

Trails for Tomorrow

Invest in Eastern Melbourne's
Active Transport Routes



About ETC

What is the Eastern Transport Coalition?

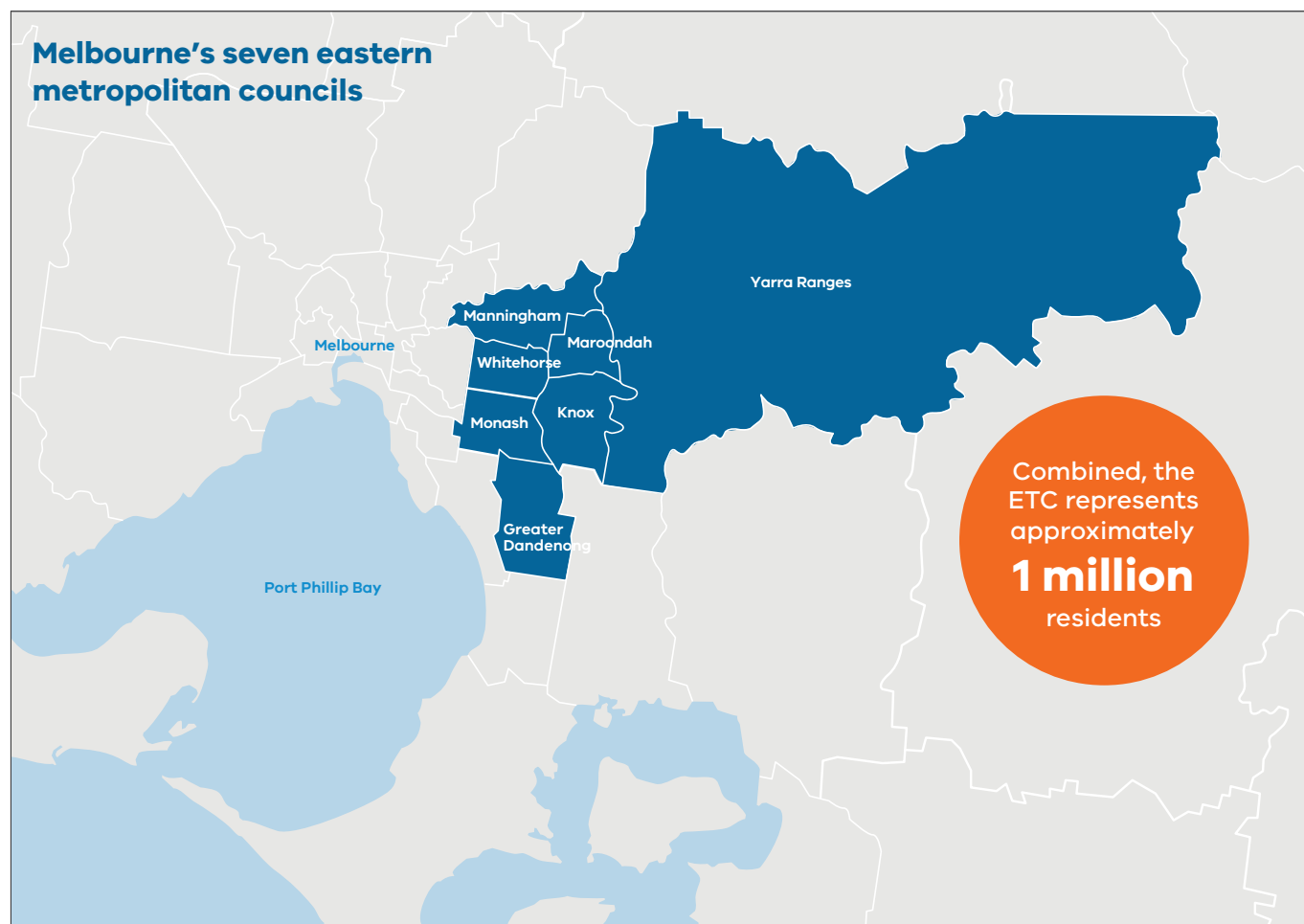
The Eastern Transport Coalition (ETC) consists of representatives from Melbourne's seven eastern metropolitan councils:

- City of Greater Dandenong
- Knox City Council
- Manningham Council
- Maroondah City Council
- Monash City Council
- Whitehorse City Council
- Yarra Ranges Council

Combined, the ETC represents approximately one million residents. We advocate for sustainable and integrated transport services that reduce car dependency.

We aim to work with federal and state governments to ensure the economic, social and environmental wellbeing of Melbourne's outer east.

The initiatives we promote are crucial to the eastern region's growing business opportunities, thriving job market, clean air and liveable communities.



Why Trails?



Regional trails accommodate multiple potential user groups (particularly pedestrians and cyclists), are mostly off-road, long and continuous in length and have a regional scale, purpose and impact.

Trails not only promote healthier lifestyles and provide community enrichment but also enhance local economies by attracting outdoor enthusiasts from across Victoria. Trails have an important domestic function, with locals using trails for commuter, recreational and physical activities.

By investing in trails, we can create safe, accessible and visually interesting corridors and spaces that encourage physical activity, improve mental well-being, and connect people to places of interest, services and nature.

