



# Hume and Hovell Track

## Mountain Bike Master Plan

Draft Report | August 2018



### Document Register

Version	Report	date
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### Acknowledgements

The Hume and Hovell Track Mountain Bike Master Plan has been prepared by TRC Tourism Pty Ltd ([www.trctourism.com](http://www.trctourism.com)) for Snowy Valleys Council.

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The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.

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## Executive Summary

Snowy Valleys Council (SVC) has commissioned a Mountain Bike Master Plan to provide guidance for the development of mountain biking experiences, and to guide the planning and construction of a mountain bike (MTB) trail in the segment of the Hume and Hovell Track between Tumut and Mannus Lake.

- » SVC are seeking to identify upgrades that will develop the Hume and Hovell Track into a premier mountain bike experience, while providing enjoyable recreation for both locals and visitors and economic benefits to the community.
- » The Hume and Hovell MTB Track has been identified as a priority project in the regional Riverina Murray Destination Management Plan. Labelled a 'Tier One Priority Project', the project represents a large-scale investment which will act as a catalyst for significant growth or unlock a major opportunity.
- » The track has also been identified as a 'Cycling Game Changer Project' in the Snowy Valleys Destination Management Plan.<sup>1</sup>

To deliver this Plan, consideration has been given to Community Views, Trends, preparation of a thorough SWOT analysis (Strengths, Weaknesses, Opportunities and Threats), understanding why the Hume and Hovell Track is an important initiative and the potential economic benefits. A brief summary of each section is provided below as an overview to the recommended actions within this document.

### Community Views

In a business survey conducted as part of the Snowy Valleys Destination Management Plan, 48% of respondents replied that cycling is one of the tourism experiences that could have the greatest benefit in the region and enhance tourism opportunities in the Snowy Valleys.<sup>2</sup> During the development of this *Draft* Hume and Hovell Track Mountain Bike Master Plan, a range of local people were consulted including trail users, tourism operators, cycling groups, outdoor and adventure travel operators, bus operators, accommodation providers, land management agencies and landowners.

The priorities raised by each of the communities located within the Snowy Valleys region were<sup>3</sup>:

- Development of cycling infrastructure extending throughout the region, promoting adventure tourism, ensuring good branding and experiences throughout the region, providing support to value-adding industries, being known for produce, and facilitating authentic experiences for visitors.
- MTB groups were keen to expand the MTB experiences across the ranges on the Hume and Hovell Track and to link with future mountain bike areas through loop trails. The MTB local groups also sought some more challenging trails looping from the existing Hume and Hovell alignments.
- Local community input provided advice on how to resolve some of the challenging aspects to the trail experience, including steep ascents and alignment options and options to provide better and safer linkages to towns. Proposals included constructing a swing bridge across Jounama Pondage to link Talbingo with the Hume and Hovell Track, Bago State Forest and future MTB and walking opportunities.
- Tour operators and groups were keen to provide services for future MTB opportunities. This could include drop off and pick up arrangements utilising existing transport services (buses) and linking to the trail services at Wagga Wagga or Cootamundra.

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<sup>1</sup> Snowy Valleys Destination Management Plan 2018

<sup>2</sup> Snowy Valleys Destination Management Plan 2018

<sup>3</sup> Snowy Valleys 2028 – Community Strategic Plan



## Trends

The development, use and demand for trails has increased globally, along with the trend for visitors to have experience-based holidays or breaks and find more authentic and immersive ways to experience places and people. Trails are now also an integral part of a community's lifestyle and enable the tourism market to enjoy bushwalking, hiking, horse riding, trail running and mountain biking.

- Shared use trails that support these multiple types of recreation are becoming increasingly popular, allowing different users (both locals and visitors), age groups and group dynamics (couples, families, friends) to enjoy the experience.
- Motivated supporters of trail activities that have a strong lifestyle or adventure focus are increasingly becoming involved in development, advocacy, maintenance and events.
- Consumers look for trails that facilitate their overall enjoyment and appreciation of the area, while also providing a 'total experience' through the provision of supporting services, visitor products, interpretation and accessible information.

## Strengths of a Hume and Hovell Mountain Bike (Shared Use) Track

- A Hume and Hovell Mountain Bike Track has already been identified in the Snowy Valleys Destination Management Plan as a 'game changer' project in terms of support in moving the process forward.
- The Hume and Hovell Track is already an example of a unique product offer combining nature and adventure tourism with the history of the region<sup>4</sup>, following the footsteps of Hamilton Hume and William Hovell on their expedition to Port Phillip in 1824.
- Close to an alpine tourism destination with established accommodation options in surrounding towns and villages.
- A relatively young local demographic who will be seeking active adventure sports including MTB experiences.
- Can capitalise on the partial closure of popular Thredbo for MTB during the winter ski season.
- Linking to a range of alternative activities available in the region to support a longer stay including walking/hiking, horse riding, fishing, water-skiing, heritage villages and towns, food and wine.
- Established tourism flow along the Snowy Valleys Way scenic drive and easy driving distance from visitor origins of Sydney, Canberra, Wollongong, Wagga Wagga and Albury-Wodonga.
- Cycling activity growing on national level and increased interest in MTB.
- Local communities want to see sustainable tourism opportunities and have highlighted MTB as an opportunity.
- Support from Forestry Corporation (FCNSW) and land owners for sustainable recreational activity including MTB.
- Links to emerging rail trail opportunities and the towns of Tumut, Tumbarumba and Batlow.

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<sup>4</sup> Riverina Murray Destination Management Plan 2018

### Why is it important

Mountain bike tourism is a growing tourism segment that has proven to be capable of drawing new tourism spending to rural and regional areas that possess the right attributes and good trails.

- There is great community benefit in the establishment of mountain bike trails, and promotion of outdoor activities is an essential component of healthy communities. Community pride is also a benefit from the development of MTB experiences, as members of the community are often involved in volunteering and maintenance of the track.
- Economic benefits will result from services such as bike hire, drop off and pick up to the track, bike repairs and sales of bike equipment, particularly if they are implemented as initiatives to support mountain bike tourism.
- The goal of attracting more overnight stays to the region and increasing the diversity of activities will be supported by adding a dedicated MTB track in the region. This will in turn benefit accommodation providers, transport, restaurants, cafes, supermarkets, retailers, food and wine attractions and other services and attractions.
- As regional interest grows there will be opportunities for visitors to be engaged and to leverage from the other attractions that are known in the area.

### Economic Benefit

An economic impact assessment of the development and operation of the Hume and Hovell Mountain Bike Track was undertaken as part of the planning process. It covers two phases - the construction phase and the operations phase.

The Hume and Hovell Track will generate substantial positive economic benefits for the region during the construction phase and in the operations phase.

- **Construction Phase Jobs:** For the track's construction phase, a total of 11.7 FTE jobs (9.8 direct jobs and 2.0 indirect/induced jobs) would be generated during the construction period. The direct jobs comprise 7.5 jobs in on-site construction and 2.3 jobs in materials/equipment supply.<sup>5</sup>
- **Operations Phase Jobs:** The track will generate an increase in both day visitors (local and regional) and overnight visitors (regionals, intrastate, interstate/ internationals) to the region and this growth will generate additional jobs in servicing these visitors.

