
Skateboarding/pump track	Whitfield	2	A small pump track or BMX track for children would be beneficial at the recreation reserve or similar.
	Glenrowan	1	There is currently very limited recreation options for kids and teenagers in the Glenrowan area.
	Oxley	1	Oxley Park for pump track/skatepark and half basketball court.
	Wangaratta	1	Improved skateparks.
Shared-use trails	King Valley	17	Link Murray to Mountains Rail Trail to Great Victorian Rail Trail (Oxley to the King Valley and to Whitfield shared-use path) to boost King Valley tourism, offer safe cycling routes and drive more trade for local businesses.
	Prosecco Trail	15	Develop/complete the Prosecco Road bike trail.
	Whitfield to Cheshunt/Moyhu	6	Develop bike track from Whitfield to Cheshunt and Moyhu for safety reasons including caravan parks
	Wangaratta	1	Finish the shared path on Willow Drive. There are gaps near Russell Avenue and from Williams Road to Barkoo Avenue.
	Wangaratta	1	Improve paths, road crossings and loop journeys along shared use paths with limited U bar restrictions for trishaws.
	Milawa	1	Rail Trail to Milawa requires resurfacing
	Wangaratta	1	Connect One Mile Creek Trail to Cathedral College.

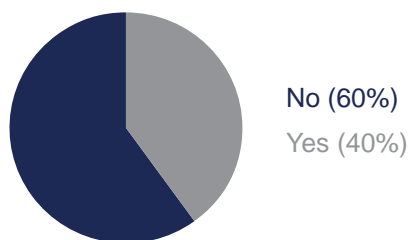
**What prevents people from participating more often in wheeled sports (multi-choice)**



**Community wheeled events or programs participated in:**

- North East Roller Derby (11)
- Inline Hockey Club (7)
- Social riding groups (6)
- AMP (3)
- Beechworth Mountain Bike Junior Program (2)
- Road Safe North East Bike Education Program (2)
- Skatepark Trainings and Workshops (2)
- Audax Australia (2)
- Granite guys - Beechworth (1)
- North East Skatepark Series (1)
- Alpine Junior Mountain Bike Series (1)
- Alpine Summer Series (1)
- Interschool Mountain Bike Series (1)
- Club racing (1)
- Victorian Gravity Enduro Series (1)
- Critical Mass (1)
- Ignition Mountain Bike Event (1)
- Team Mount Beauty Events (1)
- King Valley Challenge (1)
- Roller Disco (1)
- Statewide Stampede - WISAC (1)
- Cycling Without Age Wangaratta (1)

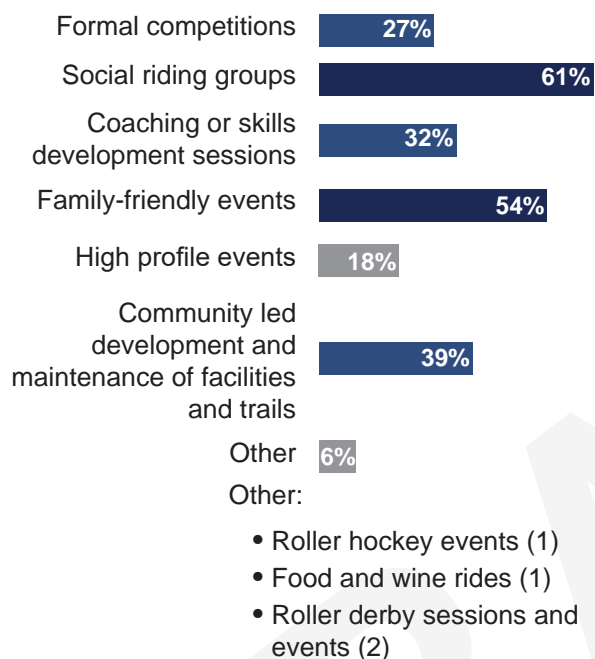
**Current participation in community wheeled events and programs**



**Interest in participating in community wheeled sports events or programs**



### What types of wheeled sport programs and events people are interested in



### Additional Comments and suggestions regarding wheeled sports facilities and programs in the Rural City of Wangaratta (percentage of mentions)

- 33%** Safe off road cycling paths in the King Valley:
  - Connect Whitfield, Cheshunt and Moyhu to the Rail Trail with a safe bike path
  - Extend rail trail from Oxley to Whitfield
  - Develop the Prosecco trail/rail trail to improve the safety for riders in the King Valley
- 16%** Multi-use rink for Roller derby, inline hockey, and community parties and events
- 7%** Mountain bike trails in the Rural City of Wangaratta e.g. at Warby Ovens National Park, Whitty Lane, Black Range and Moyhu Timber Reserve