This policy document advocates for government funding that will enrich our communities in Melbourne's outer east, support sustainable transport, grow tourism and provide lasting benefits for generations to come.

The trails outlined in this funding proposal have been carefully evaluated by the member councils of the ETC and identified as high-priority projects for our region. These trails are not only essential for enhancing outdoor recreational opportunities, but also extend community access to jobs, education, small businesses and potential tourism opportunities. Additionally, they play a significant role in promoting environmental stewardship and community connectivity.

By securing funding for these initiatives, we aim to provide a range of benefits to the community:



Social and health benefits

Regional trails create spaces for people to exercise with others which creates community connection and contributes to good mental and physical health.



Environmental benefits

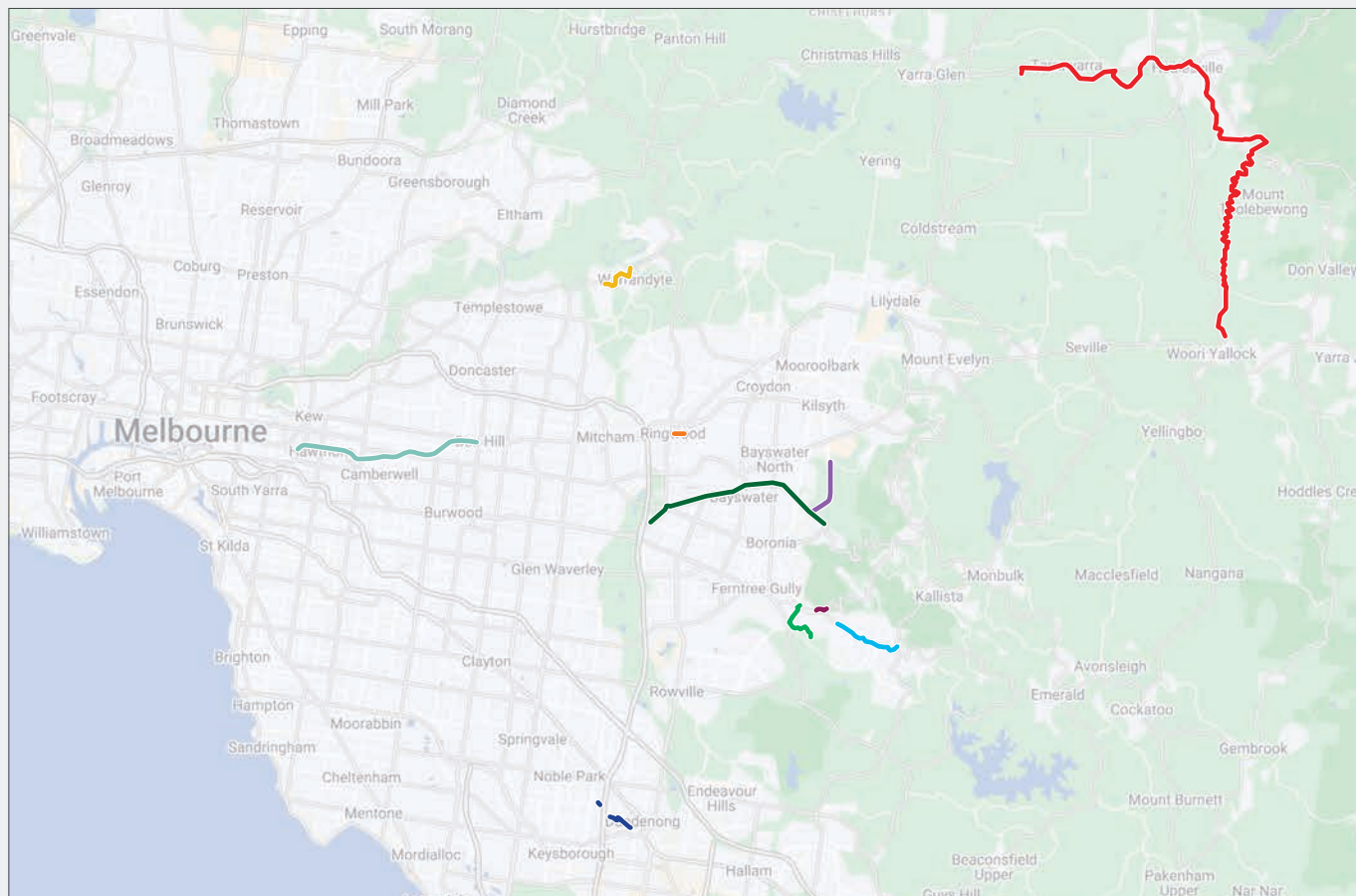
A high quality regional trail network encourages people to choose to walk or cycle to destinations, rather than using motorised transport modes. This results in reduced vehicle numbers on roads which leads to improved air quality, and reduced noise pollution and traffic congestion.



Economic and tourism benefits

Most of the visitors to the regional trails in eastern Melbourne live in Melbourne themselves. These local tourists have the same potential to provide economic advantage as those travelling greater distances before arrival. The trails can also provide a focus for economic activity. This includes activities such as personal training and fitness.