The track would generate a total of 14.5 full time equivalent jobs (direct and indirect) in year 1 (2021), increasing to 20.8 in Year 5 and 27.7 jobs in Year 10. On a sector basis, the jobs (FTE- direct and indirect) generated by track users are mainly concentrated in: accommodation; food and beverage; recreational services and other visitor services; and other retail

- **Benefit/Cost Analysis:** The development of the track generates combined benefits that are substantially above the full costs (construction, maintenance and depreciation) over a 10 year period. For this type of project, a 7% discount rate is appropriate, showing a Benefit Cost Ratio (BCR) of 1.4 over 10 years.

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<sup>5</sup> The construction module of MCA's Regional Impact Model, analyses the components of construction cost (total construction cost is split between including wages share, materials share, overheads and markets). The model generates estimates of: direct jobs (on site construction jobs, materials supply jobs); and indirect/induced jobs generated by spending in the region by the employees in the direct jobs. Estimates of regional income (direct and indirect/induced) are also generated.

## Conclusions

There is clear local and visitor demand for a Mountain Bike Trail linked to the Hume and Hovell Track. The opportunity to link challenge with immersion in nature, the Snowy Mountains landscape and local food, wineries and breweries are clear attractions for mountain bikers and their travelling companions.

The proximity to large capital cities and regional centres provides a growing pool of people looking for new adventure escapes and attractions provided by the Snowy Valleys region.

Increasing numbers of visitors will result in additional expenditure and support for jobs and businesses (both indirect and direct) and create value added benefits while diversifying the current tourism offering.

The economic benefit analysis provides evidence of the range of benefits anticipated from an estimate of new riders growing from 6,783 in Year 1 (2021) to 12,983 in Year 10 (2030).

The Hume and Hovell Track is well positioned to attract a range of riders from various destinations. If built and maintained to the highest standards ensuring sustainable and rewarding mountain bike experiences, it will become a must do destination for visitors. It will also be an exceptional local resource contributing significantly to the local economy and to the health and wellbeing of the Snowy Valleys Community.

### Proposed Vision for a Shared Use Hume and Hovell Track

#### Hume and Hovell MTB Track Vision

*The Hume and Hovell Mountain Biking experience will be a distinctive wilderness MTB adventure featuring remote and majestic forest settings, strong links to hospitable rural towns and a growing mountain bike culture.*

*Riders will enjoy open, free flowing sustainable trails that are expertly built and provide enjoyment and fun for novice and experienced riders, while walkers and trail runners will, through good trail design, continue to enjoy the remarkable trail journey through this unique forest and alpine landscape.*

#### Ambition Statement

To be a premier experience, the Hume and Hovell mountain bike journey must be a distinctive experience that strengthens and complements the environment.

#### Positioning Statement

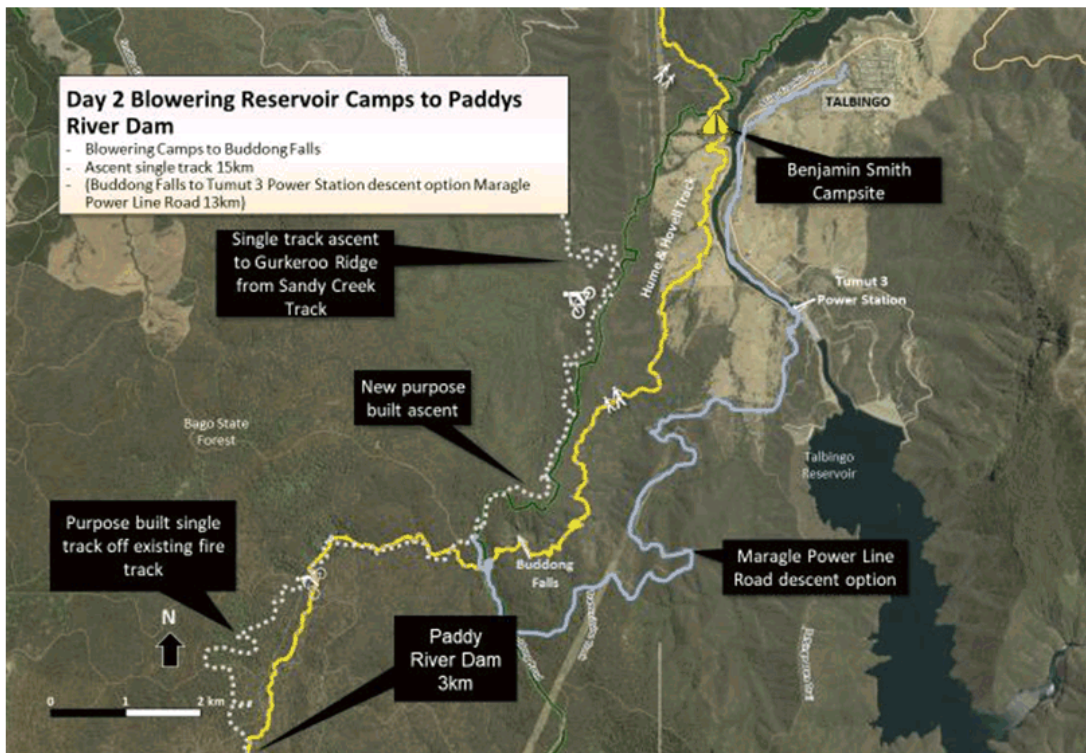
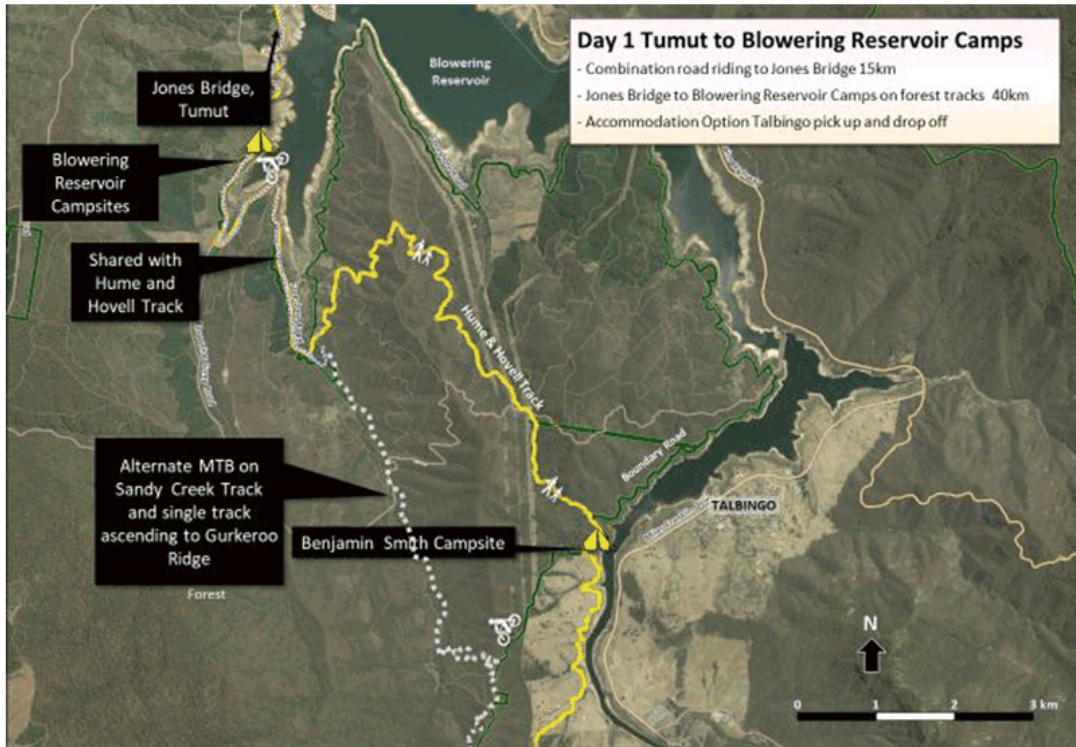
Hume and Hovell mountain biking - engage with the mountains, immerse yourself in the forests and wildlife, taste quality food and wine as you experience this ultimate high-country cycling adventure.