- 6%** Ensure road resurfacing of popular cycling routes is fine/hot mix and not course chip
- 4%** Programs and events to engage youth and the entire family - e.g. bring back the KinGRAVELly event
- 4%** Regional velodrome and cycling hub
- 4%** Driver awareness campaigns for road rider safety
- 4%** Support of sustainable transport through development of bike lanes through Wangaratta
- 1%** More wheeled sports facilities in rural areas (e.g. mountain biking and skateparks)
- 1%** Improve shared-use path surfacing to be friendly for all wheeled activities including those with small wheels
- 1%** Continue to work with 'Ride High Country' to promote gravel riding
- 1%** Develop the underutilised Wilson Road Quarry into a mountain bike, cyclo-cross and gravel park
- 1%** Consider development of maintenance stations, shared rest stops and secure bike parking along existing trails
- 1%** Bike trail in Myrree
- 1%** Ensure promoted routes are safe
- 1%** Connect Whitfield to Mansfield via cycling
- 1%** Maintain existing rail trail to a higher standard

## B3 - Key Stakeholder Interview Findings

### North East Roller Derby (NERD)

#### Current Facilities:

- The Oxley Primary School shed is utilised for training sessions, with floor markings taped as needed.
- The facility cannot accommodate games due to size limitations.
- Recent competitions were hosted at the YMCA, though this presents challenges due to black marks left on the flooring. Roller skates are being improved to mitigate this issue.
- Participation is limited to ages 16+ due to the physical nature of the sport.
- Tournaments run from March to November across Victoria, drawing approximately 200 participants.
- Few clubs have dedicated venues, relying on facilities like YMCA centres.
- The YMCA occasionally organises roller discos for children.
- Shared-use paths are also used for skating activities.

#### Identified Needs and Aspirations:

- A dedicated venue is desired, potentially utilising an old shed or similar structure.
- The venue must be indoors with concrete flooring, preferred for its reduced slipperiness compared to wooden surfaces.
- The facility should accommodate two courts and include space for “suicide” drills and spectator seating.

### Sport North East

Sport North East Goal: Promote and increase sports participation across the North East region.

#### Programs/bike education include:

- Learn to Ride traffic school near Rundle Place.

- North East Road Safety Program delivered through local schools.
- Ride-to-School initiatives.

#### Velodrome:

- Not used extensively in recent years primarily due to the poor condition of the surface.
- Funding is unlikely due to the current poor condition of the facility and conflicts with a local football club who also use the oval and requires crossing the track to access the oval.
- Track is not adequately banked for cycling events.

#### Criterion Tracks:

- Valued for their ability to support multiple uses beyond cycling.

#### Cycling Groups:

- Chaingang Cycling Club (located in Beechworth).
- Baramarotha Cycling Club.

#### Skating and Wheeled Sports events:

- North East Skate Park Series regularly includes Wangaratta.
- Events by AI's Skate Shop provide opportunities for participants with disabilities and include BMX, scooter, and skating activities.
- The Great Victorian Bike Ride will pass through Wangaratta at the end of November.

#### Rail Trail:

- Poor signage to direct visitors from the train station to the rail trail in Wangaratta.
- Lack of water stations and limited amenities along the trail, particularly between Wangaratta and Myrtleford.

#### Shared Use Pathways:

- Underpasses frequently flood due to runoff from the mountains, resulting in extended closures.

#### Disability Wheeled Sports:

- Disability tennis is hosted in Albury and Wodonga.
- Berringa School recently held a wheeled disability sports basketball competition.
- Opportunities for funding disability sports initiatives are available through the Victorian Government.

#### Other Facilities:

- A motocross track is located over the Warby Ovens (noting this is not within the scope of the study).
- Dirt jump facilities are available at both West End and Appin Primary School.

## Sport and Recreation Victoria

#### Engagement and Inclusion:

- Reach out to the Council's Disability Advisory Group to ensure accessibility and inclusivity in planning and development.

#### Potential Mountain Bike Trails:

- Edi Cutting, located behind and around the Gentle Annes Caravan Park, identified as a potential location for developing mountain bike trails.

#### Facility Maintenance:

- Council emphasised the need to understand the requirements and resources necessary for maintaining future wheeled activity facilities to ensure sustainability. Discuss with Council Asset Management staff

#### Development Priorities:

- Highlighted the importance of establishing a hierarchy of developments to strategically allocate resources and meet community needs effectively.