Top 10 Proposed Trails



Click on the Trail below for more information

Trail #	Proposed Trail Location	Local Government Area
1	Ringwood to Croydon	Maroondah City Council
2	Djerring Trail	City of Greater Dandenong
3	Ferny Creek Trail	Knox City Council & Yarra Ranges Council
4	Yarra Valley Trail	Yarra Ranges Council
5	Heathmont to Belgrave Rail Trail	Yarra Ranges Council
6	Mountain Hwy shared path from Eastlink Trail to The Basin	Knox City Council
7	Main Yarra Trail	Manningham Council
8	Liverpool Road	Knox City Council
9	Heathmont to Belgrave Rail Trail	Knox City Council
10	Box Hill To Hawthorn (Stages A, B & C)	City of Boroondara & Whitehorse City Council

Trail #1

Ringwood to Croydon (Stage 1)

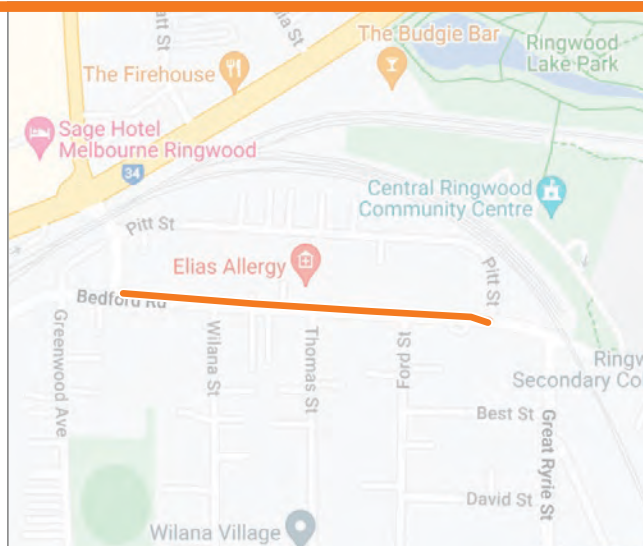
Length: 1.3km

Location: Ringwood

Local Government Area: Maroondah City Council

State electorate: Ringwood & Croydon

Federal electorate: Deakin



Objectives and benefits

The project is an important link in the larger 30-kilometre CBD to Croydon Strategic Cycling Corridor which is a key route for the Principal Bicycle Network. It will:

- Create a direct, safer and continuous pedestrian and cycling pathway along Bedford Road, through Bedford Park Reserve and along Railway Avenue to connect the Ringwood Metropolitan Activity Centre to Ringwood East Activity Centre and other local cycling paths.
- Lead and draw visitors along the Lilydale railway line to, and through, the Bedford Park Reserve with enhanced landscaping and clearer and formalised pedestrian and cycling paths.
- Reinforce commuter journey to stations, schools, shops and connect visitors to places of interest and support local living in the community.
- Complement and protect the significant vegetation sites within the Bedford Park Reserve.

Major facilities and enhancements

When complete, Bedford Road between the Warrandyte Road intersection and Great Ryrie Road intersection will feature:

- A 3m exclusive and protected bi-directional bicycle path and 1.5m exclusive footpath on the northern roadside.
- A 2.5m bi-directional shared path on the south side to the school gate of Our Lady of Perpetual Help Primary School.
- A bicycle lane extensions and integration with Warrandyte Road intersection pedestrian crossings.

Through the Bedford Park Reserve, and along the Lilydale railway line, will feature:

- A meandering 3m bi-directional shared path with lighting to give a slower journey that avoids existing significant vegetation areas.
- A rest node at the community gardens with seating, bike parking, bicycle repair station and drinking fountain.
- Landscaping enhancements to frame and protect existing significant vegetation areas from encroachment from shared paths.
- A wider and raised 3m bi-directional shared path along Railway Avenue with barrier kerb to protect against the proximity to traffic.

Project supporters



- Department of Transport and Planning
- Bicycle Network
- Victoria Walks
- Metropolitan East Bicycle User Group (MeBUG)
- Ringwood Secondary College
- Bedford Park Community Centre
- Maroondah Girl Guides
- Bedford Park Community Garden

Project delivery



This project has an estimated delivery timeframe of 2025, to link in with the construction timeframes for the walking and cycling facilities delivered by the Bedford Road and Dublin Road Level Crossing Removal Projects.

Project estimated cost: Stage 1: \$2.8m

Funding request: \$2.8m

Trail #2

Djerring Trail

Length: Stage 1: 250m

Total length of trail: 2.5km (incl. part of existing trail)

Location: Greaves Reserve to intersection of Railway Parade, Bennett Street and Jones Road

Local Government Area: City of Greater Dandenong

State electorate: Dandenong

Federal electorate: Bruce



Objectives and benefits

The proposed trail forms part of the 2.5km trail leg from Yarraman Station to Dandenong Station and Dandenong Metropolitan Activity Centre, which has not been constructed as part of the Caulfield-Dandenong level crossing removal program. Consequently, this relatively short section of the extensive Djerring Trail is a missing link between Caulfield and the south-eastern suburbs. It will:

- Provide active transport trail connection between Yarraman Station and Dandenong Metropolitan Activity Centre.
- Improve resident access to Greaves Reserve which is used for recreation and major events.
- Improve access to jobs and retail opportunities in the industrial area.
- Improved access for Dandenong West Primary School to open space for sport and events.
- Address active transport safety and accessibility barriers at the intersection, including a footpath connection to the west of Railway Parade.
- Improve connectivity to the East Link trail.