**The Hume and Hovell Mountain Biking experience will be an exceptional wilderness and MTB journey, which can be approached as a series of separate day rides or a 3-day cycling adventure combining on-track camping or shuttles to and from accommodation services.**

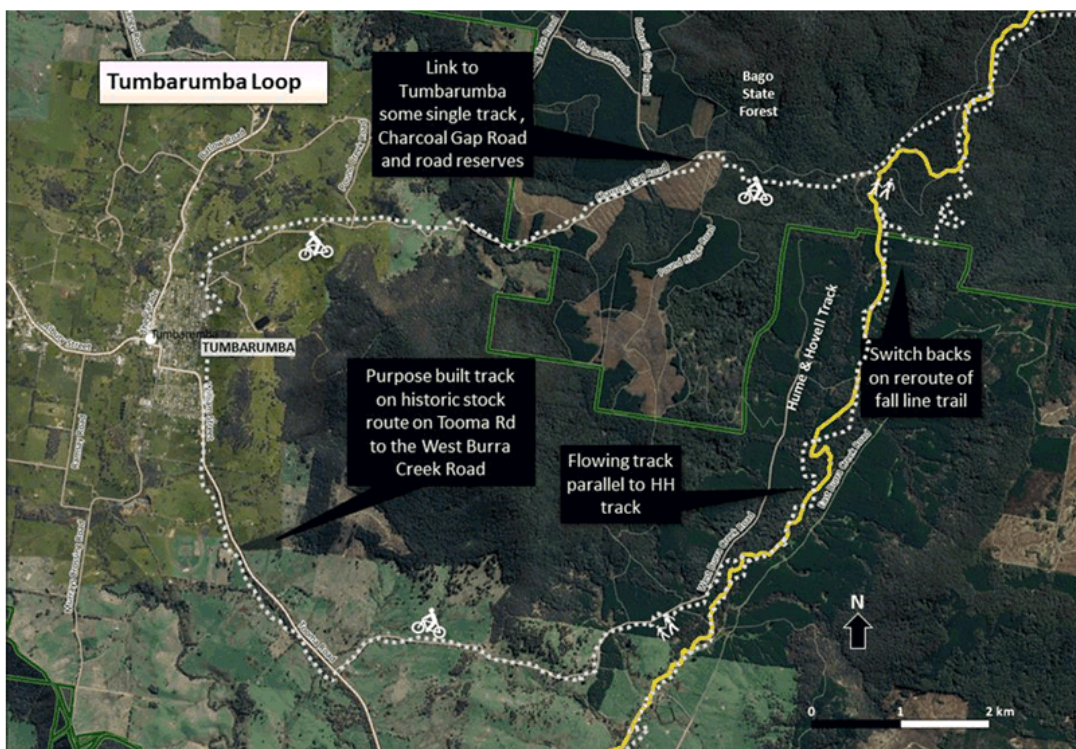
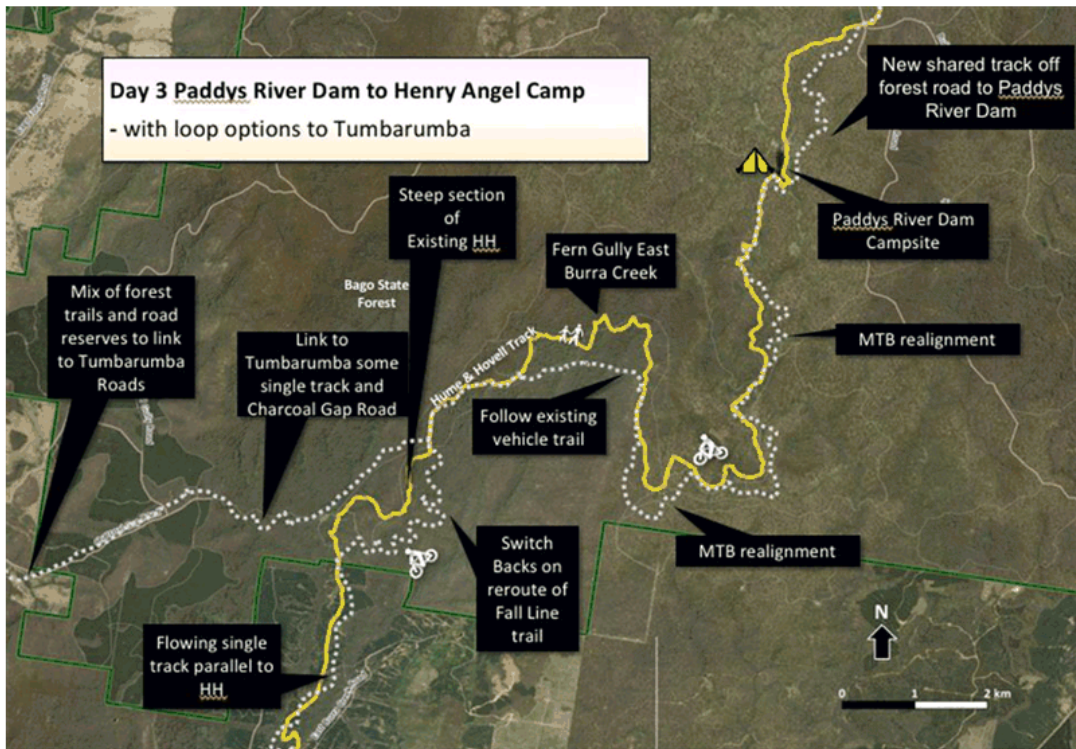
**The trail will be developed according to IMBA principles of sustainable trail design and will be mostly single track with an average trail grade of 10% or less for segments and a maximum trail gradient of 15%. The design will deliver an open and flowing trail that links the user with the features in the landscape and the towns and appeals to people with a wide range of cycling capabilities.**