#### Participation of New Arrivals:

- Recognised the need to consider the participation of new arrivals to the region in sports and wheeled activities, ensuring inclusive opportunities are available.

## Wangaratta Cycling Club

#### Cycling Club and Training Initiatives:

- The Cycling Club provides teaching and training to children aged 5-10 (Aus Bike) and women, though the club has a relatively small membership base.

#### Velodrome:

- The Cycling Club accesses the velodrome once a week.
- There is ongoing conflict with the football club due to the proximity of the football oval, and the cycling club feels marginalised and pushed out of the space.
- The velodrome surface is in poor condition

#### Lack of Competition-Based Cycling Facilities:

- There are no competition-based cycling facilities in Wangaratta, and it is challenging to obtain a permit to race on the road.

#### Criterion Tracks:

- Criterion tracks are considered a good option for the region due to their multi-purpose nature, with the potential for high usage.

#### Skills Park Proposal:

- Consideration given to including a small skills park at Mitchell Park Skate and Pump Track, featuring elements such as logs and seesaws for cycling and wheeled sports practice.

#### Road Cycling:

- Road cycling in the area is considered dangerous due to narrow or absent shoulders in certain places.
- Rutherglen is noted for having good on-road cycling facilities.

#### Saleyards Concept Plan – Wangaratta Cycling Precinct:

- Reference to PDF of the preferred Saleyards Plan.

- Proposed staged development:
  - Stage 1: Criterium track and mountain bike track.
  - Stage 2: Velodrome at a later stage, as the cycling club recognises the velodrome as a specialised facility while the criterium track is multi-use.
- A skills park is planned for the Saleyards site, with a smaller version at the Mitchell Road Pump Track and Skate Park.
- Feasibility study conducted with university support, with Saleyards identified as the most suitable site.
  - Alternative sites considered:
  - Avian Park – Parks Victoria declined the site.
  - Showgrounds – Council declined, as the area is classified as a festival space.
  - H.P. Barr – Risks associated with baseball usage.
  - Greenfield Area – Too late in the process to make this work.
- The Saleyards site is Council-owned, located opposite the saleyards, with no impact on surrounding users, including the aerodrome model makers. It is also situated in a growth area of Wangaratta. On face value it appears to be a suitable site for the development of cycling facilities, however would require extensive further site investigations.

### Mountain Biking:

- Interest in developing a mountain bike facility at Wilsons Road, near the location of the Scouts. Scouts haven't been supportive to date and they have a lease over the site.
- High-level site concept plans include a jumps track and cross-country trails.
- The site is an old quarry located on Crown Land, with a sub-committee being developed for mountain biking.

### Wangaratta Cycling Club Vision:

- The vision includes the development of the Wangaratta Cycling Precinct at the Saleyards, Wilsons Road Mountain Bike Park, and multiple skills parks located throughout Wangaratta.

## Cycling Without Age

### Cycling Group:

- The cycling group, Cycling Without Age, uses e-bike trishaws to transport older generations from four retirement villages and nursing homes around Wangaratta. The group provides social exercise opportunities and helps reconnect the elderly with nature and the community.
- The group has 30 members, with 20 active at any given time.
- Shared-use paths are often too narrow in some areas, restricting safe travel for both cyclists and pedestrians.
  - Bollards and traffic barriers create problems, as the trishaws cannot fit through them.
  - Riding through the CBD is challenging and dangerous due to traffic and infrastructure issues.
  - Steep gutters present additional difficulty for the trishaws.
- The cycling group occasionally uses back roads, the velodrome, and the railway station for routes, which are more accessible.
- The trishaws are stored at the showgrounds. Additionally, the section of the rail trail towards Millawa is inaccessible to the trishaws, limiting their use to urban areas, as the trishaws are difficult to transport.
- Levy Bank is now also inaccessible to the group due to newly installed gates.

### General Comments:

- There is a need for improved signage at the train station to guide users to the rail trail.
- Gates along shared-use paths are closed when wet, often remaining closed for up to 2-3 months per year.
- A proposed extension for the rail trail from Oxley to Millawa.
- There is a need for public toilets in areas west of Wangaratta, particularly in the new development zones.

