



Monaro Rail Trail

Pre-feasibility Assessment

| Final report October 12 2018



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Acknowledgements

The Monaro Rail Trail Pre-feasibility Assessment was prepared by TRC Tourism Pty Ltd for the Monaro Rail Trail Inc.

Disclaimer

This is a high level prefeasibility study and more rigorous assessment will be required to underpin future planning and decisions.

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1 Introduction

For several years the concept has been mooted of a recreational cycle trail being developed on the disused railway corridor between Queanbeyan and Bombala. In August 2015 the Monaro Rail Trail Inc was established to pursue the feasibility of the trail.

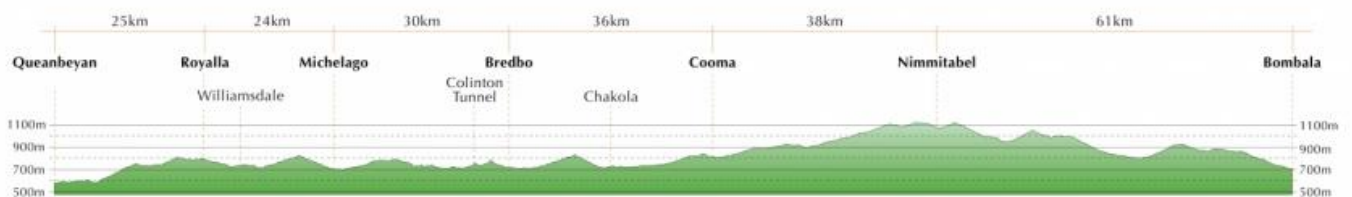
TRC Tourism was commissioned in 2018 to undertake a high-level pre-feasibility report to determine whether the concept warrants further research and assessment. This document is this report.

As per the brief between TRC and the Monaro Rail Trail committee, this report is intended to provide a high-level only overview of the likely experience, potential markets and economic benefits of a rail trail. It has involved two days of field assessments by the TRC team, and desktop assessment of likely market demand and benefits. An exhaustive feasibility assessment and market demand modelling will still be required before the project proceeds.

The Route



Elevation Profile



2 The potential of Rail Trails

Cycle tourism is a growing market within the Australian tourism sector, particularly within the nature-based tourism segment. It includes both domestic and international visitors, mostly staying overnight but can include day trippers. It includes cycle tourers, mountain bikers and road cyclists.

Rail trails appeal to a broad range of markets including families with children. A key advantage of rail trail construction is the gradient – given most rail lines have a gradient of less than three degrees, this allows and encourages use by almost all population groups, regardless of age. As well as cyclists, rail trails also provide excellent opportunities for people with mobility disabilities, e.g. wheelchair users, special cycles, walking with support, or sight/ hearing impediments as well as for runners, walkers.

Research indicates that rail trail infrastructure appeals predominantly to couples aged fifty plus and families with children, who seek an experience that allows them to spend quality time with friends and family¹.

Rail trails present opportunities for businesses to develop products and services to meet the needs of visiting cyclists and walkers. This includes transport, merchandise, accommodation or provisioning and guiding services. Cyclists do more while on holiday when compared with other tourists, making them a stronger source of income for regional economies. This pattern of use has resulted in the diversification of the tourism product mix in some regional areas².

Available research including the case studies presented in the appendix to this report, demonstrates rail trails have been highly successful in developing cycle tourism product and delivering significant economic, social, environmental and cultural benefits to regional Australia. Quality rail trails and riding experiences bring cyclists and walkers to regions and small communities. We have seen from other destinations that riders will travel, sometimes to previously unknown destinations, if the rail trail is appealing.

The development of rail trails has resulted in revitalization of villages and businesses, the creation of new businesses and adaptation of farms and other buildings as character accommodation. Rail trails also result in the preservation of heritage items along the route such as bridges, sidings and stations.

Small communities such as those between Queanbeyan and Bombala have the potential to offer these services and become vibrant centres along the trail.

Creating great cycling experiences

In general, cycle tourists want easy multi-day trips with good supporting services or events. The holidays can also be location-based and use nearby trail networks. They require trips that take in the region's landscape, natural environment and culture. Cycle tourists and recreational riders are not primarily focused on cycling but on the broader experience. This group is likely to be older or consist

¹ Victorian Government, Victorian Cycling Strategy 2012

² New Zealand Cycleway Market Research TRC Tourism 2008

of families rather than single visitors or couples. Both markets are looking for easy access to safe and traffic-free trails.

The case studies below and those in the appendix to this report show that the entire visitor experience is important, not just the cycling aspect. This is particularly true for those markets whose primary motivation is not cycling. Accommodation, services, information, scenic values and other activities combine to make the experience more appealing to a broader range of visitors.

Trail	Annual Usage 2012/13	Total Regional Visitation
<p>Murray to the Mountains, Victoria – Established 2009</p> 	<ul style="list-style-type: none"> • The market is a good example of dual use with 45,000 users per annum including walkers • For the majority (59%, 26,550) cycling is the main reason for undertaking the trip • 85% come from within the State of Victoria • 63% are male and travel with partner or family groups • Most are aged between 31 and 60 • Most cyclists spend 2 or 3 days on the trail 	<p>2.5 million visitors to High Country Region (2012/2013)</p>
<p>Hauraki Rail Trail New Zealand Established 2012</p> 	<ul style="list-style-type: none"> • 21,000 visitors per annum • One third day visitors • Domestic visitors (local within 2 hours) prominent market • Families and younger people are main users • 67% indicated that the rail trail was their main purpose of visit • Average length of stay 1 night 	<p>3 million visitors to Coromandel Peninsula NZ (2012/2013)</p>
<p>Otago Central Rail Trail, NZ Established in 2000</p> 	<ul style="list-style-type: none"> • 2017/18 - 14,392 completed the trail this figure does not include at least 80,000pa users on the trail either community or using the trail for short ride recreation • The majority of Rail Trail users are over 50 years old, are an average age of 44 years, slightly more likely to be female • Majority of visitors from Auckland, Canterbury or somewhere else in the North Island; and a first time visitor to the rail trail travel • The largest international visitor market is Australia • 9% guided tour customers, 50% independent travellers (renting a bicycle) and 41% New Zealanders bringing their own bicycles • 1,000 full and part-time jobs and having created 200 additional or part-time jobs³ 	<p>932,000 visitors to Otago (2012/2013)</p>

³ "Cycleway the only way" Hueber, Andre (19 June 2011). [The New Zealand Herald](#)

3 Evaluating the Monaro Rail Trail experience

The proposed rail trail follows the disused rail line from Queanbeyan to Bombala, a distance of 208 km. This is a good distance for a cycle tourism experience enabling a 3-5 day journey by the family and leisure market who might ride up to 50 kms /day.

Trail gradient is a critical factor in successfully designing a trail for a specific market or type of rider. For a large portion of the location-based cycling and cycling holiday market average trail gradients of 2-3% are required. The strength of the Monaro Rail Trail alignment is the gentle gradient that will appeal to a broad market.