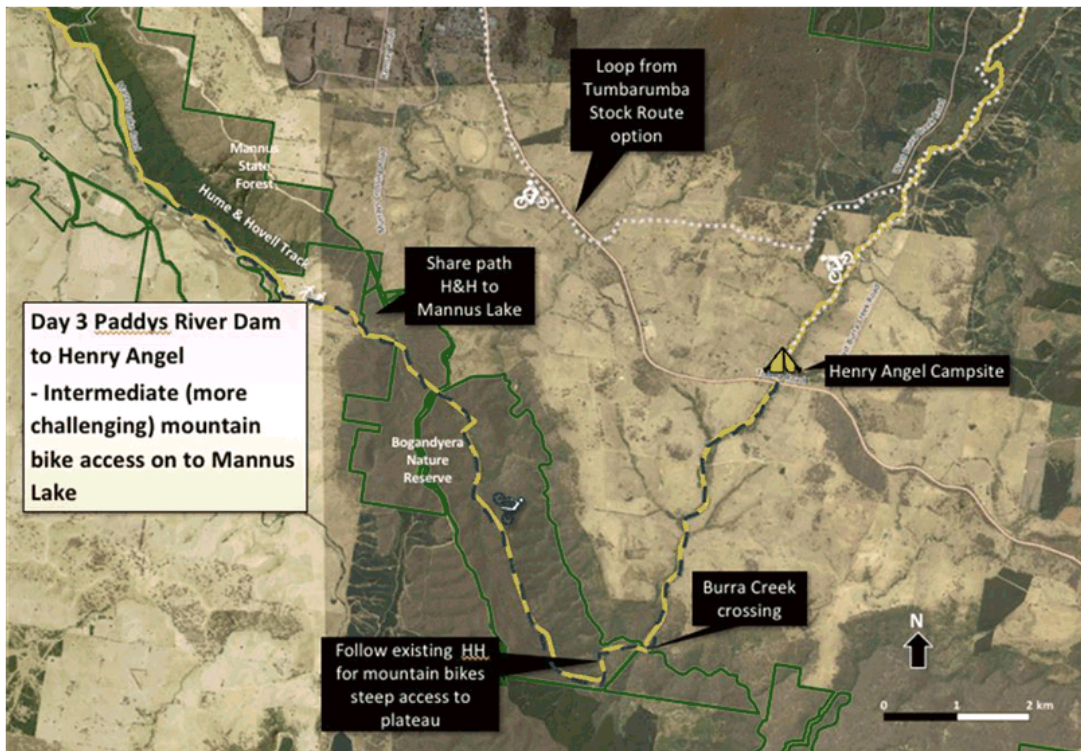
Proposed Hume and Hovell Mountain Bike Stages











BLOWERING DAM

**Mountain Bike Work Packages, Indicative Costs and Recommended Work Flow**

Hume and Hovell MTB Prioritised Works Package			
Priority	Section	Rational	Indicative Section Costs
<b>1</b>	<b>Paddys River Dam to Tumbarumba</b> including loops to the town from the top of the range and via West Burra Creek Road, and downhill run to Henry Angel Camp Site.	Establish the Tumbarumba loop trails which provides early results to the community and establishes trails linking to Tumbarumba and prioritising of town loops. Provides both the template for the rest of the trail and sets the model for sustainability and users experience.	*\$1,255,000
<b>2</b>	<b>Tumut to Paddys River Dam</b> including climb up to Boundary Track and Buddong Falls. Also has Talbingo Loop via Maragle Power Line Road.	Some of the most challenging trail construction in this area. Will learn from the Tumbarumba experience and refine project management techniques for this challenging section.	*\$1,517,000
<b>3</b>	<b>Henry Angel and to Mannus Lake</b> track upgrading to Intermediate standards indicated with stiles and signs.	Last section requiring less work with a focus on public information about greater challenge and greater skills required.	*\$50,000
Trail head, way marking and information signs on the track and links to the major towns and promotion \$50,000			*\$50,000
* Note 20% contingency to be added Indicative Project Construction Costs Including 20% Contingency - Exc GST			<b>\$3,446,400</b>
Additional consultant and contractor fees for environmental and other assessments, sign information, shared use culture, interpretation and marketing planning \$120,000			<b>\$120,000</b>
Project Management for delivery of the project 15%			<b>\$532,360</b>
<b>TOTAL Exc GST</b>			<b>\$4,101,360</b>
<b>Maintenance</b> – The track will need to be maintained to IMBA accredited standards by trail builder/maintenance business or groups estimated \$100,000 PA			



# 1. Introduction

The Hume and Hovell Track stretches 426 kilometres from Yass to Albury in New South Wales and is well known for providing incredible walking experiences through rugged countryside, changing landscapes and sites of historical value. To further enhance the experience and enjoyment of this region, Snowy Valleys Council (SVC) has sought the development of a Mountain Bike Master Plan. This plan will provide direction on future mountain biking investment and guide the planning and construction of a MTB trail on and connected to the track between Talbingo and Mannus Lake.

The Hume and Hovell Track study area links Tumut and Tumbarumba, traversing a mix of State Forest, public and private land.

The study area is defined by eucalypt forest, pine plantation, water storage and private agricultural land. The landscape is dominated by the Snubba Range, with steep side slopes and the high plateau area at 1,200 metres featuring perched swamps and creeks.

This Draft Master Plan will present the results of research, consultation and analysis and includes:

- critical factors for success including ambition and position statements and guiding principles
- identification of target markets
- investigations into the experience
- products and levels of service associated with the experience
- economic impact assessment
- proposed business and governance
- identification of challenges
- indicators of infrastructure and maintenance costs
- steps in the Master Plan development and priority actions.



PERCHED SWAMPS BAGO STATE FOREST

## 1.1 Purpose of the Master Plan

Snowy Valleys Council (SVC) has commissioned a Mountain Bike Master Plan to provide guidance for the development of mountain biking experiences, and to guide the planning and construction of a mountain bike (MTB) trail in the segment of the Hume and Hovell Track between Tumut and Mannus Lake.

- » SVC are seeking to identify upgrades that will develop the Hume and Hovell Track into a premier mountain bike experience, while providing enjoyable recreation for both locals and visitors and economic benefits to the community.
- » The Hume and Hovell MTB Track has been identified as a priority project in the regional Riverina Murray Destination Management Plan. Labelled a 'Tier One Priority Project', the project represents a large-scale investment which will act as a catalyst for significant growth or unlock a major opportunity.
- » The track has also been identified as a 'Cycling Game Changer Project' in the Snowy Valleys Destination Management Plan.<sup>6</sup>

Although forestry and agriculture have traditionally been the main economic drivers, tourism has been identified as a key industry for investment and development for the future success and sustainability of the region.

The Hume and Hovell Track is a 426 km walking trail between Yass and Albury in New South Wales. The track runs through a corridor of land owned and managed by:

- Department of Industry - Crown Lands & Water
- privately owned and leased property
- State Forest and National Park.



BLOWERING DAM



START OF THE FORESHORE TRAIL BLOWERING RESERVOIR

The length of the track traverses beautiful rugged countryside on a mix of public roads, fire trails, purpose-built trails and over 100 footbridges.

SVC holds a contract for management of the entire Hume and Hovell Track, from Yass to Albury. The track provides a common link between the communities of Yass Valley, Snowy Valleys, Greater Hume Shire and Albury City Councils.

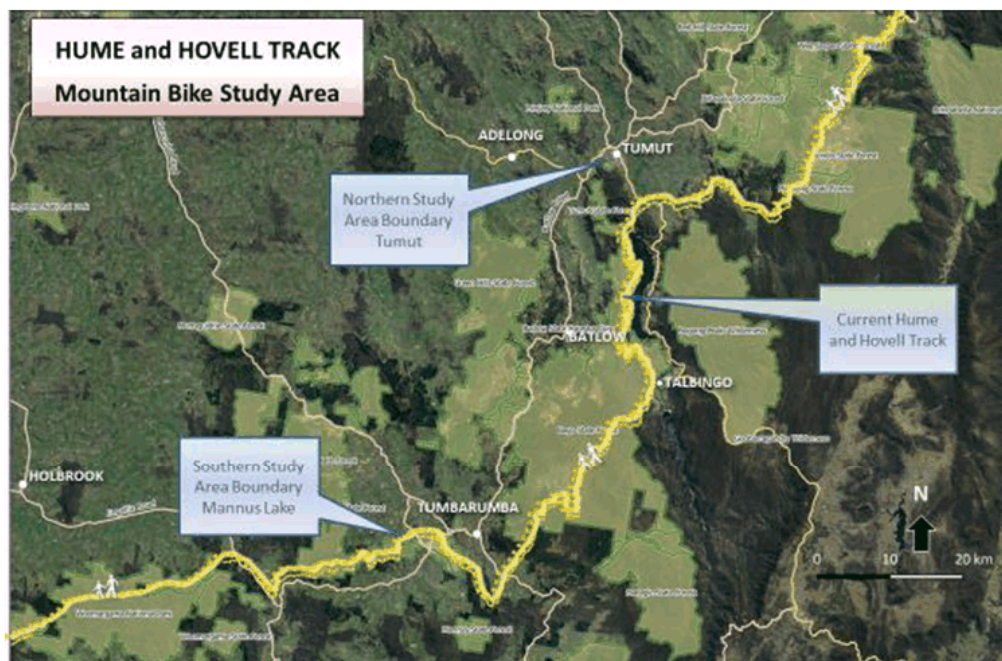
The section of the track between Tumut and Mannus Lake identified for investigation is approximately 158 km long, the estimated walking time between these two points is 40 hours, or 20 hours by mountain bike.

