Regional Growth Environment and Tourism Fund

NEW ENGLAND RAIL TRAIL BUSINESS CASE

New England Rail Trail Incorporated
Final Draft to Council
October 2019

KEY PROPOSAL DETAILS

PROPOSAL INFORMATION	
Proposal name	New England Rail Trail
Lead proponent (e.g. Council)	Armidale Regional and Glen Innes Severn Councils
Lead proponent ABN	39 642 954 203
Proposal partners	New England Rail Trail Incorporated (NERT)
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PROPOSAL SCOPE	
Proposal summary for publication *Please provide 150 words or less*	The Great Northern Rail Line between Armidale and the Qld border has not seen trains operating for 31 years. To revitalise this wasted asset and generate economic growth through increased tourism, Armidale Regional and Glen Innes Severn Councils are proposing to build a 103km rail trail between Armidale and Glen Innes at a cost of $24M. The trail will provide a safe recreational location for cyclists and walkers and is anticipated to attract 14,000 new overnight visitors and 15,000 new day visitor to the region who will spend in excess of $5.8M annually at local businesses. Opportunities will arise for new businesses to establish along the trail (accommodation, cafes, bike hire), creating 26 new local jobs. In addition it is estimated that over 37,000 locals will make use of the trail and reap the associated health benefits. Several small communities along the route will benefit from increased visitation.
PROPOSAL LOCATION	
Proposal address	
Local government area	Armidale Regional Council
NSW electorate	Northern Tablelands
Federal electorate	New England
SUPPORTING INFORMATION	
Attachments *Please list out all supporting information provided*	Attachment 1. New England Rail Trail Plan Attachment 2. Proposal Scope Attachment 3. Cost Plan Attachment 4. Gantt Chart Attachment 5. Evidence of Community Support Attachment 6. Project Cash Flow

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6.0	BCA changes	17/9/19	David Thompson
7.0	Final draft	30/9/19	David Thompson

CONTENTS

1 EXECUTIVE SUMMARY

The **Great Northern Rail line** between Armidale and Glen Innes covers a distance of 103kms and has now been **closed to trains for 31 years**.

The economic viability of **returning passenger and freight services** to this section of track, and beyond to Tenterfield has been examined, and was shown to be **unfeasible**. Even with quite optimistic assumptions about passenger numbers and freight tonnages, returning a train service produced a benefit-cost ratio of just 0.5, indicating that the discounted costs outweighed the discounted benefits by 2 to 1.

This proposal would see the 103km rail corridor between Armidale and Glen Innes remain in public hands, but be converted to a **rail trail** to boost local tourism. Armidale regional and Glen Innes Severn Councils would assume responsibility for the rail trail including annual maintenance.

The anticipated capital cost of the project is **$24.074M**, with annual maintenance costs of around $100,000.

NSW has 3,139kms of non-operational country rail lines which are maintained by the John Holland Group at a cost of about $1.65M per year or $525 per km (Parliament of NSW 2015, Transport for NSW 2018).

At present the rail corridor between Armidale and Glen Innes represents a **wasted asset**, which is costing the NSW government about $54,140 per year. If converted to a rail trail, Armidale Regional and Glen Innes Severn Councils would take over responsibility for corridor maintenance. Grazing by adjoining landholders and contributions from community groups is expected to contribute to reduced maintenance costs.

Cycling is now the fourth most popular physical activity for adult Australians and is attracting people to the region who would not normally have visited.

It has been calculated that the New England Rail Trail will attract **15,000 new day visits and 14,000 new overnight stays** to the region annually, as well as being used by around 37,000 local residents. This will generate more than $5.8M of additional visitor expenditure each year.

The additional expenditure will lead to the creation of **26 new full-time equivalent jobs** once flow-on effects are included (REMPLAN 2019).

Key beneficiaries will be:

- The economies of the Glen Innes, Guyra and Armidale region through increased tourist expenditure and increased economic diversity;
- The economies of several smaller communities along the rail route including Dumaresq, Black Mountain, Ben Lomond, Llangothlin and Glencoe;
- Local residents having new job opportunities;
- The New England-North West region with a new attraction generating increased visitation and longer stays;
- The state of NSW via reduced tourism expenditure leakage – less visitors travelling interstate or overseas to use rail trails;
- The NSW Government through the elimination of the responsibility to maintain the 103km rail corridor;
- Local residents having an additional recreational facility;
- NSW as a whole with additional opportunity to attract visitation from outside the State.

The project satisfies the criteria and objectives of the Growing Local Economies Fund with regard to economic growth, business attraction, job growth and diversifying regional economies.

When the health benefits are included in the benefit-cost analysis, and assuming only 25% of visitors to the trail are from outside NSW, the **project produces a BCR of 5.19.**

2 CASE FOR CHANGE

2.1 BACKGROUND

Description - this rail trail project involves the 103 kilometres of disused railway corridor between Armidale and Glen Innes in Northern NSW, a railway line which has been **closed for 31 years**.

In NSW, railway lines cannot be closed without a specific Act of Parliament; consequently, many rail lines are classified as disused. The condition of these railway reserves varies widely, but many are still intact as 'linear corridors' in public ownership.

The New England Rail Trail would pass through some very attractive scenery. Much of the proposed trail from Armidale to Glen Innes will pass through farming country, as this was where rail lines historically were routed.

There are interesting and varied landscapes on the section between Armidale and Black Mountain, particularly north of where the trail goes underneath Booralong Rd. The landscape between Ben Lomond and Glencoe in particular (also between Glencoe and Glen Innes) is very attractive and quite spectacular. There are great panoramic views afforded in sections, often due to very high and stunning embankments. The attractiveness of these quintessential rural landscapes to city dwellers in particular should not be underestimated.

The quality of intact railway heritage items such as switches, signals and mile pegs is very high (both of the restored and the unrestored infrastructure). **The quality of the railway stations is outstanding** and possibly represents the highest quality of restored and maintained railway stations along any substantial stretch of disused railway corridor in NSW. These stations also provide a good opportunity for the development of trail-related businesses – cafes, bike hire etc.

The **objective** of the project is to convert this disused rail line into a rail trail for cyclists and walkers, linking the city of Armidale with the township of Glen Innes and taking in the villages of Black Mountain, Guyra, Llangothlin and Ben Lomond in the process, thus providing an attraction to draw more tourists to the region, increase the over-night stays for existing tourists, and provide additional recreational facilities for locals.

Increased visitation and length-of-stay in these regional economies will boost spending, economic activity and jobs. It will also spawn the development of new economic activity along the route – accommodation, food/beverage, bicycle hire and other tourist attraction businesses.

Planned outcomes include:

- A new 103km gravel-surfaced rail trail with a width of 2.5m running from Armidale to Glen Innes;
- A trail which makes actual connection between the towns *en-route*; and one that reinforces historic connections;
- A trail with anchors at both ends. One-way trails (or out-and-back trails) need an anchor at both ends to be attractive to users. The best one-way trails have natural terminuses in major centres or towns or pass through major towns. This is particularly an attraction for this trial with easy access to Armidale in particular (by car, train and plane), and Glen Innes by car or bus;
- Provision of an additional off-road trail which adds to the list of tourist offerings in the New England region and encourages visitors to stay a little longer to go for a pleasant walk or ride;
- A new nature-based attraction which has the power to retain those visitors for longer, spending money and generating business opportunities;

- Expanded visitation to the region is conservatively estimated at:

- 15,000 new day-trippers;

- 14,000 additional overnight stays;

- 35,000 local users.

At present, the New England-North West Region attracts 1.618M visitors, resulting in 4.249M overnight stays (5.6% of all overnight stays in NSW). 28.4% of these visitors are from outside of NSW. 32% of visitors come for a holiday and 46% to visit friends and family, meaning a high percentage are potential rail-trail users. Domestic daytrips comprise 50.2% of visits, domestic overnight 48.7% an international 1.1% (Destination NSW 2019).

Studies on visitation to other rail trails indicate a significant proportion of visitors come from interstate or overseas. For example:

- The Murray to Mountains Rail Trail in Victoria has 20% of visitors from outside Victoria (Beeton 2009);

- The Otago Rail Trail in NZ attracts over 49% of visitors from overseas including over 21% from Australia (Reis *et al* 2010);

This indicates that the New England Rail Trail could capture some of the tourist expenditure leakage currently going to rail trails in other states or overseas.

Other important outcomes include:

- Connecting the towns and villages via a trail will provide an opportunity for local residents to choose a non-motorised connection for visiting friends or undertaking some exercise. A non-motorised trail provides another psychological link between the towns on the route;
- An injection of $5.8M per annum into these local economies as a result of this additional visitation, overnight stays and local use. **Note, in the supplied datasheet, it has been assumed that only 25% of visitors are from outside NSW, so that expenditure only amounts to $1.5M to reflect the benefit to the state, rather than the region**;
- Connecting the towns and villages via a trail will provide an opportunity for local residents to choose a non-motorised connection for visiting friends or undertaking some exercise. A non-motorised trail provides another psychological link between the towns on the route;
- Preserving open recreational spaces in the region for the community;
- Providing opportunities for local social capital development/investment (e.g. trail planning, working on the trail, developing local skills as most work will be done by local contractors);
- Reduce visitor expenditure leakage to interstate or overseas rail trails.

2.2 RATIONALE FOR INVESTMENT

The **key problem** that this proposal will overcome is that the existing 103km rail corridor represents **wasted infrastructure** which is not contributing to the economies or the communities from Armidale to Glen Innes.

There are a number of small villages on the intended route who no longer have any viable retail businesses (e.g. Ben Lomond and Llangothlin), and the addition of rail trail visitors may reverse this situation. At the

very least, a rail trail would provide the opportunity for accommodation and other tourist attractions in those areas (e.g. farm stays, B&Bs, coffee stops) which would boost these local economies.

All towns along the route from Armidale to Glen Innes are heavily dependent upon the agricultural sector for their economic prosperity (e.g. in Glen Innes agriculture contributes 23% of output value and 21% of employment, in Guyra agriculture contributes 37% of output value and 45% of employment – REMPLAN 2019). Due to the vagaries of agricultural production (climate and commodity price variability), these economies would benefit from economic diversification, and increased tourism is a significant opportunity to achieve this objective.