The following is a summary of the strengths, weaknesses, opportunities and threats (before development) when compared to other rail trails around Australia:

- **Strengths**

- Proximity to Canberra, a population that has a high propensity for cycling
- Within reasonable travel from other strong markets
- It can leverage off the Snowy Mountains established reputation as a nature-based and adventure tourism destination
- Mountain bike product existing and being further developed in the region will raise the profile of the region as a cycling destination generally
- It has the potential to leverage off the profile of events such as L'Etape that has put the region on the cycling map
- Committed and supportive community group as proponents
- Existing fenced railway easement from Cooma to Queanbeyan

- **Opportunities**

- Small attractive communities (such as Michelago, Bredbo, Nimmitabel) that could be further developed to become experiences in themselves
- Business development along the trail to support the experience
- Pastoral properties as accommodation and experiences
- Some residual stations and sidings as part of the experience
- Potential to bundle rail trail activities with other tourism products, including food, wine and historic heritage in the region
- Use of pop up catering etc as interim measure
- Typical Monaro landscape and terrain with potential to explore the villages along the way
- Linking rail trail to Canberra commuter network
- Heritage train from Cooma to Rock Flat supporting the experience if appropriate co sharing of railway easement can be achieved

- **Weaknesses**

- Distance between settlements and experiences
- Limited accommodation/ infrastructure/ hospitality along the journey (note the clustering of product and overnight stays in case studies in appendix)
- Road crossings on major highway
- Some extended trail sections with limited diversity of scenery
- Some landholders not supportive of the proposal
- Need for extensive fencing for easement from Cooma to Bombala
- Poor condition of some of the redundant infrastructure
- Asbestos issues with some railway infrastructure as well as some railway buildings near trail

- **Threats**

- Lack of funding to progress
- Downturn in tourism sector
- Communities failing to develop new product and/or support the experience
- Legislation to enable the easement to be used not being supported
- Re opening of the rail line as a freight and/or passenger service would make the rail trail non-viable

The overall visitor experience

The alignment travels through typical Monaro and country NSW country with broad expanses of open space and rural landscapes plus some areas featuring the local granite. There are many interesting rail features including heritage listed bridges, sidings, sheds and stations all of which add to the experience and the story that can be told.

The pastoral story and heritage of the region is also visible through properties and remnants of the earlier role of the railway to transport wool and other produce.

Whilst there are many strong aspects of the potential experience, there are also a number of issues that will need to be resolved if the product is to be successful.

Importantly, whilst villages/towns are well situated for overnight accommodation, the distance between them is too long for the target market without good stopping places and interesting experiences during the day. Cycle tourists and recreational riders are not primarily focused on cycling but on the broader experience and, as such, there needs to be places to stop, shelter and enjoy a break and refreshments or similar every 20-25kilometres as a minimum (as per other successful rail trail experiences show in appendix). For the Monaro Rail Trail there will need to be engagement with landholders and/or travelling support services (such as commercial bike operators supplying their client and popup coffee carts for example) to enable this to occur. The trail would also benefit from things to do (such as farm visits/stays, interpretation history of Monaro pastoral properties/wool industry, train station setup as museums, art exhibits or mural installations etc).

The trail passes through a number of villages/ towns that offer opportunities for accommodation and servicing. Each of them could also offer visitor experiences of different types depending on the vision and initiative of the community and businesses. This will be a critical requirement to underpin the tourism experience. There will need to be considerable additional accommodation and a diversity of experiences in each of the villages along the route as well as new businesses along the way such as farm stays or farm-based experiences.

The bridges that carried the railway are one of the best features of this trail and with appropriate investment and planning they would be a significant feature of the experience. The preference would be to have the riders on the bridges. If there are significant infrastructure constraints the trail could go alongside on purpose-built cycle trail bridges that afford good views of the older bridges.

Observations on the alignment and experience

The Urban Setting

The existing active rail at the Queanbeyan Station will preclude the Monaro Rail Trail from commencing directly from this location. However, an alternative exists in the shared path from the station to Railway Park affording access to the disused rail line off Henderson Road.

From there the rail trail will pass through the Queanbeyan suburb of Crestwood at the rear of the industrial area. This is not ideal given the industrial nature of the experience, but it is a short stretch until open country is reached, and ideally there will be other options for accessing the rail trail from Canberra commuter networks. There will also need to be consideration of management of real and perceived risks associated with rubbish dumping, graffiti and other antisocial activities (e.g. Norse Bridge).

Landscape

A high-level assessment of the landscape from a visitor experience viewpoint suggests that Nimmitabel to Bombala offers considerable diversity in the experience with changing landscape, topography and features making it an excellent environment for the rider. Cooma to Queanbeyan, whilst having some extended sections that parallel close to the Monaro Highway, also has some good landscape diversity and the backdrop of the Tinderry Ranges and Namadgi National Park. The greatest landscape challenge is from Cooma to Nimmitabel which includes some long sections with limited scenic diversity. This is exacerbated by the location of this section in the middle of the trail where you have come from (or are going to) sections of more exciting landscape.

Long sections of what might be considered boring country for some riders do not preclude the trail. However, greater efforts need to be made in these sections to enhance the experience through new product such as farm stops, artworks, really good story telling etc. It will be critical to have good stopping points as the market that will be interested in the rail trail is not one that will enjoy riding 50 kilometres without stopping for points of interest or refreshments. They want to enjoy the experience and their resting and social opportunities.

Stations and Sidings

Stations and sidings are well located to create interesting experiences and potentially shelter points. Michelago and Cooma are well maintained and have committed volunteer groups that should be supportive of the opportunity presented. Other stations and sidings will need redevelopment and, potentially, purpose-built shelters to add to the experience and enable stopping/ resting points along the way.

Disused railway stations, sidings and ageing rail infrastructure provide the link to the past particularly the remote sidings that provide a glimpse of the pastoral history between Cooma and Bombala. Station yards offer an interesting view into the past with abandoned yards with rolling stock and turntables apparently as the rail workers left them. Great opportunities exist for interpretation of the history of the Monaro including the railway and its past purpose, pastoral settlement and pre-occupation stories.



Hazardous materials

Asbestos was traditionally used in rail stock brake pads and is also found on some of the railway buildings as well as farm infrastructure. Clean up and rectifying of safety hazards will need to be carried out by a professional and expert organisation and undertaken to appropriate standards.

Clean up and construction will need to be done to protect the integrity and sustainability of the sites and placement of the trail will also need to be considered carefully to protect the sites integrity. In most cases the sidings and station track should be left in situ with the future trail placed on an alignment that does not interfere with the historical look and feel of the site before joining the rail corridor at the end of the site.

Bridges and tunnels

There are spectacular bridges on the proposed rail trail including the Ingelara and Bredbo bridges that are heritage listed. The long Chakola Bridge over the Numeralla River and flood plain would be a remarkable rail trail experience. Significant work would however be required on sections of the bridge. Likewise, the Michelago Creek Bridge located just south of the station could become an important feature of the rail trail experience if safety and infrastructure issues can be resolved. Many other bridges including several between Nimmitabel and Bombala would add real value to the experience.