<sup>6</sup> Snowy Valleys Destination Management Plan 2018

The Hume and Hovell Mountain Bike Master Plan will address:

- current state of the track
- context, trends and markets in MTB both in Australia and internationally
- appropriate standard of MTB experiences to meet market needs of both local community and visitors
- current and future MTB opportunities
- sustainable management, maintenance and partnerships for track networks
- social and economic benefits of MTB tracks.

**Figure 1.** Hume and Hovell Track Mountain Bike Study Area



## 1.2 Trends in Trail Use and Development

The development use and demand for trails has increased globally, along with the trend for visitors to have experience-based holidays or breaks and find more authentic and immersive ways to experience places and people. Trails are now also an integral part of a community's lifestyle and enable the tourism market to enjoy bushwalking, hiking, horse riding, trail running and mountain biking.

Shared use trails that support these multiple types of recreation are becoming increasingly popular, allowing different users (both locals and visitors), age groups and group dynamics (couples, families, friends) to enjoy the experience.

Motivated supporters of trail activities that have a strong lifestyle or adventure focus are increasingly becoming involved in development, advocacy, maintenance and events.

The provision of a well-constructed trail or MTB track is vital in ensuring activities are undertaken in a way that protects the area's natural and cultural values, is environmentally and socially sustainable over the long term and offers a fun and enjoyable experience. Consumers look for trails that facilitate their overall enjoyment and appreciation of the area, while also providing a 'total experience' through the provision of supporting services, visitor products, interpretation and accessible information.



### 1.3 What is Mountain Biking

Mountain biking involves riding a purpose-built mountain bike on specially-constructed mountain bike trails, (often in bike parks or trail networks) or on other off-road trails such as fire-trails and shared use path networks.

Bike parks and trail networks offer a range of trails for different types of riding (cross country, downhill and all-mountain riding) and ability types. These can be purpose built, encompass national parks or use privately owned land.

Globally, the International Mountain Bicycling Association (IMBA) leads the setting of standards for trails and experiences through trail design and construction guidelines and accreditation schemes<sup>7</sup>. The IMBA 'Rules of the Trail' can be referred to in full detail in Appendix D. In Australia, Mountain Bike Australia (MTBA) is the peak mountain biking advocacy group<sup>8</sup>.

Mountain biking clubs and organisations at local, national and international levels assist in developing and running mountain biking trails and events, arrange for member insurance and represent mountain biking interests. Many also work in conjunction with land management agencies to manage and maintain trails.

### 1.4 Benefits of Mountain Biking

Tourism agencies that once thought of MTB as a niche activity now view MTB as a high value destination activity that creates opportunities and generates economic value to a region. More than just a sport, it is a healthy, fun, family-friendly lifestyle activity that regenerates communities and provides social, economic, health and wellbeing benefits.<sup>9</sup>

#### 1.4.1 Social Benefits

The growth of MTB has seen a range of social benefits including developing more active and cohesive communities.

Benefits include:

- promotes an appreciation for the outdoors and natural environment, creating advocates for protection of those environments
- is inclusive of all age groups and ability levels – everyone can participate
- can be undertaken at all times of the day and in almost any season
- does not consume significant maintenance resources when compared to other sporting facilities
- appeals to riders who are not comfortable riding on roads due to traffic
- promotes health and fitness within the local community
- cycling is a low impact form of cardiovascular exercise. Research on the benefits of mountain biking have shown that riding puts less pressure on joints compared to other high impact sports such as running.<sup>10</sup>

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7 <https://www.imba.com/>

8 <https://www.mtba.asn.au/>

9 Mountain Bike Australia - Annual Report 2017

10 Outdoor Council of Australia (2008). Australian Outdoor Adventure Activity Benefits Catalogue, <http://mountainbike.about.com>

### 1.4.2 Environmental Benefits

Well planned and constructed MTB trails and experiences provide real environmental benefit by:

- providing relatively low environmental impact on properly designed and constructed tracks
- encouraging Eco-friendly activity on specifically designed trails and tracks
- promoting sustainable tourism
- developing partnerships between land management agencies, riders and the community
- contributing to community-based land management activities integrated with sustainable MTB trails.

### 1.4.3 Economic Benefits

Mountain biking is a fast-growing activity globally and has been recognised as providing economic benefit through:

- increasing numbers of visitors both riders and those connected, resulting in additional expenditure, supporting jobs and businesses (both indirect and direct)
- creating value-add benefits to the region and diversifying the current tourism offering
- creating new opportunities for businesses and services for mountain bike tourism
- attracting investment and new amenities to the area.

According to a recent feasibility study conducted in regional Victoria, mountain bike enthusiasts:<sup>11</sup>



An economic benefit analysis has been developed for this Hume and Hovell Mountain Bike Master Plan, see section 4 Economic Impact Assessment.

<sup>11</sup> Warburton Mountain Bike Feasibility Study

## 1.5 Current Trail and MTB Use

The attraction of the Hume and Hovell Track within the study area as a long-distance walking experience has reduced over recent years, evidenced through limited Hume and Hovell Track walker log records and anecdotally from track maintenance and user comment. Whilst the number of walkers has reduced, the track is still recognised as a valued walking and trail running experience. The appeal of MTB has increased across the country and particularly in the Snowy Mountains demonstrated by the success of cycling in the off-ski season in Thredbo and other high-country sites and the increase in MTB participation through the MTB clubs within the Snowy Valleys Council/

Currently the track is attracting day walkers, some overnight walkers, trail running and endurance events and MTB enthusiasts who use the existing trail. The Hume and Hovell Ultra is an annual ultra marathon event with competitors attempting either the 100 mile, 100 km, 50 km or 22km challenge. The event starts and finishes at the Henry Angel Track head.

On the section of the Hume and Hovell Track between Tumut and Mannus Lake, there are currently seven campsites<sup>12</sup> with varying facilities and often these campsites are shared with vehicle-based campers. None of these campsites presently require camp fees to be paid and are free of charge.

The existing track in many sections is ideal for MTB riding particularly on the highest point on the track which is generally a flat plateau. The northern and southern sections drop away to the valley floor providing opportunity for challenging descents.

The northern section near Talbingo is particularly steep and the Hume and Hovell Track at and below Buddong Falls is totally unsuitable for MTB use. The southern section is less steep but is subject to erosion and in parts would not be suitable for MTB riding in its current form.