The Main North Line was opened in stages during the railway construction booms in the latter half of the 1800s. The line from Uralla to Armidale opened in February 1883. In August 1884, it was extended to Glen Innes (two sections were opened simultaneously – Armidale to Dumaresq and Dumaresq to Glen Innes). In September 1886, the line was extended to Tenterfield.

As road transport became more efficient during the 1950s, railways began to lose their primary function. Throughout the following decades, scores were abandoned. Many of these corridors remain in public ownership. In NSW, railway lines cannot be closed without a specific Act of Parliament; consequently, many rail lines are classified as disused. The condition of these railway reserves varies widely, but many are still intact as 'linear corridors' in public ownership.

The rail line has been largely disused for 31 years. The last regular services to operate north of Armidale was the Northern Mail which ceased in November 1988. Freight services continued to serve a fertilizer depot at Dumaresq until the mid-2000s, after which the line closed north of Armidale.

A recent study (AEC 2018) examined the possibility of re-opening the rail line for freight and passengers between Armidale and Tenterfield. **This revealed a capital cost of $2.5M per km for reinstating rail services (compared to $234,000 per km for a rail trail), and maintenance costs of $25,000 per km per annum (compared to $915 per km per annum for a rail trail).**

The Riverina Highlands Rail Trail has established a pilot mechanism for the conversion of disused rail corridors into rail trails, including the legislative requirements and the handover of responsibility for maintenance to local government. Evidence from rail trails in Victoria indicates that the maintenance costs are likely to be much lower than those set out in the New England Rail Trail Plan (Halliburton 2018), coming in at an average of $915/km (Indigo Shire Council, pers. Comm 2019).

The predominant user group for rail trails is cyclists, ranging from elderly people, to baby boomers, young couples, family groups with children, teenagers and young children. Walkers and horse riders are also attracted to rail trails, but in far lesser numbers. They all are using rail trails for a reason: they enjoy routes free from motor vehicles, routes that are away from the noise and smell of roads, and away from trucks and cars.

Armidale already has a relatively strong cycling culture (both urban and touring). Glen Innes Severn Council has expressed an interest in developing a better cycle network within Glen Innes. A rail trail would add significantly to both these existing opportunities and cultures.

The **New England North West Regional Plan** includes a direction to support healthy, socially engaged and well-connected communities. An action from this is to facilitate more recreational walking and cycling paths, linkages with centres and public transport, and expand inter-regional and intra-regional walking and cycling links. A rail trail, particularly one which is developed along the longer corridor (Armidale to Glen Innes) is a relatively low-cost option for developing such connections (physically and psychologically).

The Community Strategic Plan for Glen Innes Severn Council has a goal of encouraging the community to be more active. The same document for Armidale Regional Council supports cycling as a healthy form of transport.

2.3 STRATEGIC ALIGNMENT

Figure 2.2. Project Alignment with NSW Government and Council Policies

Policy	Alignment
Northern New England High Country Regional Economic Development Strategy "A region seeking to encourage economic development should therefore concentrate on factors that enable the growth of endowment-based industries, as well as building local leadership and institutional capacity and capabilities to facilitate businesses and public agencies and services to capitalise on the opportunities that a region's endowments present." "In addition to the climate and location, the Region has other endowments that make it appealing for tourism and lifestyle. These include the natural beauty of the Region, a concentration of World Heritage areas, National and State Parks, State Conservation Areas and Nature Reserves, and a diversity of quality tourist attractions, accommodation and events." "Tourism is another important industry in the Region. Accommodation and Food Services (which is a proxy for tourism) is the 4th largest employer. It is also independent of agricultural industries, helps raise the profile of the Region and plays a part in relocation decisions. There are opportunities to continue to grow the 'short-break' and day visitor markets from south east Queensland and the Northern Rivers area of NSW, as well as the special interest and activity based markets and the long-haul touring market." "Grow the tourism sector (visitor economy) through product development, improved signage, marketing promotion, and growing the events sector" "Investment in the tourism sector including: – product development – improving existing attractions and facilities and developing new attractions – improved tourism signage – improving the quality and range of event Facilities"	The project aligns by: • Providing an additional tourism attraction which utilises the natural scenic and infrastructure endowments of the region • Upgrading the visual and recreational amenity opportunities for both visitors and the local community • Providing additional opportunities to boost overnight stays • Drive growth of the local economies and employment opportunities through enriching the visitor experience and complimenting the wider array of New England North West tourism experiences. • Provide further diversification for the NSW regional economy
Southern New England High Country Regional Economic Development Strategy "Tourism (for which Accommodation and Food Services is a proxy) is not a regional specialisation but is nevertheless an important industry that	The project aligns by: • Specifically progressing the New England Rail Trail initiative

complements the other key industries and provides diversity of employment" "product and infrastructure development to support the growth of tourism, including upgrading and expansion of visitor facilities at Dumaresq Dam, **construction of the New England Rail Trail (Stage 1)**, expansion of mountain bike trails and the expansion of the Walcha Outdoor Sculpture Park" "support tourism by continuing to expand and improve the attraction, experience and activity base of the Region and by building the events sector (including sporting, business and cultural events)" "Encourage the establishment of outdoor and adventure based activities and tours"	• Providing an additional tourism attraction which utilises the natural scenic and infrastructure endowments of the region • Upgrading the visual and recreational amenity opportunities for both visitors and the local community • Providing additional opportunities to boost overnight stays • Drive growth of the local economies and employment opportunities through enriching the visitor experience and complimenting the wider array of New England North West tourism experiences. • Provide further diversification for the NSW regional economy • Providing an additional outdoor tour opportunity
New England North West Regional Plan 2036	• Goal 1 Direction 7: "Build strong economic centres" as described above. • Goal 1 Direction 8: "Expand tourism and visitor opportunities" as described above. • Goal 4 Direction 17: "Strengthen community resilience," 18: "Provide great places to live," 19: "Support healthy, safe, socially engaged and well-connected communities" as described above.
Armidale Regional Council Community Strategic Plan 2017-2027 "The community had several suggestions as to how innovation and growth could be encouraged; ideas such as a rail trail…." "Other ideas for protection of the environment and encouraging climate friendly lifestyles included promoting eco-tourism (such as the introduction of a 'Rail-Trail')" "Investigate development of a rail trail north of Armidale to attract visitors to the region" "Tourism is seen as a key way of growing the local economy….." "Provide incentives for eco-tourism operators to establish programs which promote sustainable living and attract tourists to the region" "Tourism is seen as a key way of boosting the vibrancy, attractiveness and economic sustainability of the Armidale town centre and also the other towns across the region"	The project aligns by: • Specifically progressing the New England Rail Trail initiative • Would generate further tourism business opportunities

Glen Innes Severn Community Strategic Plan 2017-2027 "Advocate for the development of a rail trail to promote pedestrian and cycle connectivity" "Review tourism opportunities and promotion with a particular focus on strengthening accessibility and providing incentives to draw visitors into the Glen Innes Highlands"	The project aligns by: • Specifically progressing the New England Rail Trail initiative • Would generate further tourism business opportunities
Armidale Regional Council Delivery Plan 2018-2021 "The visitor economy generates additional revenue and employment to boost the local economy and creates opportunities for more vibrant cultural activities"	The project aligns with objective 3.1 of the plan
Restart NSW/Rebuilding NSW – "The Government is committed to supporting the development of strong, diverse and innovative regional communities across New South Wales and making those communities appealing places for people to live, work and invest".	The project aligns by: • Providing a high-quality tourist destination for both visitors and the local community • Improving the amenity appeal/opportunities in the region • Diversifying the local economy further
State Infrastructure Strategy – "productive regional industries and connected regional communities".	The project aligns by: • As described above plus • More opportunity for outdoor recreational activity = fitter community • Working with other community groups to provide the upgraded facilities
Jobs for the Future – "Open doors for entrepreneurs. Make NSW the place of choice for 'gazelles' to grow and succeed— by building a stronger entrepreneurial culture, ecosystems and skills and stimulating early stage funding".	The project aligns by: • As described above – opportunities for new businesses along the trail
NSW Visitor Economy Industry Action Plan 2030	• Aligns with all strategic imperatives (1-7) outlined in the final report. This includes increase visitation, grow physical capacity, renew and revitalise a NSW destination, improve the visitor experience, increase visitor spend, make NSW more competitive and change of mindset. • Contributing to the NSW Government's strategic target of doubling overnight visitation by 2020 • Improve the visitor experience through new facilities, diversified offerings through non-water recreation
NSW 2021 Plan. A Plan to Make NSW Number One.	• Improve the performance of the NSW economy through development a new tourism asset • Drive regional economic growth through development of a core capability of the Northern Inland.

	• Increase the competitiveness of doing business in NSW through development of a substantial NSW tourism asset • Enhance sporting and recreation opportunities that can be provided by the rail trailp
Destination Country and Outback NSW Destination Management Plan 2018-2020 "Support regions to leverage and plan for new and potential opportunities, for Example the proposal under consideration for a New England Rail Trail from Armidale to Wallangarra in Queensland"	• Boost brand awareness through nature-based tourism for 'visiting friends & family' visitation market segment.

2.4 EXPECTED OUTCOMES

The **key outcomes** of the project will be:

For Glen Innes Severn & Armidale Regional Shire Councils

- A new 103km gravel-surfaced rail trail with a width of 2.5m running from Armidale to Glen Innes;
- Expanded visitation to the region conservatively estimated at:

- 15,000 new day-trippers;

- 14,000 additional overnight visits of up to 3 nights for new visitors;

- 37,000 local users

- Productive use of an abandoned asset which passes through their council areas;
- Likely gifting of the existing steel and sleepers to council (following the precedent set for the Riverina Highlands trail), which can be sold to contribute to maintenance costs;
- A positive contribution to the health of their residents, which is an objective in their Community Plans.

For the Local Economies

- An annual injection of over $5.8M into these local economies as a result of this additional visitation, overnight stays and local use after 4 years of operation;
- 26 new FTE jobs as a result of increased visitation (REMPLAN 2019);
- Diversification of these local economies;
- A trail with anchors at both ends. One-way trails (or out-and-back trails) need an anchor at both ends to be attractive to users. The best one-way trails have natural terminuses in major centres or towns or pass through major towns. This is particularly an attraction for this trial with easy access to Armidale in particular (by car, train and plane);
- Provision of an additional off-road trail which adds to the list of tourist offerings in the New England region and encourages visitors to stay a little longer to go for a pleasant walk or ride;
- A new nature-based attraction which has the power to retain those visitors for longer, spending money and generating business opportunities;

- It is calculated that the additional visitor expenditure would generate an extra 26 FTE jobs (including flow-on effects) for the Armidale and Glen Innes regions (REMPLAN 2019).