Whilst the development of the rail trail may afford the opportunity to restore and ensure long term survival of bridges, it may not be feasible or financially effective to restore all the bridges to a usable state. It would be reasonable to have purpose-built trails or structures built alongside some bridges that will still enable the rider to view the historic structures.

All bridges will require detailed assessment from an engineering, safety and rail trail experience perspective. The assessment will need to be complemented by an assessment of the investment required for a sustainable future. Appropriate funding needs to be sought for real and long-lasting infrastructure upgrades that reduce future maintenance and costly upgrades. The future is about a relationship between these remarkable bridges and the rail trail experience.

The 161-metre-long single tracked Colinton tunnel cuts through rock and is lined with half a million bricks that were made at Bredbo. The tunnel provides a unique rail trail experience.⁴ There appears to be minimal infrastructure issues with the tunnel.



⁴ By [Tim the Yowie Man](#) Canberra November 2017

The Trail Build

The intact status of the majority of the rail line provides a challenge for construction and potentially the experience. Standard gauge rail lines are 1435 mm from rail to rail which does not correspond with the best 2.5 to 3.0 metre width for rail trails.

The simple solution would be using the rails as formwork for the compacted crushed rock fill and asphalt seal if deemed necessary. However, the average bicycle handle bar length is 700 mm which does not allow for safe passing or comfortable side by side riding which are important attractions of rail trail riding where you can comfortably have a conversation whilst riding.

The options to achieve the best riding experience would involve either removal of the rail and sleepers or providing additional treatment to extend the crushed rock base 700 mm either side of the sleepers.

The embankments evident closer to Queanbeyan are steep and can be intimidating and uncomfortable for riders particularly if the trail is on an elevated surface using the rail formwork approach. Both approaches on these embankments would require safety fencing.

Rail trails generally are constructed from a crushed rock base with or without asphalt seal. The asphalt seal encourages a wider cycling market including fast road cycling on lightweight bikes. The faster speeds provide design and maintenance challenges such as requiring greater width, good sight lines and attention to hazards on the trail such as rocks, branches and even tree fruits and nuts. The compacted gravel approach better attracts the target market for trails such as this including back packers, casual rider, families and those seeking the rail trail experience of linking to the landscape and heritage.

The use of the asphalt seal should be considered for the trail closer to Queanbeyan as it can provide a useful commuting trail as well as link in with Canberra's bicycle trails network.





Highway Interaction

Rail trail users seek experiences remote from the urban environment with roads and traffic being avoided. The beginning of the trail at Queanbeyan is very urban although this transitions to a semi-rural landscape after 2.5 km.

A major issue is the crossing of the Monaro Highway six times. Crossings on minor roads and in built up areas with lower speed limits can be effectively managed, but highway crossings will require underpasses or similar. As an example, there is a road crossing to the north of Bredbo (in the 100 km/hour zone) near the Colinton rest area. A few hundred metres beyond the crossing is a stock underpass/culvert. This may be able to be adapted for cyclists and a safe roadside cycle path created to link with the trail.

All crossings will require assessment by qualified experts as part of feasibility planning including assessment of approach site distances⁵. On an extremely busy highway it is unlikely traffic slowing, lights or other cross road management would be feasible or acceptable.

The minor road crossings such as between Nimmitabel and Bombala come with their own infrastructure challenges including a range of stock grids that are generally unsuitable for a rail trail. Standard designs for stock grids that have been developed on other rail trails would however be applicable.

⁵ in Austroads Guide to Road Design

Other Trail Side Infrastructure

The three-story concrete and corrugated iron ruin of the Maclaughlin Meat Works is a dominant feature on a remote section of the track near the Maclaughlin River. It opened in 1939 and employed 90 people processing pigs, cattle and sheep but was plagued by problems including drought and militant workers and operated for only three years. This is an interesting attraction for the rail trail however it is a ruin and would pose significant risk to people entering the building. The risks associated with the building should not constrain the rail trail proposal, but consideration will be needed to ensure trail users do not enter the building in its present condition.

Stock management on the whole trail is an important consideration to ensure neighbours are comfortable with the change in use. Much of the rail is fenced between Cooma and Queanbeyan but this is not the case between Cooma and Bombala. Agreements will be required regarding future stock fencing arrangements.

A pallet of infrastructure standard designs applicable to the rail trail should be included in the future development of the rail trail. The designs should reflect the importance of the rail to the history and culture of the area following the themes of rail, Snowy Mountains Scheme and the pastoral industry.



4 Indicative costs of construction

The following indicative high-level costs are provided for construction of the rail trail. These must be treated with caution until such time as a detailed feasibility study including engineering assessments has been undertaken.

Bridge repair and or alternative new low-level bridging	3,000,000
Trail clearance and construction plus bitumen costs for town approaches - does not include any credits for salvage of rail lines	\$21,000,000
Hazardous substance assessments and potential mitigation	\$140,000
Road crossings - includes road reserve path under existing culvert and to back road access to the rail north of Colington and allowance for one additional underpass at \$500,000	\$1,000,000
Signs	\$20,000
Grids and gates	\$60,000
Revegetation	\$100,000
Trailheads	\$80,000
Fencing	\$2,000,000
Sub total	\$27,400,000
25% contingency	\$4,975,000
Sub total	\$32,375,000
Engineering assessments 10% of project costs	\$2,487,500
Total	\$34,862,500
Project management costs are likely to be 10% of development costs	\$3,000,000
	\$37,862,500
 Maintenance costs at 2% of development costs approximately	 \$700,000



5 Market demand and economic benefits

Economic benefits from trail use are generally accrued from visitors to a region rather than local populations. For this high level pre-feasibility, we have estimated demand from both current and new tourists. There will also be significant use from local residents but this has not been included in this assessment.

The other rail trails referenced in this report are well established and supported by tourism product, so a conservative approach to potential use has been taken for this assessment, recognising that it will take some time for this trail to mature and reach its full potential.

Regional Visitors

Tourism Research Australia data indicates that the Cooma and Cooma SA2 region (which includes all of the towns along the route excluding Queanbeyan and Michelago) received 3,000 international visitors, 137,000 domestic overnight visitors and 170,000 domestic day visitors per year on a four year average between 2014 and 2017⁶. Visitors to the region spent \$69 million annually.

TABLE 1 COOMA REGION VISITORS AND EXPENDITURE

Cooma Region Visitation - 4 Year Average 2014-2017				
	International	Domestic overnight	Domestic day	Total
Visitors (000)	3,000	137,000	170,000	309,000
Nights (000)	19,000	340,000	0	359,000
Expenditure	1,000,000	51,000,000	17,000,000	69,000,000

Current Proportion of visitors who cycle

Tourism Research Australia advises that in 2017, 6% of international visitors to Australia and 2% of domestic overnight visitors included a cycling activity on their trip⁷.