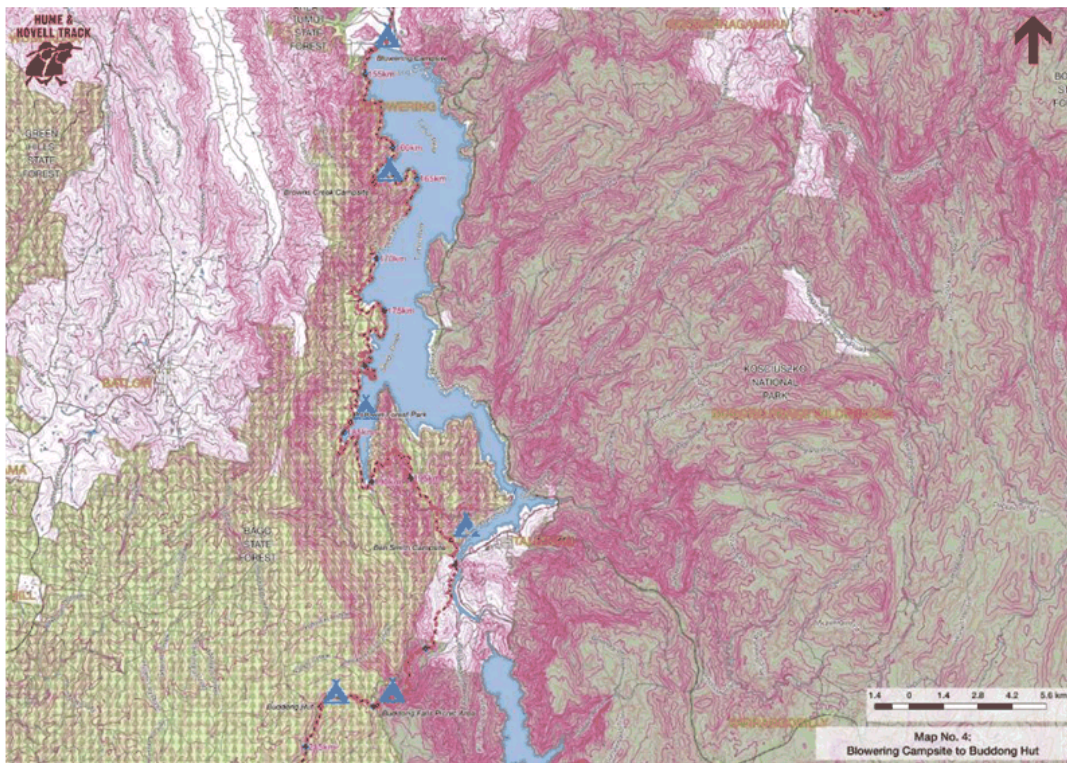
The high point of the trail does provide pleasant riding due to being relatively flat, however water accumulates in these areas and may become boggy and subject to erosion and mud. The Hume and Hovell Mountain Bike Master Plan will provide recommendations to deliver sustainable and enjoyable access through these and other less sustainable sections of track.

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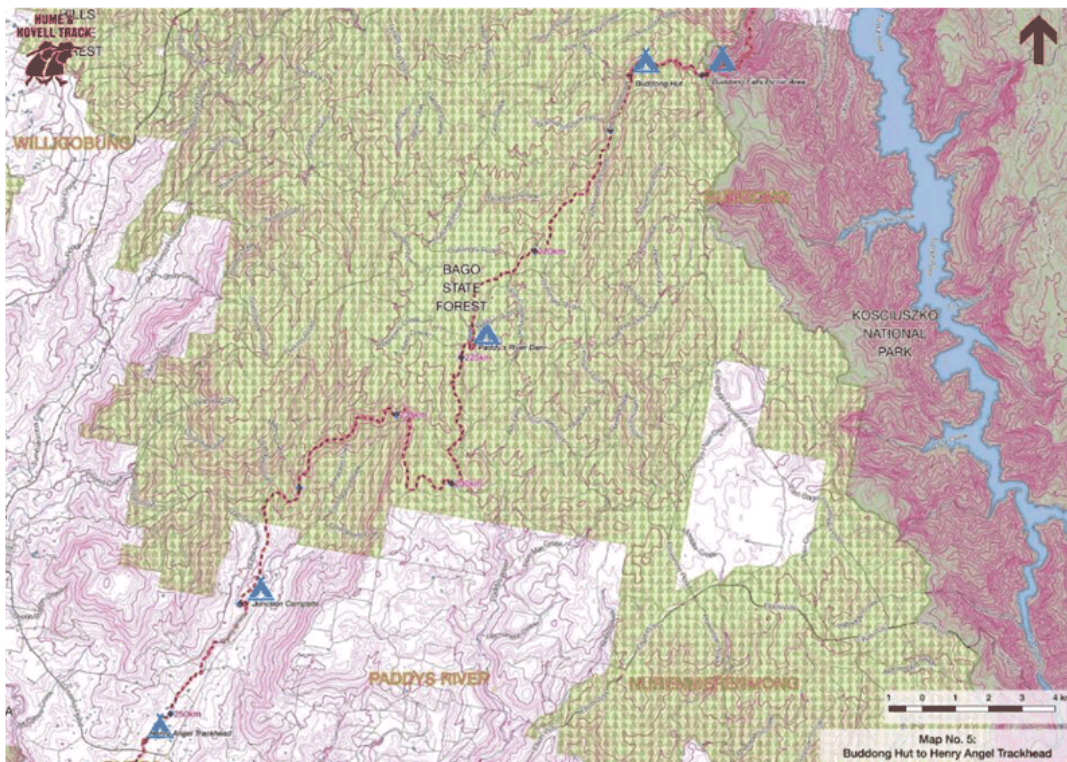
<sup>12</sup> [www.humeandhovelltrack.com.au](http://www.humeandhovelltrack.com.au)



**Figure 2.** Hume and Hovell Track – Section Blowering Reservoir to Buddong Hut



**Figure 3.** Hume and Hovell Track – Section Buddong Falls to Henry Angel Campsite





## 2. Planning Context

### 2.1 Economic Development

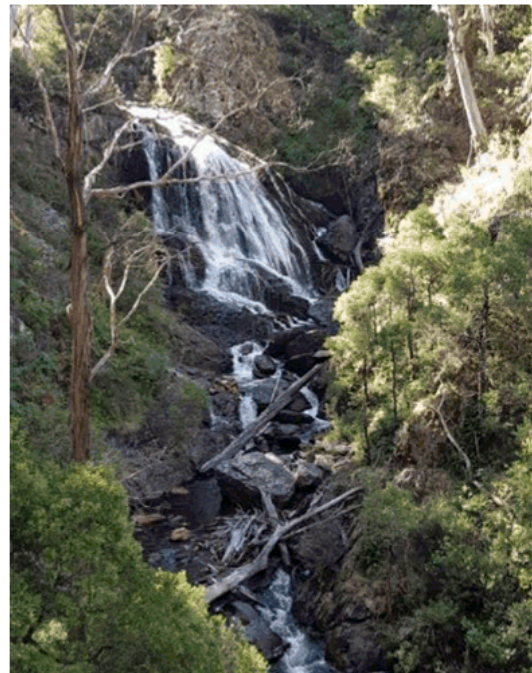
MTB development in the Snowy Valleys region is part of broader initiatives to diversify the economy and increase tourism to the region to ensure long-term sustainability. The main economic drivers for the Snowy Valleys Council currently come from forestry and associated industries in the Tumut area and large-scale agricultural production in the Tumbarumba/Batlow region<sup>13</sup>.