Major facilities and enhancements

Stage 3

- Reconstruct signalised intersection to provide required space for a shared-user path.
- Provide missing footpath connection from the intersection to the existing footpath along Railway Parade, west of the intersection.
- Provide wombat zebra crossing across Bennet St from Greaves Reserve.

Project supporters



- Bicycle Network
- TAC (funded grant for concept design)

Project delivery



Funding committed in 2025/26 budget would allow for construction in 2026.

Project estimated cost: \$8 million

Funding request: \$8 million

Trail #3

Ferny Creek Trail (Stages 1 & 2)

Length: 2.8km

Location: Upper Ferntree Gully

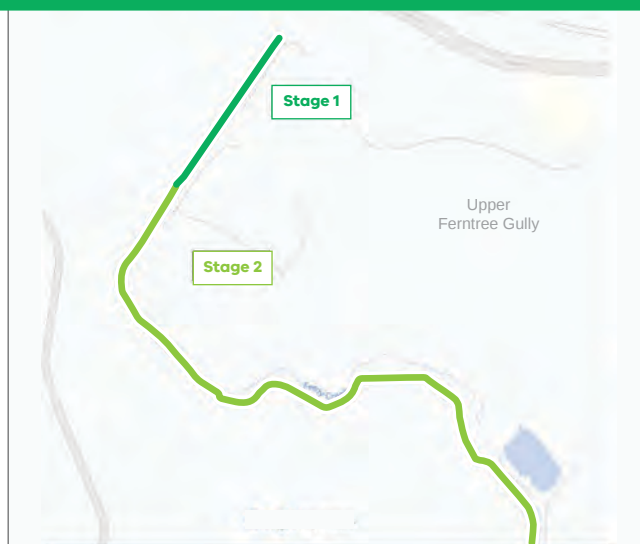
Stage 1 – Ferny Creek Trail to Mason Street

Stage 2 – Mason Street to New Road

Local Government Area: Knox City Council & Yarra Ranges Council

State electorate: Monbulk & Rowville

Federal electorate: Aston



Objectives and benefits

Ferny Creek Trail is a key commuting and recreational trail for the outer-eastern region.

The proposed 2.8km shared path extension of the Ferny Creek Trail is a community-requested extension that will allow controlled access into a significant natural corridor. This will service several clubs and recreational facilities located within Gilmour Park, Kings Park, and the Glenfern Valley Bushland Reserve and will encourage users to travel by foot and bike, especially during wet weather.

Major facilities and enhancements

The proposed trail will provide a 2.5m wide off-road shared path, extending the existing Ferny Creek Trail to Glenfern Valley Bushland Reserve in the Yarra Ranges. It will link Knox to Birdsland Reserve in Yarra Ranges via a future on-road connection.

The link will feature:

- A shared path next to the kerb of the road on the south side of Acacia Road from the existing Ferny Creek Trail to Kings Park entry and signed shared zone between Kings Park entry and Mason Street.
- A shared path along Acacia Road from Mason Street and along the natural footprint of the Ferny Creek, which serves recreational and commuter users alike.

Project supporters



- Bicycle Network
- Metropolitan East Bicycle User Group (MeBUG)
- Friends of Glenfern Valley Bushlands

Project delivery



Stage 1: 2026 (shared path along Acacia Road) to be piggybacked on Acacia Road Reconstruction that will be designed in FY24/25 and constructed in FY26/27.

Stage 2: 2028

Project estimated cost: \$2 million

Funding request: \$2 million



Trail #4

Yarra Valley Trail (Stage 2B & Stage 3)

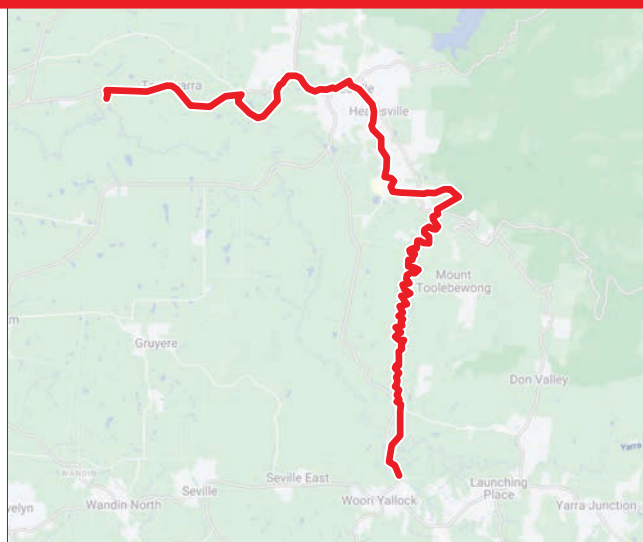
Length: 11km (Stage 2B) & 22km (Stage 3)

Location: Tarrawarra to Woori Yallock,
via Healesville

Local Government Area: Yarra Ranges Council

State electorate: Eildon

Federal electorate: Casey



Objectives and benefits

Yarra Valley Trail Stages 2B and 3 will create an off-road recreational and active transport link between Tarrawarra, Healesville and Woori Yallock, connecting Yarra Valley Trail to the Lilydale to Warburton Rail Trail and completing a valley-wide network of shared trails.