## Youth Resilience Group (DRY)

### Cycling and Recreation:

- School Cycling: A few members of the group ride to school.
- Dirt Jumps: Located in Apex Park and near the train bridge, the existing dirt jumps are not very attractive.
- Inline Hockey: Played at Barr Reserve.
- Walking Tracks: One of the walking tracks has a dead end, limiting its usability.
- Skate parks are not always desirable places to visit due to anti-social behaviour

### Cycling Routes and Mountain Biking:

- Wangaratta to Glenrowan Ride: There is a bike route from Wangaratta to Glenrowan.
- Mountain Biking Needs: There is a demand for more established mountain biking trails, particularly in the surrounding areas, though these are better suited for locations outside of Council jurisdiction. Currently people travel to neighbouring Council areas such as Indigo Shire (Beechworth and Yackandandah) and Alpine Shire (Bright) to mountain bike
- Warby Ovens National Park: Located 25 minutes from Wangaratta, this area is a potential site for mountain biking trails.

### Winter Sports:

- Roller Skiing: Some group members participate in roller skiing as part of their training for cross-country skiing.

## FreeZa Youth Group (Synergy Youth Group)

The skate park and pump track become popular after 3:00 PM on weeknights once school finishes, with increased activity during this time.

## Tourism North East

### Rural City of Wangaratta's Point of Difference:

- Gravel riding is excellent in the RCOW and provides mostly flat terrain which is more appealing than undulating terrain of surrounding areas.

- Mountain biking tourism would be limited for Wangaratta considering terrain and surrounding mountain bike offerings.

### Velodrome track:

- A velodrome would provide limited tourism opportunities as this appeals to a limited market.

### Criterium track:

- A criterium track provides for a broad market but there is still not an overly high tourism market associated with this.
- Criterium tracks can provide for a high number of wheeled activities including criterium, cyclo-cross, adaptive cycling, roller skiing etc.
- The design of the criterium should be designed for criterium and the other user groups can then utilise it. If designed with other users in mind then it may not function correctly as a criterium track, as evident in a number of cases across Australia e.g. Bright and Sydney.
- Criterium case studies: Ipswich Criterium Track, Toowoomba Criterium Track.

### Rail Trail:

- Support the extension of the rail trail to Whitfield.
- Can tie the rail trail into the wineries, gravel and road rides from a tourism perspective.
- Currently many of the main roads used for cycling have limited shoulder width, making them dangerous for cyclists. A number of cycling routes have been removed from Tourism North East promotional materials due to this. Sealing the rail trail would provide an alternative, safe option for road cyclists. This has been proven to work in Bright.

### Overall experience:

- Current wheeled activities, routes and loops are in isolation, consider linking these together where possible.

- Signage and marketing to be consistent as there is no continuation of look and feel within RCOW. The Murray to Mountains Rail Trail has multiple signage styles across the one trail which can be confusing and provide a disjointed feel for users.

### Wangaratta Hardcourt Tennis Association

#### Current Facility

- Located at HP Barr Reserve
- The clubroom is located to the east of the northern courts.
- All courts are cracking and are in need of repair and a condition report is planned to be undertaken for the courts and facilities.

#### Accessibility concerns:

- Pathways and tennis court gate widths need improvement and widening to cater to all abilities and sports wheelchairs.
- Gravel car parking is not accessible.
- General wheelchair access throughout the precinct, including access to the pool and netball facilities, is inadequate.
- The ramp is expected to be upgraded soon.

#### Planned improvements

- New all-accessible toilets have been installed at the back of the tennis clubrooms.
- Additional shade sails around the clubhouse are proposed.

#### Lighting

- Players use the courts after dark. Lighting is currently seen as being sufficient.
  - LED lighting is installed on six blue courts.
  - Middle courts have coin-operated lighting.
  - New lighting on southern courts

#### Other Nearby Tennis Venues

- Merriwa Park: Grass and synthetic courts not suitable for wheelchair access.
- Albury/Wodonga: Facilities in good condition, however are located approximately 45 minutes away.

- Wodonga Tennis: Faces similar accessibility challenges.

#### Indoor Centres

- Existing indoor tennis facilities:
  - Melbourne (run by Tennis World)
  - Ballarat (private owner)
- Indoor courts are suitable from a wheelchair playing perspective.
- Many indoor centres have shut down in recent years due to financial sustainability issues (e.g., Warrnambool) and it would need to be a multi-use/shared facility to cover costs.
- Ballarat's indoor centre subleases space to manage overhead costs.

#### Wangaratta Hardcourt Strategic Plan

- The club is in the early stages of developing a strategic plan for venue redevelopment.
- Aiming to strengthen relationships with surrounding stakeholders to create a community hub.
- Exploring investment and funding opportunities.
- Wheelchair programs have been trailed and implemented.
- Broader precinct accessibility improvements are needed.
- Tennis Victoria recognizes the site as an important facility.

# C1 - Best Practice Review and Case Studies

To be completed with Feasibility Study of confirmed Priority Projects.

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