For the Local Communities

- A trail which makes actual connection between the towns *en-route*; and one that reinforces historic connections;
- Connecting the towns and villages via a trail will provide an opportunity for local residents to choose a non-motorised connection for visiting friends or undertaking some exercise. A non-motorised trail provides another psychological link between the towns on the route;
- Development of additional local skills in rail trail development and maintenance;
- The opportunity to become involved in the marketing of the old rail steel and sleepers. For the Riverina trail, these assets were gifted to local council.

For the NSW Government

- Productive use of an abandoned asset;
- An economic boost to rural economies reducing their reliance on government assistance;
- Elimination of existing maintenance costs.

2.5 STAKEHOLDER & COMMUNITY SUPPORT

Community Consultation 2014-2019

Consultation continues though one on one discussions, public markets, and extensive household consultation personally conducted and recorded, DPC public consultation meetings, individual and media household publications.

Key Stake holders were identified in 2014, these are as follows and supportive letters have been received and supplied to the the then Transport Minister Ms. Glads Berejiklian and, the Deputy Premier Mr. John Barilaro personally in Guyra back in 2016.

Key Stakeholders consulted and supportive include:

- Black Mountain Preservation Society
- Guyra Shire Council
- Armidale Regional Council
- Armidale Regional Council Administrator
- Guyra and District Chamber of Commerce
- Armidale Business Chamber
- Business in Glen (BIG)

- Glen Innes Severn Shire Council
- Locals 4 Locals
- Stainable Living Armidale
- Guyra's Aboriginal Land Council
- Guyra Branch NSW Farmers
- Regional Development Australia Northern Inland
- Rotary Club Guyra
- Southern New England Landcare
- Armidale Regional Airport Users Group
- Guyra Central School
- Ben Lomond School
- Northern Tablelands Local Land Services
- The Guyra and District Historical Society Machinery Group
- All residents (including rural and CBD businesses) neighbouring the rail corridor

Concerns raised (as per Guyra Argus July 3rd, 2014):

- Can the line in its present state be removed?
- Who pays for the removal?
- Who benefits from the sale of its removal?
- Are the current lease holders still able to run stock up to the line?
- Is payment required to use the track?
- Are riders covered by public liability?
- Who controls the weeds?

These main concerns have been addressed in many formats, individually, public community consultations with DPC in Guyra/Tenterfield.

Publication of 'What is a Rail Trail' pamphlet delivered to all households (see Attachment 5), Trail Development Plan, Feasibility Study, Social Media, local print media and Radio.

The proposed process to address the issues was minimal due to the majority of the concerns being already addressed. It was always the intention to allow existing lease and stakeholders to continue with their long-term grazing and weed control practices along the corridor.

The local branch of the NSW Farmers supported both the graziers/rail trail proposal with a motion to ensure their retention as per the existing right of access with John Holland CRN.

We identified very early that Preservation Societies would play a significant role in the proposal in order to maintain their leases and interests, and also providing major trail 'points of interests'.

Armidale Regional Council carried out a phone poll.

Armidale Regional and Glen Innes Severn Councils and Councillors are aware the detractors and supporters over a long period and hence 11 months ago, both moving (with vast majority councillor support) to endorse the development of the trail.

The next major task is to consult with all the landholders along the Armidale to Black Mountain and Ben Lomond to Glen Innes section of the trail to address any concerns they may have. It is anticipated that allowing them to continue grazing right up to the boundary of the rail trail, along with the Biosecurity Plan developed for the rail trail, plus the Local Land Services Biosecurity Plan for Crown Corridors will address most concerns. Landholders along these remaining sections will be consulted during the first half of 2020.

All landholders along the 34km section from Black Mountain to Ben Lomond have already been consulted.

See Attachment 5 for further details of community consultation.

3 ANALYSIS OF THE PROPOSAL

3.1 OBJECTIVES & INDICATORS

Table 3.1: Proposal objectives

Key problem/issue	Key proposal objective	Key success indictor
Rail line between Armidale and Glen Innes disused for over 30 years – a wasted asset	Develop a rail trail on this rail corridor for cyclists & walkers to attract additional tourists, and more overnight stays by visitors	Increased visitors and overnight stays
Lack of economic diversity in Armidale and Glen Innes economies – high dependence on agriculture	Further diversify these economies through increased tourism	Increased visitor expenditure in these economies
Obesity and health issues in local communities	Provide an additional outlet for outdoor exercise	Level of use of the rail trail by local community, increased sale of bicycles locally

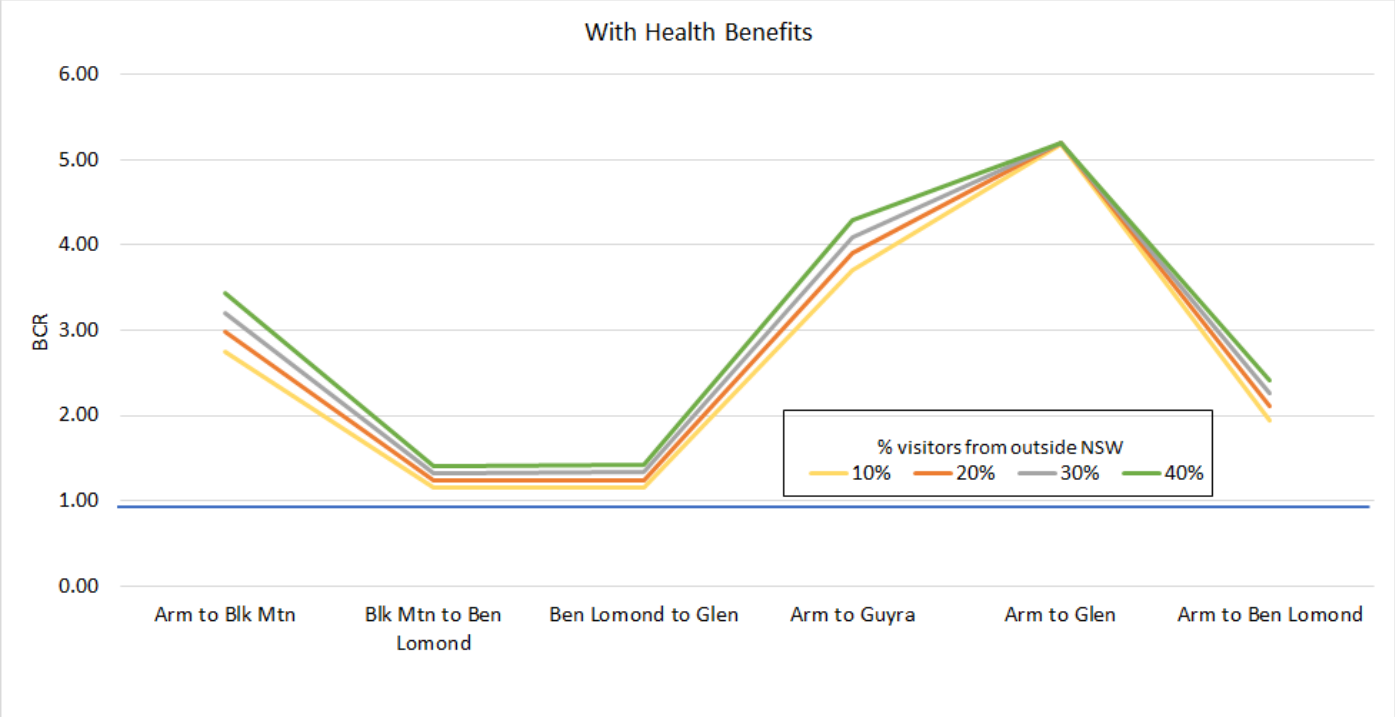
3.2 THE BASE CASE

The base case is that the rail corridor between Armidale and Glen Innes remains as it is; an entirely un-utilised and a non-productive asset, being maintained by the NSW Government (via John Holland) at a cost of about $54,000 per annum.

3.3 OTHER OPTIONS CONSIDERED

- The **do-nothing** option is the base case. It does not address the issue of a wasted public asset.
- A **do-minimum** option is to only develop the 34km section of the rail trail between from Ben Lomond to Black Mountain. This has been examined in detail in the New England Rail Trail Plan (Attachment 1). The shorter 34km trail (Black Mountain to Ben Lomond) has the potential to attract a level of usage estimated at 9,000 new non-local visitors. However, the longer 103km trail (Armidale to Glen Innes) has the potential to attract a much larger number of users – 29,000 new non-local visitors for a range of reasons, but largely due to having the key anchor towns of Armidale and Glen Innes at each end. Developing only the centre 34km section is seen as too risky due to the lack of visitor facilities to enhance overnight stays and produces a far less favourable BCR (Figure 1).

Figure 1. BCR for Different Trail Segment Options



- **Return trains to the rail corridor**. Despite vocal support from some community members, this option seems highly unlikely.

  As noted previously, the rail has not been used by trains for over 30 years, and the cost-effectiveness of road transport has largely eliminated the local opportunities for rail freight. Moreover, the development of the Inland Rail system to the west of the area is likely to be the focus for any future growth in rail freight. Livestock production (beef, sheep, wool) are the main commodities produced in the area that are transported, and any that are exported out of the region (e.g. to abattoirs or ports) are best suited to road transport with a well-developed route north and south along the New England Highway and east-west along the Gwydir Highway and Thunderbolts Way. Retail goods are also a major freight product in the region, but again they are well suited to road transport with direct delivery door to door without the need to transfer from rail to road. Passenger utilisation of the rail (even from southern areas into Armidale) is relatively low and an Armidale Regional Council study has indicated it is uneconomic to return passenger trains north of Armidale.

  The Armidale Regional Council commissioned a study (AEC 2018) looking at the feasibility of a passenger service on the line between Armidale and Tenterfield. The report considered the likely costs of refurbishment of the line to modern standards and likely revenues from services. The study concluded that the costs significantly outweighed the likely revenues by 2 to 1. In addition, the NSW Government has indicated it has funding available for viable rail service proposals. It is understood that the Government has yet to receive an economically viable proposal for this section of rail.