The proposed trail will attract visitors to the region and contribute to sustainable growth in the Yarra Valley visitor economy, supporting local businesses and communities, creating local jobs and building a social licence for tourism.

Major facilities and enhancements

When complete, Yarra Valley Trail Stage 2B will feature:

- Approx 8.2 km of new 2.5 m unsealed shared trail.
- Approx 2.8 km of existing sealed trail, upgraded to a minimum 2.5 m shared path standard where required.
- Connections to trail nodes at Tarrawarra Railway Station and Healesville Railway Station, integrating with future Yarra Valley Railway heritage services between Yarra Glen and Healesville.

When complete, Yarra Valley Trail Stage 3 will feature:

- Approx. 22 km of sealed and unsealed shared trail, including:
 - An approx. 4.1 km sealed connection from Healesville township to Healesville Sanctuary, upgrading the existing footpath network to 2.5 m shared path.
 - An approx. 18 km unsealed connection from Badger Creek to Woori Yallock, with a significant portion of trail following the Coranderrk Aqueduct (when decommissioned).

Project supporters



- Department of Jobs, Skills, Industry and Regions
- Department of Energy, Environment and Climate Action
- Department of Transport and Planning
- Parks Victoria
- VicTrack
- Yarra Valley Railway and Healesville Sanctuary, Yarra Ranges Tourism, Rail Trails Australia, Healesville Traders Association, Warburton Valley CEDA, Wine Yarra Valley, and various community and sporting groups across the region.

Project delivery



2027 to follow on from Yarra Valley Trail Stage 2A: Yarra Glen to Tarrawarra.

Project estimated cost: \$24 million

Funding request for Stages 2B & 3: \$24 million

Trail # 5

Heathmont to Belgrave Rail Trail (Upwey to Belgrave)

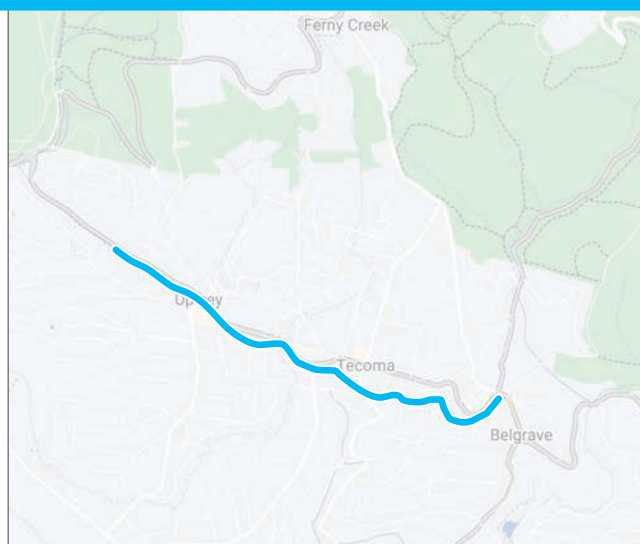
Length: 3.2km

Location: Upwey to Belgrave

Local Government Area: Yarra Ranges Council

State electorate: Monbulk

Federal electorate: Aston



Objectives and benefits

The project is an important link in the larger 30-kilometre Melbourne to Warburton Strategic Cycling Corridor, which is a key route for the eastern metropolitan cycling network. It will:

- Upgrade the existing trail to create a safe and continuous journey for walking and cycling between Belgrave and Upwey, with connections to Belgrave, Tecoma and Upwey railway stations, nearby schools, community hubs and the broader Heathmont to Belgrave Trail.
- Encourage active transport between townships and to railways stations, schools, community hubs and commercial precincts.

Major facilities and enhancements

Upgrade approx. 3.2km of existing trail to Yarra Ranges Council Level 1 Shared Path standard, including:

- Regrade / reconstruct steep trail sections west of Morris Road, Upwey.
- Move mid-trail obstructions (power poles) at Burwood Highway, Upwey.
- Reconstruct (widen and realign) trail north of Upwey Railway Station.
- Reconstruct McNicol Road crossing and upgrade trail interface with Tecoma Primary School and Railway Station.
- Reconstruct narrow trail sections between Tecoma and Belgrave, noting that narrow corridor and railway cutting present construction challenges.
- Safety upgrades to Blacksmiths Way, Belgrave and interface with Belgrave Railways Station and bus interchange.
- Surface and drainage upgrades throughout.