TABLE 2 TRA CYCLING ACTIVITY

Visitors to Cooma and Cooma Region		Number likely to include cycling activity on their trip	
3,000	International visitors	6%	170
137,000	Overnight visitors	2%	2,480
TOTAL			5,727

Source TRA Markets

Given the proximity of the rail trail to Canberra, and the propensity of the Canberra market to cycle (the ACT has the highest participation rate for cycling in Australia with 46.5% of the population

⁶ Tourism Research Australia, REC extra data, September 2018.

⁷ Tourism Research Australia, provided by email, September 2018

having cycled in the last year compared to 34.2% of all Australians⁸) it is reasonable to assume that the Canberra market will be a significant market for the trail. It is considered that this visitation will be in **addition** to that already occurring out of Canberra to the region as the new product will appeal to a new market in Canberra.

The table below shows the impact if 1, 3 or 5% of the Canberra population ride the trail, based on population of Canberra 403,500.

TABLE 3 IMPACT IF 1, 2 OR 3% OF THE CANBERRA POPULATION RIDE THE TRAIL

Canberra Population 2017/18	403,500	%
Low	1%	4,035
Medium	3%	12,105
High	5%	20,175

Average spend

Spend figures for regional NSW have been used. In the year ending March 2018, on average, domestic overnight visitors spent \$159 per night, daytrip visitors spent \$107 per trip and international visitors spent \$71 per night. The lower daily spend by international visitors is a result of the longer stays of many international visitors, eg backpackers and those on working holidays, whose daily spend is low.

The rail trail has the potential to convert day trippers to overnight visitors, to add to the number of day trippers, and increase the stay of overnight visitors. In addition to this, the rail trail has the potential to attract new visitors to the region. Daily spending on the rail trail will increase over time as the trail develops and provides increased opportunities for visitors to spend money. The type of daily spend that can be achieved is demonstrated in the case studies in Appendix 1

If the trail is developed with the right supporting product and marketed effectively, it is reasonable to expect that, within three years from completion, it might result in an expansion of existing visitors (both number of visitors and length of stay) to Cooma of 10%, plus an additional impact from visitors out of Canberra, as shown in the table below.

TABLE 4 SCENARIO 1. POTENTIAL TO CONVERT DAY VISITORS TO OVERNIGHT

	Existing Visitors likely to cycle currently	10% expansion of existing market after three years	Canberra market (medium 3% take-up scenario)	Total
International	170	17		187
Overnight	2,480	248	6053	8,781
Domestic Day Trips	3,077	308	6052	9,437
Total	5,727	573	12,105	18,405

⁸ Australian Cycling Participation, Austroads, June 2017

TABLE 5 SCENARIO 2. INCREASED SPEND IN COOMA REGION

	Total projected new visitors	Average stay	Average additional nights stay	Canberra market (medium scenario)	Total new nights/trips	New Canberra market average nights stay	Average Spend per night/trip	Annual Spend
International	17	7	1		136		\$71	\$9,566
Domestic Overnight	248	2	2	6053	19,151	3	\$159	\$3,045,009
Domestic Day Trips	308			6052	6,360		\$107	\$680,520
Total	573							\$3,735,185

The longer stay for new rail trail visitors is an average which is at the low end of the likely increase and would be expected to increase over time as the trail matures and accommodation offerings along the trail develop.

This scenario would result in an increased spend in the region of \$3,735,185 per annum in the third year after the trail is completed. If continued growth of 5%⁹ in both markets occurs in the following 5 years (years 4-8) this increases to \$4.76 million. This spending would be spread across the region as product increases.



⁹ It is estimated that 3 years after the trail is finished visitation will increase 10%, then the markets will grow at 5% annually for the five years following.

6 Conclusions and recommendations

Consistent with the brief to TRC, we offer a high-level assessment of the potential of the proposed Monaro Rail Trail.

We do believe that the proposal has merit and that a well-planned and constructed trail along the alignment of the redundant rail way line would offer a great cycle tourism opportunity if the following significant criteria can be met:

Legislation is created to enable use of the railway easement for the long term.

Appropriate funding is provided for a high-quality gravel trail to be constructed with ongoing funding mechanisms identified for maintenance.

There is commitment from landholders and communities along the alignment to establish and deliver appropriate services to riders (accommodation, hospitality, experiences/ attractions).

Where there are significant gaps in the distance between likely services, appropriate infrastructure and services are planned and delivered (e.g. shelter huts).

An active railway line does not proceed between Canberra and Eden on the same redundant railway line.

Recommendations

It is recommended that a detailed feasibility study is completed that addresses the following areas:

- Overview of the overall experience
 - including alignment, stopping points, features of interest, accommodation options
 - detailed assessment and modelling of **market demand**
- Community consultation on concept
- Rail Trail Alignment
 - **identification of all issues** associated with tenure, ownership and access.
- Trail experience development
 - identify **experience development priorities** such as accommodation, supporting transport, food, points of interest and interpretive experience planning.
- Trail construction planning **assessment** (not detailed design/specification) **of all works** required to develop the rail trail including:
 - Clearing
 - Trail surfacing
 - Drainage
 - Fencing
 - Gates
 - Trail furniture
 - Rubbish receptacles
 - Water points
 - Access points
 - Bridges
 - Road crossings
 - Trail surfacing and infrastructure standards
 - Appropriate signage and placement to promote safe use of the rail trail
 - Schematic design for all works necessary in the construction of the rail trail
- Calculation of **probable cost** of rail trail construction and maintenance
- Assessment of **social and economic benefits** and return on investment
- **Timeframe** for rail trail construction incorporating appropriate staging requirements
- **Future governance model** including long term approach to maintenance and funding.

Appendix 1. – Case Studies

Murray to the Mountains Rail Trail (MMRT)	
Use types	Cycling and walking.
Location	Northern Victoria between Wangaratta, Beechworth, Myrtleford and Bright in northern Victoria.
Description	Relaxed cycle through the Ovens and King Valleys at the northern foothills of the Victorian Alps passing historic towns, wineries and background mountain views
Distance	98 km
Duration	2-3 days easy cycling. Time taken depends on side trips and attractions visited. Numerous options to cycle shorter sections
Best time	Autumn and Spring
Grading	Easy. Sealed surface, gentle gradient
Infrastructure	Marked trail following old rail lines. Directional and information signs (interpretative signs are planned). Some toilets and limited water supplies are provided on the trail and are also available in local towns.
Access	Road access at numerous points. Wangaratta is serviced by train and bus, and bus services (which transport bikes) run to the towns on the route. Transport also provided by local businesses and accommodation providers. Local bike hire available.
Management	MMRT Management Committee in conjunction with local Councils. No permits required to use the trail.
Fees	No fees to use the trail.
Visitor use	Primarily a cycle trail. Use believed to be increasing (only limited published visitor data available). Beeton (2007) Easter 2006 study (see below) indicated about 8,328 people were on the trail over a 3-day period. A survey of cyclists indicated: <ul style="list-style-type: none"> ▶ most aged 31 to 60, though relatively high numbers of people aged 1-20; ▶ most cycled in groups (with partners or family, also friends); ▶ most were employed, just under half being in the 'professional' category; ▶ 85% came from Victoria (mostly Melbourne), and the remainder from NSW, Canberra and SA. The study also showed increase in average expenditure by trail cyclists per trip from \$202.74 per person in 2003 to \$482.94 in 2006, partly due to increased services provided by local businesses. In 2009 the average spend per visitor is \$244 per day.
Product options & tourism operators	Independent users. Numerous additional tourism opportunities for independent users related to historic heritage, food and wine, mountain biking, bushwalking. 1 overseas commercial operator (Adventure South, a NZ company) offers guided cycling trips on trail (aimed at international market, incorporating cycling near Melbourne). Some self-guided packages (accommodation, food, transport, bike storage) for cycling in general area
Information availability	Detailed information and maps available on the Management Committee's website, www.murraytomountains.com.au . Also maps and information in <i>Railtrails of Victoria and South Australia</i> , available from Railtrails Australia, www.railtrails.org.au .
Research	Beeton, S (2003) <i>The Economic Benefits of Rail Trails</i> , Faculty for Regional Development, La Trobe University, Research Report. Beeton, S (2007), <i>Regional Communities and cycling: the case of the Murray to Mountains Rail Trail, Victoria, Australia</i> . School of Sport, Tourism and Hospitality Management, La Trobe University.