Future opportunities include increased construction and production of hydro-electricity through the Snowy 2.0 initiative. Currently, Snowy Hydro is the fourth largest player in the Australian energy market and employs more than 400 staff across the region. The Snowy 2.0 Feasibility Study (2018) estimates some 5,000 direct and indirect jobs across the region during the construction period and growth from a small base to a 1000-2000 workforce during peak times across the region<sup>14</sup>. The Feasibility Study indicates minimal physical changes to the area incorporating the Hume and Hovell Track.

The current workforce contributes significantly to the Snowy Mountains community and any increase in employment will further contribute to the community in new ways. It is envisaged that an increase in employment will attract a relatively young and active workforce, who will be looking for suitable recreational activities such as MTB.

Other employment within the Snowy Valleys Local Government Areas identified during the 2016 Census includes Beef Cattle Farming, Log Sawmilling, Supermarket and Grocery Stores, Corrugated Paperboard and Paperboard Container Manufacturing and Local Government Administration.<sup>15</sup>

The Hume and Hovell MTB Track has been identified as a priority project in the regional Riverina Murray Destination Management Plan. Labelled a 'Tier One Priority Project', the project represents a large-scale investment which will act as a catalyst for significant growth or unlock a major opportunity. The track has also been identified as a 'Cycling Game Changer Project' in the Snowy Valleys Destination Management Plan.



BUDDONG FALLS, CHALLENGING ACCESS FOR A MTB TRAIL RE ROUTE PROPOSED VIA GURKEROO RIDGE WITH WALK IN ACCESS FOR MTB

<sup>13</sup> Riverina Murray Destination Management Plan 2018

<sup>14</sup> Snowy Hydro 2.0 Feasibility Study Summary, Snowy Hydro Ltd 2018

<sup>15</sup> ABS 2016 Census Quickstats – Snowy Valleys



Development of the Hume and Hovell MTB Track relates directly and indirectly to several Strategic Development Themes identified in the wider Riverina Murray Destination Management Plan (DMP) 2018, these included:

- Major Centre Development
- Nature Based Tourism
- Rivers and Waterways
- Food and Agritourism
- Major Touring Routes
- Sport and Recreation
- Festivals and Events
- Accommodation
- Infrastructure and Servicing.<sup>16</sup>

A strategic theme in Snowy Valleys 2028 - Community Strategic Plan is to recognise the opportunity to promote growth through the tourism industry, by partnering with other organisations and local businesses to ensure accommodation and attractions are at a standard which encourages more visitors to the area.

A range of strategic and Destination Management Plans provide advice and support to the development of MTB on the Hume and Hovell Track including:

- Snowy Valleys Destination Management Plan 2018-2021
- Tourism 2020
- Mountain Bike Australia Strategic Plan 2016 - 2023
- Riverina Murray Destination Management Plan 2018
- Snowy Valleys 2028 - Discussion Paper - Draft Community Strategic Plan.

The Hume and Hovell Track mountain bike experience has been identified as a 'game changer' project which will deliver new large-scale investment in the region that will have a profound impact on tourism and the way the region is perceived in the market place.<sup>17</sup>

Increased visitors to a destination will result in additional expenditure which also supports local jobs and businesses. MTB visitors are keen to understand the place they are visiting and enjoy local products. Spending through mountain bike recreation and tourism including food and drink, bike and equipment sales, events and accommodation can also provide economic benefits to local and regional communities and businesses.<sup>18</sup>

The current average spend per trip from visitors to the Snowy Valleys is \$1,375 for international visitors, \$366 for domestic overnight visitors and \$86 for domestic day trip visitors.<sup>19</sup> International visitors to the region include significant numbers of seasonal workers who arrive to pick and pack fruit and contribute considerably to the regional economy.

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<sup>16</sup> Riverina Murray Destination Management Plan 2018

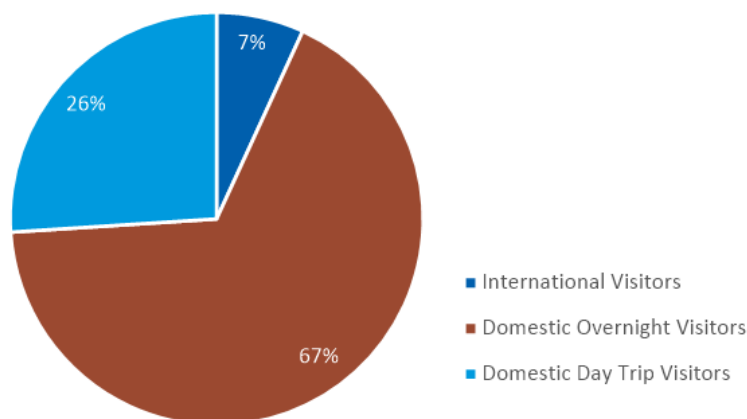
<sup>17</sup> Snowy Valleys Destination Management Plan 2018

<sup>18</sup> Western Australia Mountain Bike Strategy 2015-2020

<sup>19</sup> Tourism Research Australia - Local Government Area Profiles, 2016, Snowy Valleys

The current contribution to the economy from visitors to the Snowy Valleys region is \$5 million (international visitors), \$49 million (domestic overnight visitors) and \$19 million (domestic day trip visitors)<sup>20</sup>. See Figure 7 for the percentage breakdown.

**Figure 4.** Economic Contribution of Visitors to Snowy Valleys



Source: Tourism Research Australia - Local Government Area Profiles, 2016, Snowy Valleys

As mountain bike riders like to get off the beaten track, sustainably managed MTB can create opportunities and experiences in places not visited by other travellers. This in turn provides opportunities for new enterprises. The establishment of new MTB events also has the potential to create business opportunities for local communities.<sup>21</sup>

Although on a larger scale than the proposed Snowy Valleys Hume and Hovell MTB experience, a survey of New Zealand's Queenstown Mountain Bike Club members and trail users indicated a range of economic impacts resulting directly from the Queenstown Mountain Bike Trails including:

- Mountain bike trail users were estimated to spend \$64 million per year in the Queenstown region. This spending covered bike related expenses, food and beverage, other retail spending, other adventure tourism spending and in the case of overnight visitors, spending on accommodation.
- The operation of the trails and the users are estimated to generate a total 335 FTE jobs in the region (both direct and indirect).<sup>22</sup>

## 2.2 Tourism Planning

### Access

The Snowy Valleys region has four distinct seasons and can be accessed all-year round with visitors having the opportunity to experience summer sunshine, autumn leaves, snow-capped mountains in winter and fresh spring days.