Project supporters



- Rail Trails Australia
- Bicycle Network*
- Metropolitan East Bicycle User Group (MeBUG)*

* assumed supporters

Project delivery



2025

Project estimated cost: \$2 million

Funding already committed: \$400,000

Funding request: \$1.6 million

Trail #6

Mountain Highway shared path from Eastlink Trail to The Basin (10 stages)

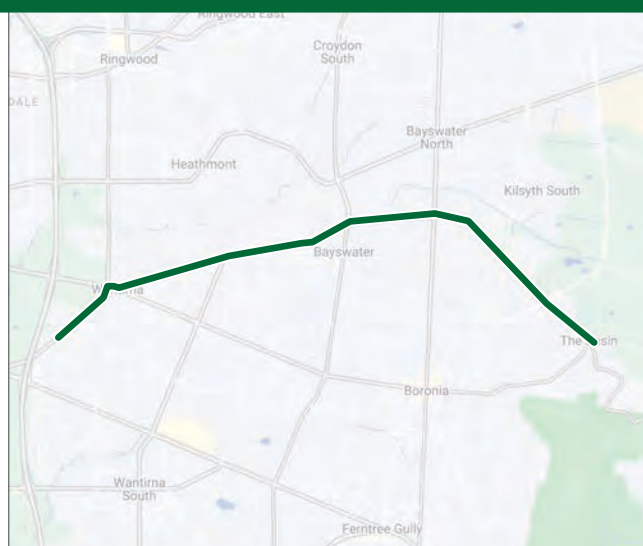
Length: 5.2km

Location: Wantirna, Bayswater, The Basin

Local Government Area: Knox City Council

State electorate: Bayswater

Federal electorate: Aston



Objectives and benefits

Mountain Highway is a key transport corridor in Knox. Completing the missing cycling links along Mountain Highway would provide cycling connections to the Dandenong Creek Trail, Eastlink Trail, Doongalla Forest Mountain Bike Tracks, and the very popular 1-in-20 climb that attracts over 2,000 cyclists every weekend.

The cycling route will also provide a safe cycling connection from The Basin to Deakin University via the Bayswater Business Precinct, Bayswater Activity Centre, Wantirna Mall, and the Wantirna Health Precinct.

Major facilities and enhancements

The proposed cycling link will consist of ten sections that are mainly constructed as shared paths or bicycle lanes on the northern side of Mountain Hwy. This 5.2km long cycling lane will provide a connection for commuter and recreational users between The Basin and the Eastlink Trail. In detail, the cycling link will feature:

1. Pedestrian lights outside Wantirna Primary School to Petalnina Drive, Wantirna – upgrade path from footpath to shared path width.
2. Petalnina Drive to Boronia Road – widen to 3m.
3. Boronia Road between Wantirna Road and Mountain Highway – upgrade path from footpath to shared path width.
4. From Boronia Road to Church Street: Upgrade footpath to shared path and on-road facilities throughout service roads.
5. From King Street to Scoresby Road (east side) and connect to Dandenong Creek Trail: Footpath upgrade to shared path.

6. From Whithers Road to municipal boundary on the west side of Dorset Road: Bike facilities on service road.
7. From Dorset Road to 1001 Mountain Highway: Upgrade footpath to shared path.
8. Outside Miller Park to Liverpool Road: Shared path.
9. Liverpool Road intersection: Re-do grades and provide a suitable shared path connection to the school gate.
10. The Basin Primary School to The Basin Triangle roundabout: Shared path to be constructed.

Project supporters



- Bicycle Network
- Metropolitan East Bicycle User Group (MeBUG)
- The Basin Primary School

Project delivery



2026

Project estimated cost: \$5 million

Funding request: \$5 million

Trail #7

Main Yarra Trail – Pound Road to Taroona Avenue

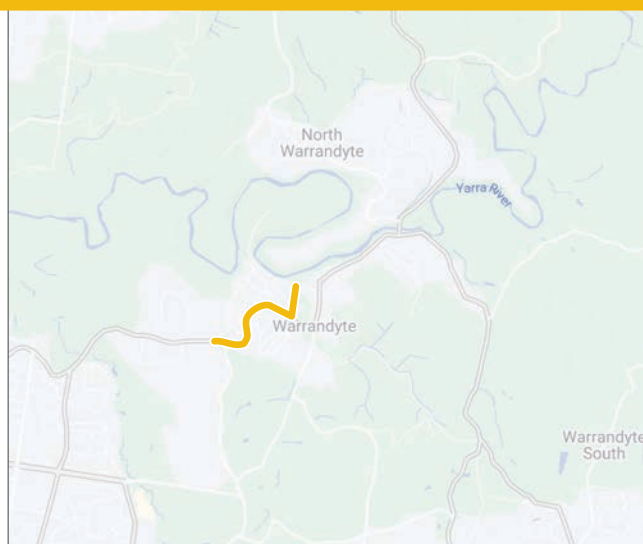
Length: 2.1km

Location: Warrandyte

Local Government Area: Manningham Council

State Electorate: Warrandyte

Federal Electorate: Menzies



Objectives and benefits

The Main Yarra Trail is much loved by our community and an important environmental asset to the area. Providing an extension to the Warrandyte township will improve this experience and provide an additional link around the Yarra River. The existing Main Yarra Trail is a highly used link from inner-city suburbs, including Abbotsford to Templestowe and Eltham along the Yarra River.