Riesling Trail, South Australia

Use types	Cycling, walking. Also suitable for wheelchairs and pushers.
Location	Runs between the towns of Auburn and Clare in the Clare Valley wine region of SA, about 130 km north of Adelaide.
Description	Tranquil, safe tour of the scenic countryside and vineyards, wineries, historic buildings and towns of the Clare Valley with a wide choice of accommodation.
Distance	25 km on the main trail. There is another 35 km of side loop trails links to the mail trail. Construction of an 8 km extension north from the Clare trailhead was announced in mid-2008.
Duration	Normally done in sections of a few hours each. Distances between towns is 7 to 9 km. Cycling the entire main trail takes about 2 hours.
Best time	Year-round, though summer can be hot and dry.
Grading	Easy, with gentle gradients. Built on disused railway lines.
Infrastructure	The trail is fully marked and easy to follow, and has information and interpretative signs. Wide range of services, facilities and accommodation in the towns along the trail.
Access	Daily bus services run between Adelaide and towns in the Clare Valley Road access and designated parking areas located in the towns along the trail. Taxi services are also available in these towns.
Management	Riesling Trail Incorporated in partnership with SA Office for Recreation & Sport. No permits required to use the trail.
Fees	No fees required.
Product options & tourism operators	Independent cyclists and walkers. Extensively promoted and marketed by Trails SA and Tourism SA as part of the Clare Valley experience. Range of commercial product options, including: guided cycling tours of the trail (incorporating winery and historic area visits and accommodation). Many are part of wider tours incorporating other areas of SA (e.g. Flinders Ranges) self-guided cycling or walking packages, including accommodation, wine and food experiences. The Riesling Trail is part of the long distance Mawson Trail.
Information availability	A recent detailed trail guidebook incorporating maps, information on the area's history, and details of transport, accommodation and services can be downloaded free from the internet at www.southaustraliantrails.com/top_trails.asp?riesling . Detailed information about the Clare Valley and the trail is available at the Clare Valley tourist information centre and on www.southaustralia.com/ClareValleyRieslingTrail.aspx .
Research	Riesling Trail included in Recreational Trails Research Project conducted by ORS in 2004. Only limited published information available. Economic modelling estimated direct economic impact of the trail on the Clare Valley at about \$1 million a year (based on expenditure of \$216 per person). Faulks P et al (2008) <i>Cycle tourism and South Australia destination marketing</i> . CRC for Sustainable Tourism Pty Ltd. Results of online surveys of cycle club members (564 usable responses) and cycle tourists at destinations in NSW, Vic and SA (only 48 usable responses). Most important cycle holiday destination attributes - scenery, safe drinking water, bike-friendly accommodation, safety, quality of roads and trails. Preferences differed between market segments, but overall over half respondents had preference for independently organised trips using sealed roads. Europe ranked most highly as a cycle destination. <u>In SA, the Riesling Trail ranked highly for safety</u> , the Flinders Ranges for weather/climate, natural environment and off-road trails; Barossa Valley for accommodation.

Otago Central Rail Trail (OCRT), New Zealand

Use types	Cycling and walking. Horse riding permitted (but no facilities for overnighing horses). Mountain bikes are recommended.
Location	Inland from Dunedin on the south east coast of New Zealand's South Island.
Description	Trail running from Clyde and Middlemarch along the route of a railway originally built to the Otago Goldfields, through the vast open landscapes, quiet rural areas, picturesque towns and historic sites of Central Otago.
Distance	150 km.
Duration	4 days cycling, 6 days walking recommended for entire trail. Numerous shorter trips feasible.
Best time	Year-round.
Grading	Easy.
Infrastructure	Graded gravel surfaces. Directional signs. Interpretative signs. 14 shelters and 12 toilets along the trail. No camping areas provided on the trail. Camping is not prohibited, but trail is basically designed for use of the range of accommodation available in nearby towns (which includes backpacker accommodation). Open fires prohibited. No water supplies on trail, due to dry Otago climate and water scarcity. Use of bottled water (available in towns along the trail) is advised.
Access	Trail accessible from Dunedin, Queenstown and Wanaka. Road access and bus services to towns and other locations on the trail. Accommodation and tourism operators provide pick up and drop off services, luggage and bike transport and car parking. Light plane charters fly to locations along the trail.
Management	Department of Conservation (DOC) in partnership with the Otago Central Rail Trail Charitable Trust. An Operators Group represents businesses which derive income directly or indirectly from the trail. No permits for using the trail. Purchase of \$NZ10 Otago Central Rail Passport (containing maps and trail notes) is encouraged, and proceeds re used for trail management. Booking of accommodation in advance is advised.
Fees	No fees required.
Visitor use	Predominantly used for cycling; most walkers take short walks and few walk the whole trail. Jellum and Reis 2008 survey (see below – survey of businesses, not trail users) suggested: <ul style="list-style-type: none"> – most trail cyclists aged 36-50, wit significant % aged 51-65; – most from NZ North Island; – slight decrease in cyclists from Europe and the UK and increase in cyclists from Australia.
Product options	Well packaged product including: <ul style="list-style-type: none"> – independent cyclists and walkers; – self-guided tour packages providing transport, accommodation, catering and other services and information; – several commercial guided cycling tours (various lengths) including accommodation of various types (inns, character accommodation, heritage buildings, boutique lodges) and side trips to local attractions. One company specialises in tours for the senior age group. Trail trips can be linked to numerous historic, food and wine and outdoor attractions, including a ride on the Taieri Gorge Railway Excursion Train, at the Middlemarch end of the trail. A large number of accommodation, food and tourism operators in the area support rail trail visitors.
Information availability	OCRT website, www.centralotagorailtail.co.nz , provides comprehensive information on transport, infrastructure, facilities and services, attractions and tours. Detailed information also on an 'unofficial' website, www.otagorailtrail.co.nz .
Research	Jellum C & Reis A (2008) <i>Otago Central Rail Trail Economic Impact and Trends Survey 2008</i> . Survey of local businesses found that, as in previous surveys, the trail is having a significant impact on local businesses. A high number of respondents reported business growth, though some reported slowing related to factors such as petrol prices, more competition, large operators monopolising accommodation, fewer overseas visitors, direct flights into Queenstown, and the national economy.