  Based on the AEC study, recommissioning the line from Armidale to Glen Innes would cost approximately $257M ($2.5M per km). Annual maintenance costs are estimated at $2.6M. However, net passenger and freight revenues (i.e. net benefits) were only around $13.12M annually, meaning that the return to rail proposal did not produce a net benefit (i.e. it would lose money and not generate a benefit-cost ratio of greater than 1.0). It should be noted that generous rail passenger numbers and freight volumes were assumed in this analysis.

- A **do-later option** is not considered warranted since the rail line has already been idle for more than 30 years and the study suggests it is unlikely that a rail service will return.

- The **preferred option** is to build the entire 103km rail trail between Armidale and Glen Innes. This is preferred because it delivers a trail with anchors at both ends, thus attracts a greater number of overnight visitors, and provides benefits for a larger number of locals. One-way trails (or out-and-back trails) need an anchor at both ends to be attractive to users. The best one-way trails have natural terminuses in major centres or towns or pass through major towns, which this option provides. In particular Armidale has good access to visitors (by car, train, bus and plane). This option also delivers the highest BCR (Figure 1).

3.4 INFORMATION ABOUT THE PROPOSAL

3.4.1 SCOPE OF WORKS

See Attachment 2 – Project Scope

Location – the rail corridor between Armidale and Glen Innes in Northern NSW;

Quantifiable details –

- 103 kms of new rail trail between Armidale and Glen Innes;
- To function effectively as a shared use facility (for cyclists and walkers), the New England Rail Trail should have a width of 2.5 metres;
- Removal of the existing coarse ballast material on the existing rail corridor;
- Removal of existing steel railway track and sleepers;
- Preserve embankment and side drains during ballast and track/sleeper removal;
- Grading, then spreading and compacting of new surface material (locally available earth surface (gravel, decomposed granite, crushed limestone, etc.);
- Chicanes, management access gates and signage at road crossings;
- Prominent trail head promotional signage;
- It is strongly recommended that distance signage and “Emergency Markers” be installed (showing distances, GPS coordinates at road crossings and emergency contact numbers);
- Other signage describing permitted use (e.g. no motor vehicles) and interpretive signage (e.g. information about events, wildlife, landforms etc.).
- Proper drainage installed for erosion control;
- There are 26 bridges along the entire 103km route, ranging in length from 4m to 120m. Most of these bridges will be retained (with upgrades) or replaced with pre-fabricated bridges. Reinstatement and refurbishment of the bridges (re-decking and installing handrails in compliance with Australian Standards for bridges) will be a major component of the cost of establishing the New England Rail Trail;
- Trail furniture (seating) at scenic locations;
- Car parking area, often with picnic facilities, interpretive signage, a map panel of the trail showing sites of interest and distances to features along the trail and a Code of Conduct at trailhead locations;
- It is critical that the rail trail corridor be fenced on both sides of the trail where it passes through farms – for public liability insurance and risk reasons. The rail trail corridor cannot remain unfenced. The

existing boundary fencing is sufficient to address these concerns. There is limited need for new boundary fencing;

- Erection of new fencing along the entire corridor producing a 6m corridor where the excess areas off the trail can be used by landholders for grazing stock. Use of permanent fencing to facilitate grazing the "remnant" corridor will involve installing new fencing closer to the trail (rather than at the property boundary). This ensures ongoing grazing access to the "remnant" corridor, even if land ownership changes;
- Retail existing livestock and machinery crossings;
- All artefacts and relics of the railway remain in place during the construction of the trail. The existing stations and other buildings in all the station grounds are outstanding examples of preserved railway heritage;
- All existing signs, signals and switches have been identified and allowance made for their retention and upgrading;
- Vegetation clearing - generally speaking, a cleared 'trail corridor' of 3.5 - 4.0 metres will be required to enable a trail of 2.5 metres to be developed in the centre of the cleared corridor. Either side of this trail will be further clearing of vegetation up to 1.0m for drainage;
- Toilets - proposed trailheads at Ben Lomond Station, Guyra and Black Mountain have existing toilets. It is assumed these are still functioning. There are also accessible toilets at Llangothlin. Consideration has been given to the installation of additional toilets along the rail trail but it is felt unnecessary given the relatively short distances between the existing facilities and the high cost of new toilets. There is no standard accepted distance between toilets on a trail.

More details of the works are provided in Tables 11, 12, 13, 15 & 16 of the New England Rail Trail Plan (Attachment 1).

Design Standards – Australian Standards for all works will be adhered to. Engineering certification of bridge supporting structures and abutments is strongly recommended, to ensure the structural soundness of the bridges to be re-used. The services of a qualified bridge engineer will need to be utilised to assess both bridges for structural soundness (a Level 2 integrity test is sufficient), to provide drawings of, and specifications for, a typical bridge super-structure and re-decking.

As a general rule, multipurpose trail bridges should support a minimum design load of 5.67 tonnes where emergency vehicles cannot easily gain access close to the bridges by other means.

Handrails will be required where the fall from the bridge decking to the ground is greater than 1 metre. This is a Standards Australia requirement.

There are designated standards for handrails for pedestrians and cyclists (1.0 – 1.1m high for walkers and 1.3m for cyclists with a number of detailed specifications regarding design). There are no standards for horses, although the UK has adopted a height of 1.8m where fall to ground is significant.

It is of major importance to develop a Bush Fire Risk Management Plan early in the planning process in consultation with the NSW Rural Fire Service. This is an issue with many rail trails and it has been successfully tackled elsewhere. For example, the Lilydale to Warburton Rail Trail (in Victoria) has developed a Wildfire Risk Management Plan. The Plan includes objectives and relevant actions. The objectives are:

- Providing a safe recreation trail for walkers, cyclists and horse riding;
- Providing a safe access onto and along the trail for all emergency vehicles;
- Minimising the risks of fires spreading from or onto the rail trail; and

- Developing annual maintenance works and maintenance programs (with an accent on fire hazard reduction).

Utility adjustments or property acquisitions – none required.

Concept diagrams and sketches – see the New England Rail Trail Plan (Attachment 1), Appendices 1, 2, 3 & 5.

Photos – see the New England Rail Trail Plan (Attachment 1), various photos throughout of existing infrastructure and intended new infrastructure.

Proposal Scope – most of this detail is provided in Attachment 1. An artists sketch of the route is provided in Attachment 2.

3.4.2 PROPOSAL EXCLUSIONS

None

3.4.3 RELATED PROJECTS

None

3.5 PROJECTED COSTS

3.5.1 PROJECTED CAPITAL COSTS

Table 3.2: Projected capital costs inclusive of contingency ($000s)

Stage	2017-18	2018-19	2019-20	2020-21	Future Years	Total
Base cost estimate				937.65	19,901.657	20,029.307
Contingency				169.047	3,442.005	3,611.053
Escalation				20.286	413.041	433.326
Nominal cost				**1,126.983**	**22,946.703**	**24,073.686**

3.5.2 PROJECTED ONGOING COSTS

Table 3.3: Projected ongoing costs ($000s)

Year	2017-18	2018-19	2019-20	2020-21	....	Steady State/ Last Year	Total
Maintenance of trail (slashing, resurfacing, signage etc)					40.6	94.2	134.8
					40.6	**94.2**	**134.8**

3.6 COST-BENEFIT ANALYSIS

Annual beneficiaries of the rail trail will include:

Local businesses – via an additional $5.8M of new visitor expenditure

The local economy – an additional 26 FTE jobs as a result of the increased visitor spend;

NSW economy – the potential to attract more visitation to NSW;

Visitors (29,000 non-local and 37,400 locals) – a new recreational and heritage facility to explore;

NSW Government – a maintenance cost saving of approximately $54,000 pa as the councils will take over this responsibility;

Trail Users – health benefits estimated at $1.42/km for cycling and $2.83/km for walking (Queensland Department of Transport and Main Roads 2016).

A Cost-Benefit analysis has been conducted for the full 103 km section of trail between Armidale and Glen Innes. It includes the following:

Costs:

- $24M capital cost in three stages over the period 2020-2022 (as estimated in the NE Rail Trail Plan);
- Council maintenance costs of $94,250 pa (Indigo Shire Council data for Victorian rail trails).

Benefits:

- Reduced maintenance costs (currently contracted by the NSW Government to John Holland) of $54,000 pa;
- Additional visitor expenditure (new visitor numbers and daily expenditure estimates taken from the New England Rail Trail Plan) – only the expenditure from visitors from outside NSW were included. Daily expenditure data taken from the NE Rail Trail Plan. It is assumed 10% of users will buy a package to use the trail, which costs 39% more based on data from the Otago Rail Trail;
- Trail user health benefits (for walker and cyclists), taken from Queensland Department of Transport and Main Roads (2016) – only the benefits to NSW resident users were included;

The analysis was conducted using a 7% discount rate over a 20-year analysis period, and assuming a 60/40 split of overnight stays between Armidale and Glen Innes.

Sensitivity testing was also conducted on the number of visitors using the trail from outside NSW. For the base-case it was conservatively assumed that only 25% of visitors to the trail are from outside NSW.

The 103 km rail trails would generate a BCR of 5.19 and a Net Present Value of $114.6M if only 25% of the new visitors are from outside of NSW.