Major facilities and enhancements

When completed, the Main Yarra Trail extension in Warrandyte will feature:

- Stage 3 – shared user path capacity (pending investigations)
- Stage 4 – pedestrian path extension only (bicycle route on-road)

Project delivery



Planning and design for Stage 3 is underway, however due to the complexity of the project it will need further discussion and approval from the Department of Transport and Planning.

Stage 4 is feasible as a pedestrian path only. It is planned for delivery this financial year (2024/25).

Project estimated cost: \$2.5 million

Committed funding: \$665,000

Funding request: \$1.85 million



Main Yarra Trail

Trail #8

Liverpool Road Shared Path

Length: 2.8km

Location: The Basin; Kilsyth South, Kilsyth

Local Government Area: Knox City Council & Maroondah City Council

State electorate: Croydon

Federal electorate: Deakin



Objectives and benefits

The proposed cycling path along Liverpool Road, connecting Mountain Hwy in The Basin to Glasgow Road in Kilsyth, will create a direct and safe link between the municipalities of Maroondah and Knox. The path will also connect to the Yarra Ranges via Glasgow Road, expanding regional cycling opportunities.

By linking to key recreational trails such as the Dandenong Creek Trail and The Basin's iconic 1 in 20 rides, the path will enhance the cycling experience for both locals and visitors. Additionally, it will offer improved access to schools and activity centres in The Basin, promoting active transport and healthier lifestyles for the community.

Major facilities and enhancements

Stage 1

Construction of the 1.4km Liverpool Shared Path from Mountain Hwy to Chandler's Lane, Bayswater, including the construction of kerb and channel and drainage upgrades. This link will feather a 2.5m-wide concrete shared path connecting Liverpool Road Retarding Basin, Dandenong Creek Trail via Chandler's lane, Doongalla Forest Mountain Tracks, The Basin Primary School, The Basin Community House, Bayswater Business Precinct via Mountain Hwy and The Basin 1/20 ride.

Stage 2

The existing 1.4 km pathway from Chandler's Lane to Tereddin Drive in Kilsyth, while serviceable, could benefit from improvements to enhance user experience and capacity. These improvements include surface improvement to concrete, widening the pathway, 150m extension to the pedestrian crossing at Glasgow Road and upgrading a Toucan crossing at the intersection of Liverpool Road and Glasgow Road.

Project supporters



- Bicycle Network
- Metropolitan East Bicycle User Group (MeBUG)
- The Basin Primary School
- The Salvation Army Boronia Corps
- Community

Project delivery



Stage 1: 2026

Stage 2: No committed timeframe.

Project estimated cost:

Stage 1: \$1.2m

Stage 2: Accurate costing is yet to be determined.



Trail #9

Heathmont to Belgrave Rail Trail (Upper Ferntree Gully)

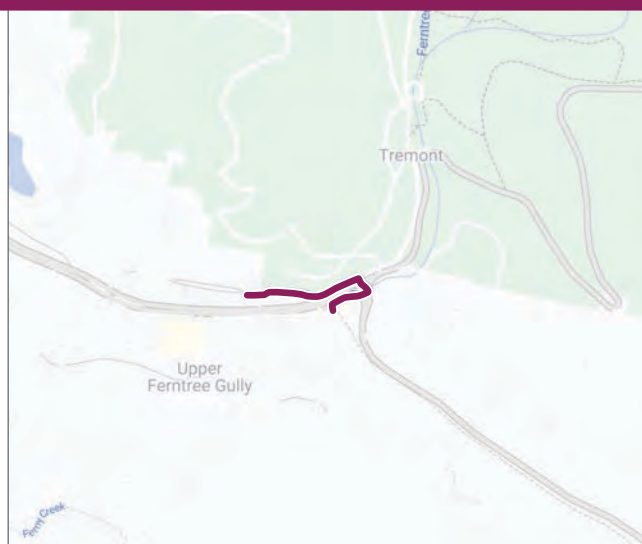
Length: 650m

Location: Upper Ferntree Gully

Local Government Area: Knox City Council

State electorate: Monbulk

Federal electorate: Aston



Objectives and benefits

Construction of a 650m-long missing link of Heathmont to Belgrave Rail Trail at Upper Ferntree Gully from Railway Avenue, School Road and the Mt Dandenong Tourist Road to Burwood Highway using the signal crossing point at Burwood Highway. This community-requested link has been sought after for decades.

Major facilities and enhancements

This missing link will feature a 2.5-meter-wide concrete shared path that completes the Upper Ferntree Gully section of the Heathmont to Belgrave Rail Trail. It will provide a safer and more accessible connection to several key destinations, including the Upper Ferntree Gully Train Station, the Dandenong Ranges National Park, the 1000 Steps, and various shops and services located on the south side of Burwood Highway. This development is eagerly anticipated by the community as it enhances both recreational opportunities and local connectivity.