Appendix 2. Rail Trail Specifications

Murray to the Mountains – Northern Victoria	
Location	North East Victoria, 250km from Melbourne
Distance	116kms
Start - End	<p>Start Points</p> <p>Wangaratta (popn 28310) Accom, VIC, café, toilets, water to Bowser (8km)</p> <p>Bowser (popn 1729) Accom, toilets to Everton (18km)</p> <p>Everton (popn 203) caravan park, toilets, water to Beechworth (popn 2789) (16km) Accom, food, water, toilets</p> <p>Everton to Myrtleford (26km) Accom, food, water, toilets</p> <p>Myrtleford (popn 3181) to Bright (popn 2165) (30km) Accom, food, water, toilets</p> <p>Rutherglen (popn 2109) Accom toilets, water, vineyards to Wahgunyah (popn 891) (8 km) toilets</p> <p>Wangaratta to Oxley (popn 594) (9 km) Toilets, water</p>
Grading / Surface	Sealed. Mostly flat but a steady climb to Beechworth
Features	<p>One of the most developed of rail trails. It consists of three separate trails, all with a sealed surface for their entire length.</p> <p>The main "Mountain" section from Wangaratta to Bright and Beechworth is 97 km in length. It has moderate grades between Wangaratta and Bright and a significant grade from Everton up to historic Beechworth.</p> <p>The "Murray" section from Rutherglen to Wahgunyah is 9 km in length. The trail traverses this famous wine producing area and is basically flat, ending on the Murray River.</p> <p>The "Heritage" section from Wangaratta to Oxley is 9 km in length. The trail traverses farmland and is basically flat as it heads towards the gourmet region of Milawa.</p> <p>All towns have plenty of great places to stay and eat.</p> <p>Short side trips from the main trail include: Eldorado, Milawa, Lake Buffalo, Mt Buffalo, Stanley and Wandiligong.</p> <p>There are wineries in the Rutherglen region.</p> <p>Marked trail following old rail lines. Has directional and information signs (interpretative signs are planned).</p> <p>Some toilets and limited water supplies are provided on the trail and are also available in local towns.</p>
Services	<p>Tour de Vines - Self guided & small group guided tours from 1 to 5 days</p> <p>Goodtime Tours - Small group gourmet tours</p> <p>Outbike - Ride 500 kms on Vic rail trails over 12 days, start 31 Oct & 21 Nov. Transfers, camp/cabins, breakfast and support where needed. From \$800</p> <p>Mulga - Run two fully supported 8-day cycling holidays in spring and autumn that include</p> <p>AllTrails - The AllTrails Autumn Rail Trails Tour combines the Great Vic Rail Trail and The Murray to Mountains Trail into one 5 day, fully-supported experience.</p> <p>Public transport options on the rail trail are:</p> <p>The VLine train (refer Melbourne <> Albury) service that stops at Wangaratta station; refer to VLine's policy on carrying bikes.</p> <p>The VLine Bus; Services Wangaratta to Bright and Beechworth sections of the rail trail. The bus to Rutherglen is via the Albury Bendigo route. The official policy is not to carry bicycles on buses.</p>
Management	The trail is managed by the Rural City of Wangaratta, Alpine Shire Council and Indigo Shire Council.

Murray to the Mountains – Northern Victoria

Visitor Usage

NOTE: Old figures below. Waiting to receive new info.

Use believed to be increasing (only limited published visitor data available).

Beeton (2007) Easter 2006 study (see below) indicated about 8,328 people were on the trail over a 3-day period. A survey of cyclists indicated:

- most aged 31 to 60, though relatively high numbers of people aged 1-20;
- most cycled in groups (with partners or family, also friends);
- most were employed, just under half being in the 'professional' category;
- 85% came from Victoria (mostly Melbourne), and the remainder from NSW, Canberra and SA.

The study also showed increase in average expenditure by trail cyclists per trip from \$202.74 per person in 2003 to \$482.94 in 2006, partly due to increased services provided by local businesses. In 2009 the average spend per visitor is \$244 per day.

Media / TripAdvisor

In May 2017 the Victorian state government has announced that the popular Murray to Mountains Rail Trail in north east Victoria will soon be extending a further 21km from Beechworth to Yackandandah.

The \$6million funding announcement also includes allowance for an on-road connection further east to Osbornes Flat, which could be part of a future on-road link to the High Country Rail Trail at Huon.

Trip advisor, 127 reviews, 4.5 stars

Great Victorian Rail Trail – North East Victoria

Location

North East Victoria

Distance

134km

Start – End

Tallarook (popn 789) to Yea (38km) Accom, toilets, skatepark, picnic, bbq

Yea (popn 1595) to Cathkin (21km), includes 200m long Cheviot tunnel. Toilets picnic, includes facilities for horse

Cathkin to Bonnie Doon (40km) Accom, food, bbq, toilets

Bonnie Doon (popn 570) to Mansfield (popn 4786) (22km), includes 385m long bridge. Accom, VIC, cafes, toilets

Cathkin to Alexandra (popn 2656) (13km). Accom, toilets food cafes

Grading / Surface

The surface is either a bitumised granite, which is suitable for wheel chairs and prams, and compacted gravel which may not be suitable for wheel chairs and prams in sections. Where possible a separate bridle path is provided for horses.

Features

Formerly known as the Goulburn River High Country Rail Trail, this is a high standard rail trail traversing undulating farmland.

Features the only tunnel on a rail trail in Victoria and a long bridge across Lake Eildon.

Almost all of the bridges have been made trafficable and the few low level crossings are easily graded.

There are several crossings of major rural highways.

Yea station also has a great playground, picnic facilities and a skate park.

Services

All Terrain Cycles - (Mansfield)

Yarck Cottage - Quirky, cheerful & catering to groups up to 14 people, adjacent to the trail and great eateries and will supply everything you need for a perfect cycling adventure

OutBike – Ride 500 kms on Vic rail trails over 12 days, start 31 Oct & 21 Nov. Transfers, camp/cabins, breakfast and support where needed. From \$800.