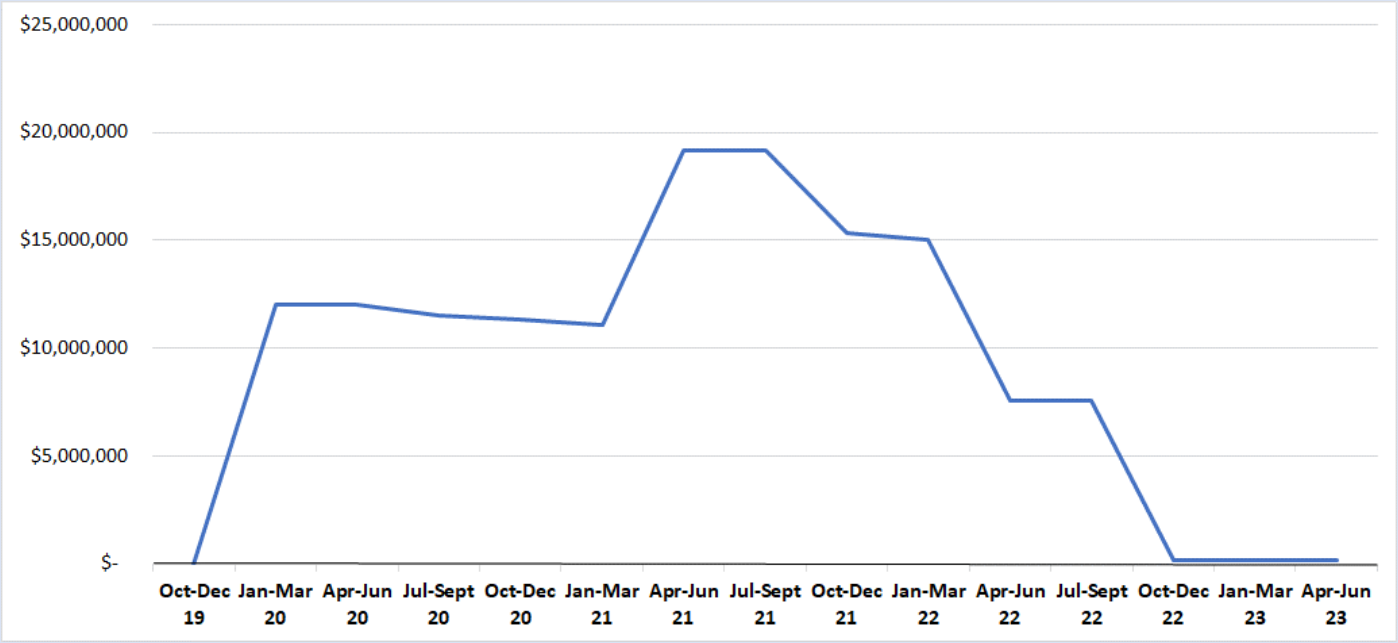
The majority of these benefits are health benefits ($11.7 per annum), with additional visitor expenditure contributing $1.5M per annum.

3.7 FINANCIAL APPRAISAL

Figure 2 shows the project cash flow up till 6 months after project completion. It is assumed that the council/community will be able to sell some of the removed track steel and sleepers to cover the annual maintenance costs of $95,000 pa. These figures are based on sales of this material realised from the Tumbarumba-Rosewood Rail Trail (personal communication Owen Fitzgerald 2019).

A more detailed cash flow budget is shown at Attachment 6.

Figure 2. Project Cash Flow Pattern



3.8 PROPOSED FUNDING ARRANGEMENTS

Table 3.4: Proposed capital funding contributions ($000s)

Stage	2017-18	2018-19	2019-20	2020-21	2021-22	Remaining Years	Total
Proposal capital costs				1,126.984	15,339.668	7,607.034	24,073.686
Funding sources							
NSW Government (subject of this request)				563.492	7,669.834	3,803.517	12,036.843
Council contributions							
Industry contributions							
Community contributions							
Other government contributions				563.492	7,669.834	3,803.517	12,036.843
Other funding sources (please detail)							
Sub-total				1,126.984	15,339.668	7,607.034	24,073.686

3.9 FINANCIAL HEALTH & SUPPORT

Not applicable.

4 IMPLEMENTATION CASE

4.1 PROGRAM & MILESTONES

Table 4.1: Key events

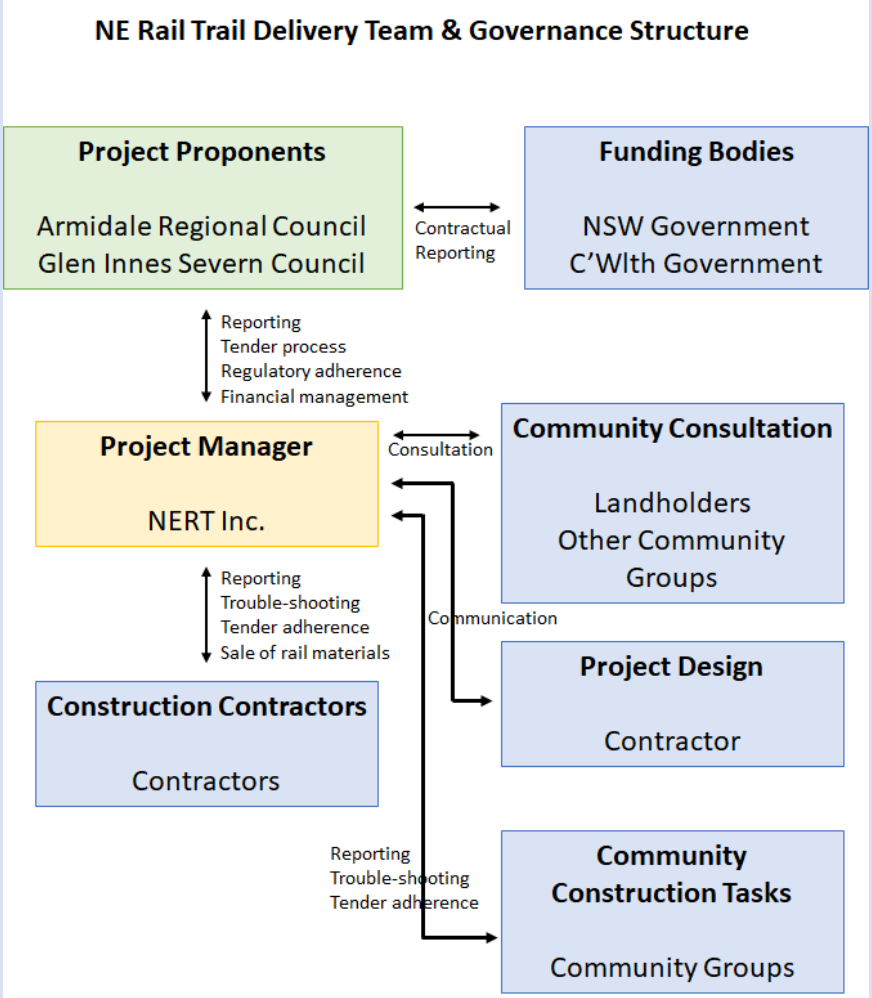
Event	Start	Finish
Public and landholder consultation	Jan 2020	Sept 2020
Approvals & legislation to close corridor	Jan 2020	June 2020
Finalise designs, tendering & contractors engaged	Jan 2020	June 2020
Field works for Stage 1 Armidale to Guyra + Glen Innes Pilot	July 2020	Dec 2020
Construction Stage 1 Armidale to Guyra + Glen Innes Pilot	Aug 2020	Sept 2021
Field works for Stage 2 Armidale to Guyra to Glen Innes	July 2021	Dec 2021
Construction Stage 2 Armidale to Guyra to Glen Innes	Oct 2021	Dec 2022
Rail trail commissioned	Jan 2023	

For more detail see Gantt Chart at Attachment 4.

4.2 GOVERNANCE

Figure 3 illustrates the proposed governance structure and interfaces between entities.

Figure 3. Project Governance



The role of the **Project Delivery Team** is to:

- Be responsible for the finalisation of the design, procurement, construction and delivery of the project objectives
- Understand the implications and outcomes of initiatives being pursued through the project;
- Appreciate the significance of the project for stakeholders and represent their interests;
- Be genuinely interested in the initiatives and the outcomes being pursued in the project;
- Be an advocate for the project's outcomes;
- Have an understanding of project management issues and the approach being adopted;
- Help balance conflicting priorities and resource;
- Be committed to, and actively involved in pursuing the project's outcomes.

4.3 KEY RISKS

Table 4.2 Outlines the key project risks and mitigation strategies.

Table 4.2: Key proposal risks

Item	Risk/s	Likelihood	Consequence	Rating	Mitigation strategy	Residual risk	Responsibility
Financial							
Funding	Secure external funding	Moderate	Very high	High	Ensure funding submissions meet required guidelines & highlight the importance of the project to the community. Develop crowd funding campaign. Do not commit to the construction phase until access to the funding is secured.	Medium	NERT, Armidale Regional Council, Glen Innes Severn Council, RDANI
	Council funds available	Low	High	Low	Funds already set aside	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
Costs	Tenders higher than estimated costs	Low	High	Medium	Detailed costing already obtained. In line with Council procurement process, reconsider project scope and/or seek Council approval for budget variation	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
	Variations during construction	Moderate	High	High	15% contingency factored into costs. Ensure appropriate contracts in place to tenderer must account for variations	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
	Lack of financial reporting/monitoring	Low	Low	Low	Monthly reports prepared in line with Council procedures, management group monitors	Low	Armidale Regional Council, Glen Innes Severn Council
Regulatory							
State Government Regulation	There remain key legislative obstacles to the development of rail trails in NSW. There is currently no clear legislative or administrative process to follow in NSW. There have been ongoing discussions within the State Government about the legislative and administrative process to facilitate the conversion of disused	Moderate	High	High	The NSW Government has committed $5 million funding to the proposed Tumbarumba Rosewood Rail Trail (part of the Wagga Wagga to Tumbarumba line) as a 'pilot' project – part of the pilot project will address the legislative barriers	Medium	NERT, Armidale Regional Council, Glen Innes Severn Council, NSW Government
Planning approvals	Delay in Council/NSW Govt approval	Moderate	Moderate	Medium	Ensure external contractor supplies appropriate documentation. Ensure preliminary meetings with appropriate Council staff to reduce unnecessary delays. Obtaining all necessary approvals, permits, designs, specifications and environmental assessments before commencing. NE Rail Trail Plan has already identified regulatory issues.	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
Grant documentation	Approval & acquittal documentation not completed	Low	Low	Low	Ensure appropriate financial records kept, expenditure meets guidelines & all documents completed & checked prior to return	Low	Armidale Regional Council, Glen Innes Severn Council

Item	Risk/s	Likelihood	Consequence	Rating	Mitigation strategy	Residual risk	Responsibility
Procurement							
Detailed design & tender documentation	Delayed	Low	Moderate	Low	Preliminary design work already completed in NE Rail Trail Plan Council experiences in developing tender documents	Low	Armidale Regional Council, Glen Innes Severn Council
Successful tenderer	Delay in response or engagement	Moderate	High	High	Ensure documentation is accurate. Ensure queries responded to/information supplied in a timely manner. Follow Council procurement processes.	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
Poor response to tender	Delayed	Low	High	Medium	Develop clear precise tender documentation, ensure sufficient reach in advertising, sufficient time to respond, target specific firms for feedback, re-write & re-advertise if needed	Low	NERT, Armidale Regional Council, Glen Innes Severn Council
Pre-Construction							
Approvals and consultation with landholders/community	As above and below	Moderate	High	High	Extensive consultation has already been conducted with landholders for the first stage (Black Mountain to Ben Lomond)	Medium	NERT, Armidale Regional Council, Glen Innes Severn Council