Project supporters



- Bicycle Network
- Parks Victoria
- Metropolitan East Bicycle User Group (MeBUG)
- Mountain Bike Riders
- Community

Project delivery



2026

Project estimated cost: \$400,000

Funding request: \$400,000

Trail #10

Box Hill To Hawthorn (Stages A, B & C)

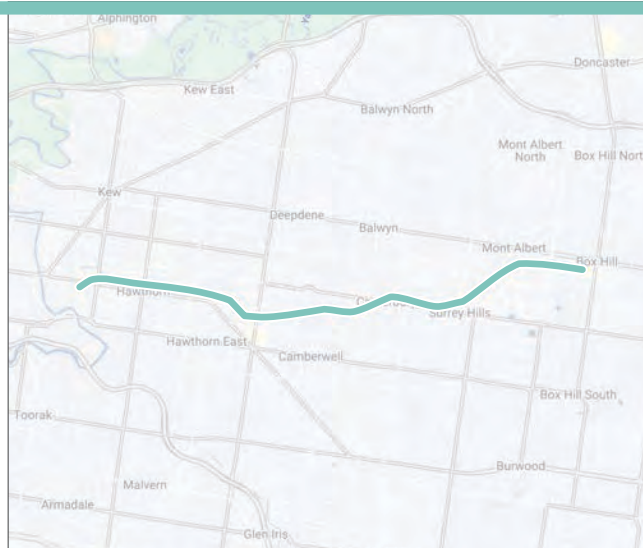
Length: 10km

Location: Box Hill, Mont Albert, Surrey Hills, Canterbury, Camberwell, Hawthorn East & Hawthorn

Local Government Area: City of Boroondara & Whitehorse City Council

State electorate: Box Hill & Hawthorn

Federal electorate: Kooyong



Project Background

The Strategic Cycling Corridor (SCC) network was initially developed by the Victorian Government in 2015. The SCC network aims to provide a cycling environment that is low stress, safe, and usable by cyclists of all ages and abilities.

The Box Hill to Hawthorn SCC is a key SCC, and is also included in the 2022 Boroondara Bicycle Strategy as a high priority.

The Box Hill to Hawthorn SCC connects the Box Hill Metropolitan Activity Centre (MAC) with the Hawthorn-Glenferrie Road Major Activity Centre, other key shopping strips at Surrey Hills, Canterbury, Hawthorn West as well as many schools and local destinations. The general corridor alignment developed by the Victorian Department of Transport and Planning (DTP), formerly VicRoads, follows the rail corridor and is the subject of a high-level DTP-led study. At Hawthorn, the SCC would then continue to the Central Business District through the Cities of Yarra and Melbourne.

The Box Hill to Hawthorn SCC presents a significant opportunity to deliver a high quality, low stress dedicated cycling link for a broad demographic of cyclists, including commuter, recreational and everyone in between.

The corridor travels through diverse environments and the SCC design approach allows for different configurations along the route, including off-road paths where space is available and on-road infrastructure where there are constraints on the rail corridor.

Objectives and benefits

The benefits of the Box Hill to Hawthorn SCC are significant. The new cycling and walking link would provide a range of benefits to local communities, including:

- A safe, connected and direct corridor to walk and ride.
- A safe and direct commuter route to the Melbourne CBD and the Box Hill MAC.
- Safer and easier ways to walk and ride to get to the train.
- Safer ways to walk and ride to local places including schools, shopping centres and work.
- Improved safety for on-road cyclists that would use the off-road Box Hill to Hawthorn SCC path in preference to main roads.
- Improved local air quality from reduced tailpipe emissions.
- Reduced carbon emissions.
- Benefits to both the local Boroondara and Whitehorse communities as well as broader communities given its regional links and significance.



Major facilities and enhancements

By virtue of its directness and safety, the Box Hill to Hawthorn SCC has the potential to become the busiest trail in Boroondara and Whitehorse and possibly one of the busiest commuter routes in Melbourne.

The proposed corridor aims to not only provide a direct east-west connection to Melbourne CBD but will also link all major activity centres, train stations, local schools, Swinburne University and other local attractions.

The Gardiners Creek Trail, which meanders along the southern boundary of Boroondara, averages in the order of 2,500 cyclists per day. With a safe, connected, direct link that services the heart of Boroondara, it is estimated that the Box Hill to Hawthorn SCC would attract up to 5,000 cyclist trips per day.

Project supporters



- Department of Transport and Planning
- Bicycle Network
- Metropolitan East Bicycle User Group (MeBUG)
- Boroondara Bicycle Users Group (BBUG)

Project delivery

2025 – 2028

This project requires a commitment by the DTP to fund the detailed design for the entire length of the Box Hill to Hawthorn SCC, along the preferred alignment and a commitment by DTP to fund the delivery of the entire length of the Box Hill to Hawthorn SCC.

Project estimated cost: \$10 million

The outcomes sought are:

- Funding of \$10m to the Department of Transport and Planning (DTP) for the detailed design for the entire length of the Box Hill to Hawthorn SCC at 10km along the preferred railway alignment.
- A commitment by the DTP to fund the construction of the entire length of the Box Hill to Hawthorn SCC.
- DTP to seek Council and community input in the design of the Box Hill to Hawthorn SCC.
- DTP to undertake the detailed design and construction of the Box Hill to Hawthorn SCC.

Funding request: \$10 million

Get in touch



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