AllTrails Bike Tours - The Autumn Rail Trails Tour combines the Great Vic Rail Trail and The Murray to Mountains Trail into one 5 day, fully-supported experience. Logistics, luggage

Great Victorian Rail Trail – North East Victoria

	<p>transfers, maps, guidance, breakfasts, dinners, vehicle support, mechanical help, and transport.</p> <p>The <u>VLine train</u> (refer Melbourne <> Seymour) service that stops at Tallarook station.</p> <p>The <u>VLine Bus</u>, that services Melbourne to the Yea to Mansfield section of the rail trail; the official policy is not to carry bicycles.</p> <p>The <u>McKenzies Buses service</u> direct between Melbourne and Alexandra</p> <p>There is no public transport between Tallarook and Yea, nor between Cathkin and Alexandra.</p>
Management	The trail is managed by the Shires of Mitchell, Murrindindi and Mansfield.
Visitor Usage	Waiting on reply calls / emails
Media / TripAdvisor	Trip advisor, 81 reviews, 4.5 stars

High Country Rail Trail – Northern Victoria

Location	North East Victoria, 300kms from Melbourne
Distance	65kms
Start - End	<p>Albury/Wodonga (popn 90281) Accom, café, camping, bbq, phone to Bandiana (6km)</p> <p>Bandiana (popn 615) to Huon (17km) Toilets, parks, BBQs (along route multiple toilet and picnic stops available with water)</p> <p>Huon (popn 219) to Old Tallangatta (popn 35) (21km) parks, accom, water (also accom, café, ph, toilets available along route in Tallangatta popn 1082)</p> <p>Darbyshire to Shelley (21km) toilets, water (also café, accom halfway along route Koetong)</p>
Grading / Surface	Varying, mainly fine gravel. Undulating
Features	<p>The High Country Rail Trail traverses farmland near the shores of Lake Hume and forest further up at Shelley.</p> <p>The trail is undulating to Tallangatta with some moderate gradients. The Derbyshire to Shelley section is all uphill at the steepest gradient trains could manage.</p> <p>Military history interpretive signs out towards the Bandiana Military Museum</p> <p>There are good views from lookouts and mountaintops (including the Main Range of the Kosciuszko National Park) and plenty of picnic areas and camping opportunities</p>
Services	Red Gum B&B – bike transfers available
Management	Parklands Albury/Wodonga in conjunction with three local voluntary advisory groups.
Visitor Usage	Waiting on reply calls / emails
Media / TripAdvisor	<p>There are numerous developments, underway and planned, to further improve this trail. Currently working on the Old Tallangatta to Koetong section. With the rail bypass of Wodonga now complete, Rail Trails Australia is supporting local organisations to have the rail trail extended from Bandiana all the way into Wodonga and across the Murray River flood plains towards Albury.</p> <p>Trip advisor, 26 reviews, 4.5 stars</p>

Great Southern Rail Trail & Tarra Trail – Southern Gippsland Victoria	
Location	South Gippsland, 130km from Melbourne All seasons
Distance	74kms
Start - End	Leongatha (popn 5119) Café, accom, toilets, parks, Dr to Meeniyan (16km) Café, accom, toilets, parks, water Meeniyan (popn 1040) to Foster (32km) Café, accom, toilets, parks, Dr Foster (popn 1164) to Toora (popn 887) Café, accom, toilets, parks to Welshpool (19km) , Café, accom, toilets, parks, water Welshpool (popn 331) to Port Welshpool (popn 191) Café, accom, toilets, parks (5km) - connecting trail. Café, accom, toilets, park Alberton (popn 162) to Yarram (popn 2168) Accom, café, park, water "The Tarra Trail" (6km) Not connected with the Great Southern Rail Trail in marketing material but located very close by.
Grading / Surface	hard packed gravel surface
Features	Re-launched in Nov 2016 - cycle, walk or horse ride from Leongatha to Port Welshpool, or from Port Welshpool to Leongatha. Close to Melbourne, Phillip Island and Wilsons Promontory. This rail trail has seen many major improvements in recent years including the opening of the Black Spur bridges near Koonwarra in March 2016.
Services	Meeniyan Hotel – Situated directly across from the Great Southern Rail Trail, Meeniyan Motel & Bike Hire Snowy River Cycling - Fully supported rail trail tours Australian Cycling Holidays - offer self guided cycle tours with cycling equipment, accommodation, breakfast, luggage transfers & trail assist. Cycle and Stay packages to explore the rail trails as day rides. Multiday bike hire incl panniers and pick up.
Management	Managed by a Management Committee of volunteers with great support from the South Gippsland Shire Council.
Visitor Usage	Waiting on reply calls / emails
Media / TripAdvisor	Trip advisor, 39 reviews, 4.5 stars

Ballarat – Skipton – Western Victoria	
Location	110kms North West of Melbourne Best in dry seasons
Distance	• 57kms
Start - End	Ballarat (popn 101588) accom, bike hire, food, parks to Smythesdale (20km) accom, food, park Smythesdale (popn 1031) to Linton (17km) accom, cafe Linton (popn 580) to Skipton (popn 460) (20km), accom, cafe
Grading / Surface	Fine gravel. Hilly
Features	This trail goes through significant remnant native grasslands. The area is well known for its historical gold mining sites.

Ballarat – Skipton – Western Victoria

	An impressive trestle bridge near Newtown is open for trail users. History boards with trail information are sited at various points along the trail.
Services	Linton Bike Hire - Bike hire, spare parts, transport and great food for all users Goldfields Bike Tours and Hire - experience hybrid or E-bike riding to explore the rail trails and in conjunction with our air conditioned bus and 15-bike trailer Welcome Nuggets Bike Hire Cycle City - Bike sales, service and hire
Management	Mngt Committee with reps from Councils - Golden Plains Shire, City of Ballarat and Corangamite Shire
Visitor Usage	Waiting on reply calls / emails
Media / TripAdvisor	Trip advisor, 3 reviews, 5 stars

East Gippsland - Victoria

Location	East Gippsland, 280km from Melbourne
Distance	94kms
Start-End	Bairnsdale (popn 14887) toilets, phone, water, cafes, camping, parks, accom, Dr to Nicholson (8km) toilets, phone, water, cafes, camping, parks, accom Nicholson (popn 1504) to Bruthen (20km) toilets, phone, water, cafes, camping, parks, accom Bruthen (popn 814) to Nowa Nowa (30km) toilets, phone, water, cafes, camping, parks, accom Nowa Nowa (popn 194) to Orbost (popn 2230) (38km) toilets, phone, water, cafes, camping, parks, accom, Dr
Grading / Surface	Quality formed surface Easy, with gentle gradients
Features	A long rail trail, which passes through a variety of forest and farmland Ideal for multi-day tour or shorter day trips Lots of huge old timber bridges, railway cuttings and embankments Some low level diversions around bridges from Bruthen on are quite steep. Occasional views of the Gippsland Lakes Rich variety of birds and other wildlife Small towns and villages providing meals and accommodation options Option to divert onto the Mississippi Tramway to Lakes Entrance Kilometre marker posts have been installed within 5 Kms of towns and at some other points
Services	Snowy River Cycling - bike hire, return transport, luggage transfers and accommodation
Management	East Gippsland Rail Trail Association
Visitor Usage	Waiting on reply calls / emails
Media /Trip advisor	Trip advisor, 45 reviews, 4.5 stars