Item	Risk/s	Likelihood	Consequence	Rating	Mitigation strategy	Residual risk	Responsibility
Construction							
Project management	Appropriateness of Project Manager & team to deliver	Low	Low	Low	Well experienced Project Manager and team are involved, experienced contractor selected	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
	Staff coverage	Moderate	Moderate	Medium	Regular meetings of project team with contractor to ensure continuity, appropriate documentation kept to allow temporary team replacement at short notice	Low	Armidale Regional Council, Glen Innes Severn Council
Communication	Poor landholder/community communication	Low	Moderate	Low	Ongoing consultation with adjoining landowners to clarify/confirm need for, and precise location of, requested items	Very Low	NERT, Armidale Regional Council, Glen Innes Severn Council, Contractor
Safety	WHS incidents	Moderate	Moderate	Medium	Successful tenderer to have own risk management controls in place, sub-contractors are the tenderers responsibility	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
Flooding of the construction site.	Delays	Low	Moderate	Low	Within the construction contract make the contractor aware of the risk to the site of a major flood, and the contractor take the commercial risk.	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
Timeframe	Delays	High	High	High	Regular onsite meetings with successful contractor to ensure potential delays identified and addressed ASAP	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
Design changes	Site characteristics require design amendments	High	High	High	Regular onsite meetings with successful contractor to ensure potential delays identified and addressed ASAP	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
	Changes to design by Councils/community/landholders/NSW Govt post-start	Moderate	Moderate	Medium	Ensure tender design have been subject to sufficient rigor/assessment to meet all stakeholder requirements, ensure design changes do not ensure additional cost and still meet intended purpose	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
Construction materials	Unable to be sourced	Moderate	Moderate	Medium	Select tenderer with proven ability to source materials. Regular onsite meetings with successful contractor to ensure potential materials issues are identified ASAP.	Low	Contractors, Armidale Regional Council, Glen Innes Severn Council
Landholder/community cooperation/opposition	Unable to secure cooperation, opposition to the project from landholders along the route or community in general	Moderate	High	High	Ensure full landholder consultation and cooperation before commencing project (cost has been allowed for in budget). Local publicity and promote the benefits to community and the risk mitigation actions for private landholders. General issues usually raised by landholders are dealt with in the endorsed NSW Government position as laid out in the Strategic Risk Assessment – Biosecurity Risks Associated with Rail Trails. Public workshops facilitated by the NSW Government have already been conducted for this proposal	Low	NERT, Armidale Regional Council, Glen Innes Severn Council, NSW Government

4.4 LEGISLATIVE, REGULATORY ISSUES & APPROVALS

- An Act of the NSW Parliament will be required to close the rail corridor and transfer ownership from Transport NSW to Crown Lands. Crown Lands will then entrust maintenance of the corridor and responsibility for developing the rail trail to Armidale Regional and Glen Innes Severn Councils. A precedent for this process has already been set in NSW with the Tumbarumba to Rosewood Rail Trail, managed by Snowy Valley Council ;
- A Biosecurity Plan is required, however this already exists and is a generic plan developed by NSW Local Land Services (LLS) for Crown Lands. It can be amended for specific local conditions/issues, and a draft Biosecurity Plan for the Armidale-Glen Innes trail has already been written;
- Councils will be required to do an Environmental Impact Assessment involving LLS, EPA and Fisheries. Again, a precedent for this process has already been set with the Tumbarumba to Rosewood Rail Trail.

4.5 PROPOSED MANAGEMENT ACTIVITIES

4.5.1 RISK MANAGEMENT

Both councils are committed to an enterprise wide approach to risk management.

Enterprise risk management involves coordinated activities to direct and control the organisation with regard to risk. It is a systematic process that involves establishing the context of risk management, identifying risks, analysing risks, treating risks, periodically monitoring and communication and consultation.

Risk management explicitly addresses uncertainty, but it does not eliminate all risk. The application of risk management thinking, principles and practices aims to help Council deliver quality services, improve decision-making, set priorities for competing demands/resources, minimise the impact of adversity and loss, ensure regulatory compliance and support the achievement of objectives.

Internal Audit and Risk Committees are responsible for assisting the Councils with its oversight function, by providing independent assurance, advice and recommendations on matters relevant to risk management, control, governance and external accountability responsibilities.

The CEOs and Executives are responsible for leading the development of an enterprise risk management culture across the organisations and ensuring that the Enterprise Risk Management Policy and Enterprise Risk Strategy are being effectively implemented within their areas of responsibility.

Managers at all levels, are the risk owners and are required to create an environment where the management of risk is accepted as the personal responsibility of all workers, volunteers and contractors. Managers are accountable for the implementation and maintenance of sound risk management processes and structures within their area of responsibility in conformity with Council's enterprise risk management framework.

The Manager, People and Performance is responsible for coordinating the processes for the management of risk throughout the organisation. This may include the provision of advice and service assistance to all areas on enterprise risk management matters.

All workers are required to act at all times in a manner which does not place at risk the health and safety of themselves or any other person in the workplace. Workers are responsible and accountable for taking practical steps to minimise Council's exposure to risks in so far as is reasonably practicable within their area of activity and responsibility.

Construction and implementation risks will be managed by a number of mechanisms including:

- Contracting a project manager to oversee all aspects of the process and regularly report back to the two councils;
- Consulting with every individual landholder along the route;
- Regular communication with the affected communities;
- Contingency and escalation allowances have been built into the budget.

4.5.2 ASSET MANAGEMENT & OPERATIONS

It is anticipated that once the rail corridor is closed, responsibility for maintenance will be handed over to the two councils (Armidale Regional and Glen Innes Severn Shire). In the NE Rail Trail Plan, annual maintenance costs for the entire 103km rail trail are estimated at approximately $95,000 per annum, based on data from Indigo Shire Council on maintenance costs for Victorian rail trails. Note this is significantly less than the $310,000 per annum estimated in the New England Rail Trail Plan, which is regarded as an over-estimate as the trail will be available for grazing right up to its 6m border due to new fencing arrangements. Also, it is anticipated community groups will assume responsibility for some maintenance further reducing costs.

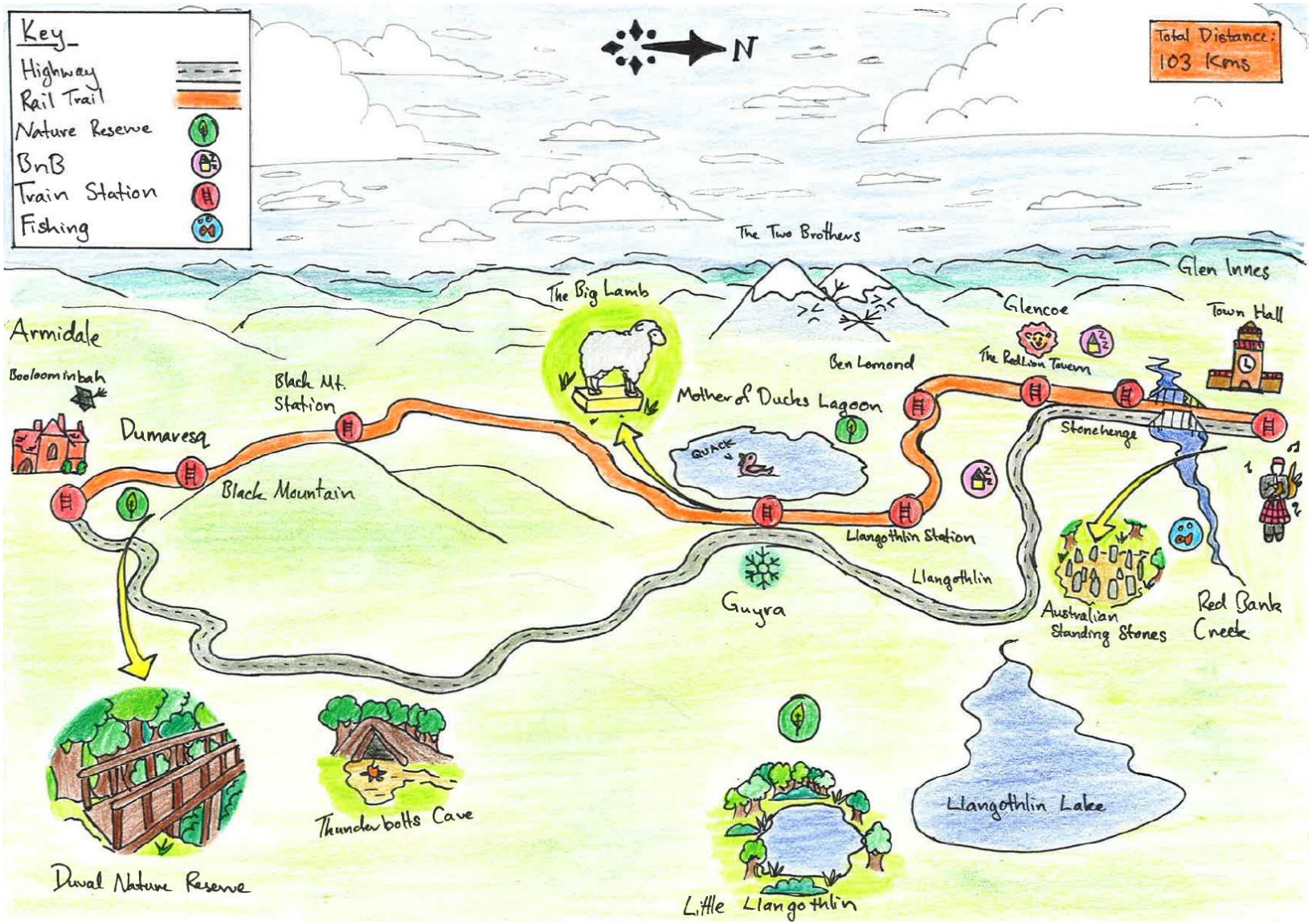
Moreover, assuming the councils will resume ownership of the rail lines which have to be removed, they will be able to sell the sleepers and rail track steel to generate a maintenance fund. This has been the case for the Tumbarumba-Rosewood Rail Trail.