The Riesling & Rattler – South Australia

Location	130kms north of Adelaide
Distance	54kms
Start-End	Auburn (popn 661) Café, accom, gallery, camping, toilets, vineyards to Clare (popn 3278) (25km) Toilets, picnic tables, vineyards, phone, parks, accom, bike hire Clare to Barinia Rd, White Hut (popn 19) (10km) (one-way off shoot track) Auburn to Riverton (popn 1042) (19km) Accom, café, camping, toilets, gallery (This section known as the Rattler) Other smaller loops available that take in specific vineyards.
Grading / Surface	Fine gravel. Gentle gradient
Features	This trail traverses two beautiful areas of SA countryside just a couple of hours drive north of Adelaide. It is a long high quality trail traversing a variety of rural landscapes and small rural villages. There are many options available to enjoy the whole trail or just short sections. All road crossings have facilities to cross safely. Explore vineyards and historic features Many quality interpretive signs at regular intervals
Services	Tour de Vines – cycle tours
Management	The trail is managed by a voluntary committee of management with assistance from the Department of Recreation and Sport (Trails SA).
Visitor Usage	Waiting on reply calls / emails
Media /Trip advisor	Trip advisor, 0 reviews

The Coast to Vines – South Australia

Location	Southern Adelaide Suburbs
Distance	37kms
Start-End	Marino (popn 2001) Toilets, picnic tables, vineyard, phone. Links to coastal walk, parks, skatepark, and geological site, accom to Old Reynella (9.4km). ph, vineyards, café, picnic (toilets along route) Old Reynella (popn 3301) to McLaren Vale (20km). Toilets, picnic tables, vineyards, phone, parks, accom McLaren Vale (popn 3861) to Willunga (popn 2416) (8km) Toilets, picnic tables, lots of vineyards, phone, parks, accom
Grading / Surface	Quality formed sealed surface Easy, with gentle gradients, except where some bypasses go around old bridge sites
Features	The Coast to Vines trail is a great day or weekend destination on the Fleurieu Peninsula The landscape is varied from sea views to rural and farming land The wineries of McLaren Vale are nearby, and there are plenty of places to eat and stay
Services	
Management	The cities of Marion and Onkaparinga
Visitor Use	Waiting on reply calls / emails
Media /Trip advisor	Trip advisor, 0 reviews

Hauraki – New Zealand

Location	2 hours from Auckland All year riding
Distance	160kms
Start-End	Pukorokoro-Miranda Accom to Thames (55kms) Accom, café, toilets, VIC Thames to Paeroa (34km) Accom, café, toilets Paeroa to Waihi (24kms) Accom, café, toilets, VIC Paeroa to Te Aroha (23kms) Accom, café, toilets, VIC Te Aroha to Matamata (37kms) (under construction)
Grading / Surface	Easy, mainly gravel
Features	Highlights include: stunning Karangahake Gorge, one of the “14 wonders of New Zealand”, historic gold mining towns, shorebirds, RAMSAR Wetlands of international significance, and luxurious mineral spas.
Services	There are a number of companies that offer bike hire, luggage transfers, shuttle bus service and accommodation. Including nearby hot springs, camping, water falls, toilets, cafes, accommodation, walkways, heritage sites, wineries, linked events
Management	Hauraki Rail Trail Charitable Trust – looks after maintenance costs via business sponsorship/ commission program
Visitor Usage	Trip counters along the trail show 18,693 trips in Thames in a year; Kopu logged 12,178; Hikutaia, 8487; Paeroa, 29,079; and Waterfall Bridge, between Waikino and Waihi, 34,049. The Karangahake Bridge counter logged 92,250 trips. Visitors were spending an average of \$172 per trip, up from \$105 in 2012, and 50 full time positions had been created because of the trail. Figures also show that local businesses were growing in response to the increase in visitors using the trail. "One in seven businesses along the trail have adjusted their offerings to meet the needs of cycle trail user Source: https://www.stuff.co.nz/travel/destinations/nz/94123407/hauraki-rail-trail-contributes-millions-to-local-economy June 2017
Media /Trip advisor	Trip advisor, 222 reviews, 4.5 stars

Otago Central Rail Trail – New Zealand

Location	Inland from Dunedin on the south east coast of New Zealand’s South Island. Year round
Distance	152kms
Start-End	Clyde Railhead Accom, cafes, camp to Alexandra (8km) Accom, cafes, camp, toilets, VIC Alexandra to Chatto Creek (17km) Accom, cafes, toilets, VIC Chatto Creek to Omakau (12km) Accom, cafes, toilets Omakau to Lauder (7km) Accom, cafes, VIC Lauder to Auripo (10.5km) Toilets along route Auripo to Oturehua (12km) Accom, cafes, toilets, VIC

	<p>Oturehua to Wedderburn (12km) Accom, cafes, toilets, VIC</p> <p>Wedderburn to Ranfurly (13.5km) Accom, cafes, toilets, VIC</p> <p>Ranfurly to Kokonga (18km) Accom, VIC</p> <p>Kokonga to Hyde (14.5km) Accom, cafes, toilets, VIC</p> <p>Hyde to Rock and Pillar (14km) Toilets, VIC</p> <p>Rock and Pillar to Middlemarch (13.5km) Accom, cafes, camp, toilets, VIC</p> <p>Additional side trips available</p> <p>4 days cycling, 6 days walking recommended for entire trail</p>
Grading / Surface	Compacted gravel. No hills, easy riding
Features	<p>Directional signs. Interpretative signs.</p> <p>14 shelters and 12 toilets along the trail.</p> <p>No camping areas provided on the trail. Camping is not prohibited, but trail is basically designed for use of the range of accommodation available in nearby towns (which includes backpacker accommodation).</p> <p>No water supplies on trail, due to dry Otago climate and water scarcity. Use of bottled water (available in towns along the trail) is advised.</p>
Services	<p>Trail accessible from Dunedin, Queenstown and Wanaka. Road access and bus services to towns and other locations on the trail. Accommodation and tourism operators provide pick up and drop off services, luggage and bike transport and car parking.</p> <p>Light plane charters fly to locations along the trail.</p>
Management	<p>Department of Conservation (DOC) in partnership with the Otago Central Rail Trail Charitable Trust. An Operators Group represents businesses which derive income directly or indirectly from the trail.</p> <p>Purchase of \$NZ10 Otago Central Rail Passport (containing maps and trail notes) is encouraged, and proceeds re used for trail management.</p>
Visitor Usage	<p>Trail users comprise of those who complete the entire trail together with those who use specific sections for commuting and short ride recreation and this data is collected from 7 counters strategically located on the Trail. It is important to note however, that the annual total and the graph (above) derives its data from the counters that best reflect most accurately only those who complete the Trail from start to finish.</p> <p>2015/16 - 13,406</p> <p>2016/17 - 14,089</p> <p>2017/18 - 14,392</p> <p>Annual total is conservative figure and does not include at least 80,000 users on the trail commuting or short recreational rides.</p> <p>Source: http://www.otagocentralrailtrail.co.nz/about-our-trail/</p>
Media /Trip advisor	Trip advisor. 0 reviews



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