4.6 ATTACHMENTS

4.6.1 ATTACHMENT 1 – New England Rail Trail Plan (2018).

Provided as a separate document.

4.6.2 ATTACHMENT 2 – Proposal Scope



4.6.3 ATTACHMENT 3 – Cost Plan

Detailed costings are provided in Section 6 of the provided New England Rail Trail Plan.

A summary version of those costings is provided in Table 4.4

Table 4.4. Cost Plan

	Armidale to Guyra	Guyra to Glen Innes
Trail surface construction	4,968,199	7,395,137
Bridge replacement	292,699	3,799,230
Clearing	181,152	250,714
Fencing & barriers	1,491,680	2,229,445
Trail head works, comfort stops	119,125	102,365
Culverts/drainage	228,984	37,240
Road crossings	165,949	607,597
Signage	91,460	144,290
Rail artifact renovation	26,900	36,925
Other	160,426	270,277
Approvals, designs, applications	173,445	317,855
Project management	346,895	635,700
TOTAL	**8,246,912**	**15,826,774**
Includes 15% contingency for capital works		

4.6.4 ATTACHMENT 4 – Gantt Chart

		Preliminaries			Armidale to Guyra Construction					Guyra to Glen Innes Construction					
Stage	**Activity**	**Oct-Dec 19**	**Jan-Mar 20**	**Apr-Jun 20**	**Jul-Sept 20**	**Oct-Dec 20**	**Jan-Mar 21**	**Apr-Jun 21**	**Jul-Sept 21**	**Oct-Dec 21**	**Jan-Mar 22**	**Apr-Jun 22**	**Jul-Sept 22**	**Oct-Dec 22**	**Total Investment ($)**
	Complete business case														
Pre-project	Detailed works assessment of remaining sections														
	Complete biosecurity plan														
	Public consultation														
Consultation	Landholder consultation/agreements														**127,000**
	Agreement by the two councils														
	Request legislation to close rail corridor														
Approvals	Handover of corridor responsibility to councils														
	OEH consultation re native vegetation														
	Finalise deigns														
Tender process	Write tender documentation														
	Construction management plan														**416,300**
	Procure contractors														
	Surveying														**75,000**
	Trail marking														
Field-works	Tree marking														
Stage 1 Armidale	Removal of cross fences														**181,152**
to Guyra 44.4kms	Clearing vegetation														
& 5km Glen Innes pilot	Identify/relocate utilities if needed														
	Geotech/engineering investigation of drainage														
	Remove sleepers & track														
	Install new fencing and gates														
	Drainage measures - culverts, bridges, cattle stops, erosion control, install drainage & barrier fencing														
Construction															
Stage 1 Armidale	Trail surfacing														**7,406,921**
to Guyra 44.4kms	Install signage & renovate rail artefacts														
	Install access gates, bollards, stock crossings, grids,														
& 5km Glen Innes pilot	road crossings etc														
	Install trailside furniture & trail heads														
	Landscaping/revegetation														
	Final cleanup														
	Surveying														**75,000**
	Trail marking														
Field-works	Tree marking														
Stage 2 Guyra	Removal of cross fences														**250,714**
to Glen Innes 58.6km	Clearing vegetation														
	Identify/relocate utilities if needed														
	Geotech/engineering investigation of drainage														
	Remove sleepers & track														
	Install new fencing and gates														
	Drainage measures - culverts, bridges, cattle stops,														
Construction	erosion control, install drainage & barrier fencing														
Stage 2 Guyra	Trail surfacing														**14,559,005**
to Glen Innes 58.6km	Install signage & renovate rail artefacts														
	Install access gates, bollards, stock crossings, grids,														
	road crossings etc														
	Install trailside furniture														
	Landscaping/revegetation														
	Final cleanup														
Project Mangt															**982,595**
Total cost															**24,073,686**

4.6.5 ATTACHMENT 5 – Evidence of Community Support

The following list illustrates the community support received for the project:

NEW ENGLAND RAIL TRAIL (NERT) : COMMUNITY SUPPORT FOR RAIL TRAIL PROJECT

Letters of support received and details.

Date of support letter / comms.	Organisation	Location	Signatory	No. members represented (assumptions in bold**)	Notes / any caveats for support etc.
10/07/2017	NE/NW NSW Business Chamber	Tamworth	Joe Townsend, Regional MGR	**New England - North West Ch**	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, to support business, towns & villages.
10/07/2017	Armidale Business Chamber	Armidale	Susan Cull, President	**30**	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
30/04/2017	NSW Farmers / Guyra Branch	Guyra	Bill O'Halloran, Secretary	**15**	In support conditional on 4 items including future use of corridor for rail if appropriate / cost / right of way / leaseholder interest / and biosecurity.
6/03/2014	Southern New England Landcare	Armidale	Sonia Williams CEO	**6**	Support in multiple areas. Weed and Pest control, environmental assessment etc
17/04/2014	Rotary Club of Guyra Inc	Guyra	Alan St Clair, President	**12**	Full in-principle support for NERT project Black Mountain - Ben Lomond.
1/05/2014	Guyra Shire Council	Guyra	Hans Hietbrink, Mayor	**5**	Full in-principle support (by supported resolution) for NERT project Black Mountain - Ben Lomond.
20/04/2014	Regional Development Australia - Northern Inland Committee	Armidale	Nathan Axelsson, Exec Officer	**8**	Full in-principle support for NERT project Black Mountain - Ben Lomond.
11/08/2014	Glen Innes Severn Tourist Association Inc	Glen Innes	Pat Lonergan, Chairman	**10**	Full in-principle support for NERT project Armidale - Wallangarra
2/10/2015	Glen Innes Severn Council - Office of the Mayor	Glen Innes	Colin Price, Mayor	**5**	Full in-principle support for NERT project Armidale - Wallangarra
18/03/2016	The Guyra & District Historical Society & Machinery Group Ltd	Guyra	Dell Healey	**10**	Leaseholder of Guyra Railway Precinct- Full in-principle support for NERT project Black Mountain - Ben Lomond, conditional on 2km access to rail around Guyra railway station and extra line to
4/14/14	Black Mountain Preservation Society Inc.	Black Mountain	Ian Reeve -President	20	Leaseholder of Black Mountain Railway Precinct. Full support
31/07/2014	Ben Lomond Public School	Ben Lomond	Denise Smoother, Principal	1	Full in-principle support for NERT project Black Mountain - Ben Lomond.
5/14/14	Ben Lomond Landcare Group	Ben Lomond	Graham Willis Chairperson	6	Full in-principle support for NERT project Black Mountain - Ben Lomond.
11/03/2015	NSW Dept Trade & Investment - Office of Regional Development	Sydney	Chris Hanger, Director	1	Full NSW Government in-principle support for rail trail development, including along the corridor Armidale - Guyra, where local communities are supportive.
28/07/2014	Armidale Regional Airport Users Group (ARAUG)	Armidale	Don Tydd, Chair	29	Full in-principle support for NERT project Black Mountain - Ben Lomond on the basis of growing local and regional tourism.
28/10/2016	Armidale Regional Council	Armidale	Dr Ian Tiley, Administrator	TBA	Full in-principle support, by resolution dates 26/10/16, for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Wayne Purvis, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Kristy Hammond, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Rodney Ramage, Ramage Engineering. Support providing corridor remains available for future rail if required.	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project; as long as stations and adjoining lines are maintained.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Doug Ellis, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Joanne Presnell, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.

24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Mark Thompson, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Janelle Gaukroger, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	William Annetts, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Christian O'Brien, South Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Deidre and Ernie Scott, Guyra residents, **neighbour to rail corridor**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Dale Ellis, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Donne Kennedy, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Paul Carton, Guyra resident, **neighbour to rail corridor, old gate house in B/Mountain**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Eric and Helen Turnham, Guyra residents, **rural property neighbour to rail corridor**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Will Newberry, Guyra resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	William James Munsdie, **Black Mountain rural resident, leasee on rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Simon George Croft, Guyra Rural resident, **leasee on rail corridor**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Peter and Dominique Jackson, **Llangothlin rural residents, leasee of rail corridor**	2	**Corridor Grazier**: Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Sarah Harding and Phillip Williams, **corridor graziers - Ben Lomond station to Llangothlin corridor - biggest section**	2	**Corridor Graziers: Ben Lomond station to Llangothlin corridor**: Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Lisa Kennedy, Llangothlin resident, **neighbour to rail corridor**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Sarah Jones, Llangothlin resident, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Rachael and Matthew Bull, Llangothlin resident, **neighbour to rail corridor**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Mandy Brazier, Llangothlin resident, **neighbour to rail corridor**	4	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Sarah Creedy, Lane Cove resident and owner, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Mrs Meg Kane, **Ben Lomond Rural resident, neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Hamish Pearce, **Llangothlin resident, neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Russell Roberts, **Llangothlin rural resident, neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Charmaine Burke, **Llangothlin rural resident, neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
24/04/2016	via Guyra and District Chamber of Commerce	Guyra	Ainslie Lund, **Ben Lomond rural resident, neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project.
6/03/2014	Paul Carton	Black Mountain	Second supportive letter, **neighbour to rail corridor**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.

6/03/2014	Black Mountain Roadhouse	Black Mountain	Annette Schieler, business owner.	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Boutique Beauty	Guyra	Philippa Ryan	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Presbyterian Church	Guyra	Morwell Mandela, Supply Minister	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Westview Partnership	Black Mountain	William Munsie	1	**Corridor Grazier: Black Mountain to 3.5km north** :Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	SJ & LJ Burey Building Contractors	Guyra	Luke Burey	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Guyra District Veterinary Services	Guyra	Lesa Brown	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Philip Waters Building Services	Guyra	Philip Waters	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Drews Seafood	Guyra	Drew	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Woods Contracting P/L	Guyra	J Wood	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	The Guyra Hotel	Guyra	Mr. Ian Cook	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	The Travelling Cappuccinos	Armidale	Mark A Werts	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Betts Mowing	Guyra	J E Betts	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Highland Pet Food	Guyra	Nick Jackson	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Paul Kirk Masonry	Guyra	Paul Kirk	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	TK's Welding	Guyra	Troy	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	JM & G George Inv Pty Ltd	Guyra	JM & G George	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Sue Ross Real Estate	Guyra	Susan E Ross	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Guyra Smash Repairs	Guyra	John McDiarmond	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Deano's Springwater Smoked Trout	Black Mountain	Dean Williams	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Shiralee Motel	Guyra	Mr and Mrs Cox	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Hairy Tales Comb True	Guyra	Edna Mendes	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	JoJos on Bradley (café)	Guyra	C Mendes	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Royal Hotel	Guyra	Kylie Sutton	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Guyra Scissors and Combs	Guyra	L Oehlers	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
6/03/2014	Kirks IGA Guyra	Guyra	Michael Kirk	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.

6/03/2014	Dragon Fly Plumbing	Guyra	Martin Inglis	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required. **Except: no dogs**
6/03/2014	Hoffman Electrical	Guyra	Mr Adam Hoffman	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Jobs Australia	Guyra	Nigel Barlow, CEO	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	**Guyra Local Aboriginal Land Council**	Guyra	Joseph Ho, CEO	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Highland Florist	Guyra	K Lloyd, owner / manager	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Apple Tree Garden	Guyra	Jenni Lloyd-Ward, new owner Kelli Lockyer - High Country Wholefoods	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Compounding Pharmacy	Guyra	Mina Elias, Pharmacist	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Black Mountain Nursery	Black Mountain	Pam Youman	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Multi Motors Guyra	Guyra	**Jamie and Janette Williamson**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Emporium	Guyra	**Beth Archibald**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Fourways Service Centre	Guyra	Tracy Reeves	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Exhausts and Tyres	Guyra	**Roy Jones**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	RJ & KA Hammond, Plumbing and Gas Suplies	Guyra	R Hammond	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Fox Legal	Guyra and Armidale	Anthony Fox	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Sole Taxation, Chartered Accountant	Guyra	Chris Sole	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	KW Physiotherapy	Guyra	**Karan Wildman, Physiotherapist**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Bowling and recreation Club	Guyra	Betty-ann Bourke	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Grazag	Guyra	Julian Percy	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Whites Butchery	Guyra	MP White	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Black Sheep Wool 'n Wares	Guyra	**Mrs Margaret Swerdlow**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Terry's Menswear	Guyra	**Mrs Pat Darby**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015		Guyra	Mrs G Montague	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Guyra Newsagency	Guyra	**Evan and Annette Sole**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	"Yoolimba"	Ben Lomond	Melinda and Robert Atkin	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Elders Guyra	Guyra	Roger Saunders, Branch Manager	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.

4/03/2015	Elders Guyra	Guyra	James Lyon	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	"Canoona"	Guyra	George Vickery, Landholder	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	"Canoona"	Guyra	Dorothy Vickery, Landholder	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Robert Gordon	Guyra	**Robert Gordon**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	P & D Jackson	Llangothlin	P Jackson	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Dick Burey Country Kitchens + Guyra Glass and Aluminium	Guyra	Richard Burey	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
4/03/2015	Dick Burey Country Kitchens + Guyra Glass and Aluminium	Guyra	Debbie Burey, partner	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	New England Community College	Guyra	Dorothy Lockyer, Manager	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	**CT Electrics**	Guyra	**Ann and Geoff Thrift**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Blue Bells Guyra	Guyra	**Kerry Gitteos and proprietor of Guyra Post Office**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Burgess Garage	Guyra	Greg Burgess	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Guyra Country Butchers	Guyra	Michael Garniss	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Rafters of Guyra	Guyra	Peter and Narelle Malcolm	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Guyra Motor Inn	Guyra	**Ron and Brenda Small, owners**	2	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	High on Bikes	Guyra	David Mills	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Landmark	Guyra	Josh Lawlor, Branch Manager	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Kanes Contracting	Guyra	Geoffrey Kane	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Guyra Summit Caravan Park	Guyra	Rebecca White	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Mick's Mechanical	Guyra	Michael Vanderwolf	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Dasha's Hardware and Building Supplies	Guyra	**Darren Lennan**	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required. **Not to affect landholders.**
27/02/2015	M & J Moffatt Groundspreading	Guyra	Mal Moffat	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
27/02/2015	Top of the Range Roadhouse	Guyra	J Reeves	1	Full in-principle support for NERT project Black Mountain - Ben Lomond, and for the closure of the rail corridor to establish the rail trail project, conditional on continuing government ownership of rail corridor to return to rail use if required.
TOTALS:	120 LETTERS OF SUPPORT			**247**	

The following text is from a flyer used to inform the local community about the project:

What is a Rail Trail and what does it look like?

With the current debate on establishing a rail trail on the rail corridor between Black Mountain and Ben Lomond [about 38kms in length] it is timely that we should better understand what is a rail trail.

1. **What is a rail trail and who uses them?**

- A rail trail is a trail located along a former railway line. The track or trail will be a gentle grade as it follows the train line and has the added benefit of the trail passing through historical localities, countryside and villages.
- The trail should be suitable for walkers, mountain bikes, hybrid bikes, prams, children's scooters and wheel chairs. It should allow for two way passage. No horses or motor bikes would be allowed on the trail due to biosecurity, risk and maintenance concerns.
- Rail trails are used by everyday people, such as, locals including children, tourists, families, retirees and community groups.

2. **Legislation and Governmental issues**

- With the passing of an act by both Houses of State Parliament to close the rail corridor, the land reverts to Crown Land and is managed by the relevant local government, in this case the Armidale Regional Council (ARC). This land, or part thereof, cannot be sold in future without legislation again passing successfully through both Houses of the State Parliament. Travellers on the trail would be covered by insurance through Armidale Regional Council through their usual third party property insurance cover. This is the cover for all other ARC managed areas.
- Should a future Government need to reinstate the rail corridor for rail use, legislation would again need to be passed through both Houses of State Parliament. The rail trail would then be closed.
- It is anticipated that the funding to build the trail would come from the State Government. The ARC would undertake a form of ownership, trail upkeep and maintenance.

3. **Appearance**

- The rail trail should be approximately three metres wide and, subject to the final design, would be enclosed with fencing on either side of the trail pavement. It would be sign-posted with locations, distances and historical points of interest.
- The general practice throughout the world is that the rails and sleepers are removed, the ground compacted and then gravel or bitumen applied. Light gravel is usually the preferred surface. The rails and sleepers can either be sold to offset building costs or if suitable stored for possible future use.
- Trackside signs with distances as well as trail rules and conduct would be located at rail stations and other access points. Advertising of local businesses would also be considered.

4. Graziers'access

- Current graziers' access rights would be maintained outside the fenced off area of the trail. Removal of noxious weeds in the grazed areas will remain the responsibility of graziers, as is the current practice.
- The management of the trail would need to include control of noxious weeds on the actual trail.
- Stock corridors at appropriate sites would allow stock to be moved from one side of the trail to the other, with stock grids on the entrances to the trail to exclude stock from the actual trail. Automatically closing gates would allow walkers to cross the open area. There would be signs advising trail users to remain on the trail at these points and not to trespass on grazing land.
- Trail access across high level bridges would possibly require more solid fencing. If the bridge is unsuitable, the trail would continue alongside the bridge.
- The usual pedestrian safety features would be established at road crossings. Stock grids and gates would be built where required.

5. Benefits for the community

- The Guyra Rail Station and environs would retain track for the continued unchanged running of the popular trike activities.
- Seating and rest areas will be provided at appropriate distances, as well as ambulance access points to road-ways.
- The trail is a car-free facility for riders and families to walk, cycle and exercise in safety.
- It is also a place for tourists to come and experience the area away from their cars.
- We would see a significant flow of cashed up tourists intent on experiencing the New England cool climate rail trail. They would be encouraged to stay overnight and to enjoy a meal etc., as well as other attractions. Experience shows that in Victoria and overseas new businesses flourish and this leads to increased knowledge of the area and thereby encourages further permanent residents. Increased patronage also leads to increased property values and a wider range of more successful main street facilities.

4.6.6 ATTACHMENT 6 – Project Cash Flow

	Oct-Dec 19	Jan-Mar 20	Apr-Jun 20	Jul-Sept 20	Oct-Dec 20	Jan-Mar 21	Apr-Jun 21	Jul-Sept 21	Oct-Dec 21	Jan-Mar 22	Apr-Jun 22	Jul-Sept 22	Oct-Dec 22	Jan-Mar 23	Apr-Jun 23
Income															
Australian Government		$ 6,018,422					$ 6,018,422								
NSW Government		$ 6,018,422					$ 6,018,422								
Sales of rail steel & sleepers									$ 70,227				$ 70,227		
TOTAL INCOME	**$ -**	**$12,036,843**	**$ -**	**$ -**	**$ -**	**$ -**	**$12,036,843**	**$ -**	**$ 70,227**	**$ -**	**$ -**	**$ -**	**$ 70,227**	**$ -**	**$ -**
Expenditure															
Pre-project															
Consultation				$ 127,000											
Approvals															
Tender process				$ 416,300											
Field-works, Stage 1 Armidale to Guyra 44.4kms & 5km Glen Innes pilot						$ 256,152									
Construction, Stage 1 Armidale to Guyra 44.4kms & 5km Glen Innes pilot							$ 3,703,460		$ 3,703,460						
Field-works, Stage 2 Guyra to Glen Innes 58.6kms										$ 325,714					
Construction, Stage 2 Guyra to Glen Innes 58.6kms											$ 7,279,502		$ 7,279,502		
Project Mangt					$ 196,519		$ 196,519		$ 196,519		$ 196,519		$ 196,519		
Maintanance of rail trail													$ 45,201		
TOTAL EXPENSES	**$ -**	**$ -**	**$ -**	**$ 543,300**	**$ 196,519**	**$ 256,152**	**$ 3,899,979**	**$ -**	**$ 3,899,979**	**$ 325,714**	**$ 7,476,021**	**$ -**	**$ 7,476,021**	**$ -**	**$ -**
Net Cash Flow	$ -	$12,036,843	$ -	-$ 543,300	-$ 196,519	-$ 256,152	$ 8,136,864	$ -	-$ 3,829,752	-$ 325,714	-$ 7,476,021	$ -	-$ 7,405,794	$ -	$ -
Cumulative Cash Flow	$ -	$12,036,843	$12,036,843	$ 11,493,543	$ 11,297,024	$11,040,872	$ 19,177,736	$19,177,736	$15,347,984	$15,022,270	$ 7,546,249	$ 7,546,249	$ 140,455	$ 140,455	$ 140,455