For self-drivers, the Snowy Valleys Way is a major tourism initiative that includes the local government areas of Cootamundra-Gundagai, Snowy Valleys and Towong Shire Councils, across the two states of NSW and Victoria. The touring route covers 300 km of scenery, landscapes, towns, villages and opportunities to stop

<sup>20</sup> Tourism Research Australia - Local Government Area Profiles, 2016, Snowy Valleys

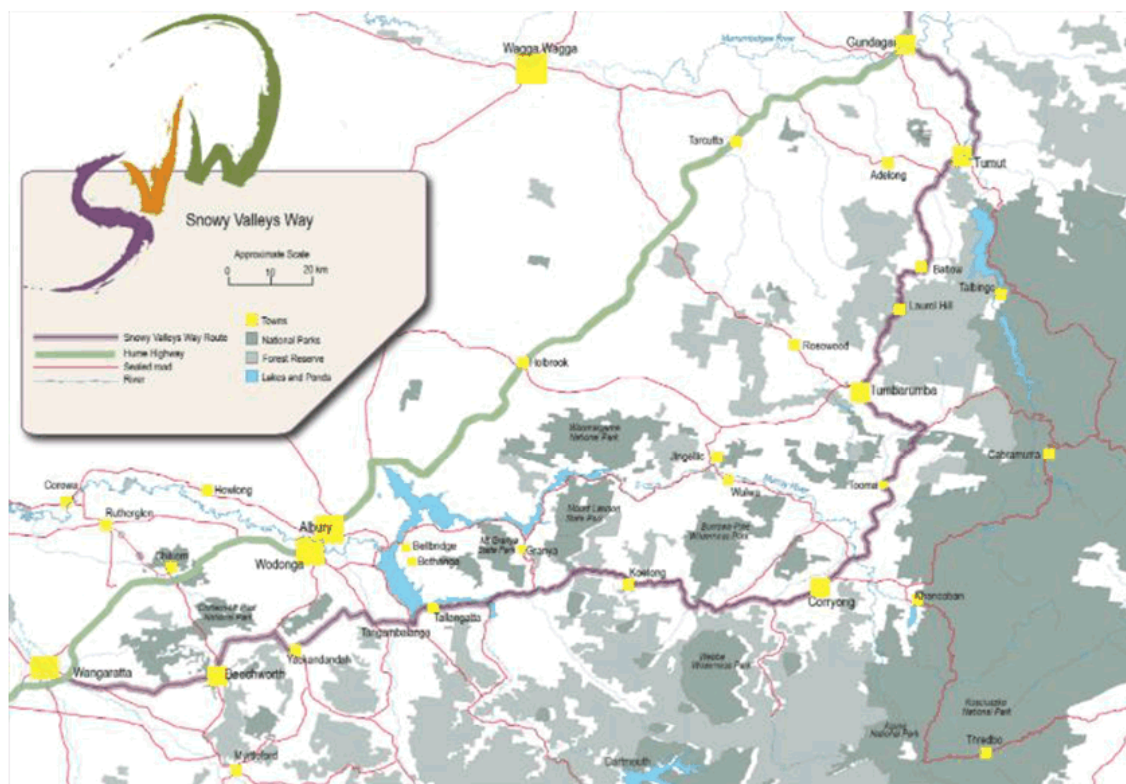
<sup>21</sup> Outdoor Council of Australia (2008). Australian Outdoor Adventure Activity Benefits Catalogue, <http://mountainbike.about.com>

<sup>22</sup> Review of Economic Impact of Queenstown Mountain Bike Trails Draft Report May 2017

along the way for activities such as bushwalking, fishing and food and wine experiences. As the touring route includes most of the Snowy Valleys major towns and villages, this is an important tourism activity in the area with proximity to the Hume and Hovell Track.

Via air, Wagga Wagga boasts one of the busiest regional airports in New South Wales, with over 120 flights between Wagga Wagga, Sydney and Melbourne each week, carrying approximately 210,000 passengers annually. The airport currently supports two commercial airlines – Regional Express (Rex) and QantasLink. Canberra is the closest major airport, however it has been noted throughout research on visitors to regional NSW that most will arrive by car and would not be using airline travel.

**Figure 5.** Snowy Valleys Way map



Source: <http://www.snowyvalleysway.com.au>

**Towns and Attractions**

The region is attractive to visitors who enjoy an outdoor lifestyle and activities such as:

- Bush walking/hiking
- Horse riding
- Winter skiing
- Fishing
- Cycling/MTB
- Snow cycling in winter
- 4WD/motorbikes
- Water sports

However, not all activities need to be centred around adventure and the region also offers a diverse range of:

- Scenic drives
- Museums and historic points of interest
- Food and wine experiences/farm gate trails
- Arts and crafts

The largest town in the Snowy Valleys region is Tumut, which is just under a 4.5-hour drive from Sydney (412 km) or just over 2.25-hour drive from Canberra (196 km). Other major regional visitor origins within NSW are Albury-Wodonga (1.45 hour drive 147 km), Wollongong (just under 4 hours' drive and 369 km) and Wagga Wagga (just over 1.25-hour drive and 106 km).

In general, the towns and villages of the Snowy Valleys region can be summarised as:

- Adelong – main street is classified by National Heritage Trust of Australia (NSW) with some buildings dating back to the gold rush. Wide, tree lined streets and heritage gold mining precinct.
- Batlow – high elevation location known for apple growing (along with berries, cherries, and truffles) with panoramic views across to the mountains.
- Brungle – small village with significant Aboriginal history, close to the banks of the Tumut River, surrounded by rolling farmlands and hills.
- Jingellic – picturesque village nestled on banks (and Victorian border) of upper Murray River. Surrounding countryside is prime agricultural grazing land producing some of Australia's best beef.
- Khancoban – headquarters of Snowy Hydro's Murray region. Breathtaking views across Khancoban Pondage, an excellent base for nature-based activities. Trout fishing and water-skiing is popular, along with 4WD and MTB. Base for day trips to the snow fields in Thredbo in winter.
- Rosewood – village with exceptional calendar of events that attracts visitors and adds economic value to the local community. Events include Rosewood Country Roundup, Rosewood Rodeo and Rosewood Truck Show and Tractor Pull.
- Talbingo – popular base for family ski trips in winter with access to Selwyn. Other attractions in surrounding area are Yarrangobilly Caves, thermal pool, bushwalking to Buddong Falls (part of Hume and Hovell Track) and Blowering Dam for fishing, water-skiing and camping.
- Tooma – picturesque valley highly regarded for beef cattle, dairying, sheep grazing and grass seed production. Annual Easter Gymkhana popular family event celebrating skilled horsemanship. The Southern Cloud Lookout provides stunning vistas across the foothills of the Snowy Mountains.
- Tumbarumba – country town with a friendly ambience with art gallery, cafes, gift and antique stores in the charming main street. Established when gold was discovered in the region, but agriculture and softwood timber are now main sources of employment. Expanding food and wine tourism sector.
- Tumut – charming and pretty country town at the foothills of the Snowy Mountains that changes dramatically with the seasons. Rolling valleys, mountain streams and alpine mountain ranges make it popular for nature lovers and adventure enthusiasts.

A table with a more comprehensive description of each town or village and the approximate population size from the Snowy Valleys 2028 – Discussion Paper – Draft Community Strategic Plan is included In Appendix E.

#### **Events**

A number of events are held in the Snowy Valleys region that attract visitors and are supported by the local council. For example, Tumut and Wagga Wagga MTB have for the last fourteen years, and into the foreseeable future, run the annual 3-hour MTB Enduro event. On average the event attracts at least 100 riders and their supporters from all over NSW, ACT and NE Victoria to Tumut for the event. Other trail events

include the Hume and Hovell Ultra, 100 mile, 100km, 50km, and 22km where in 2016 there were 250 involved, in 2017 420 and in 2018 it is anticipated there will be 600 people coming to the Tumbarumba for the event.

Other events include:

- Batlow Apple Blossom Festival
- Adelong Antique Fair
- Batlow Ciderfest & Cider Industry Conference
- Festival of the Falling Leaf
- Hume and Hovell Ultra
- Khancoban Poker Run
- Lanterns on the Lagoon
- Rock the Turf
- Rosewood Country Roundup
- Tumbafest
- Tumbarumba Tastebuds
- Woodland Film Festival
- Tumut Cycle Classic

#### **Tourism Development**

Tourism development in the Snowy Valleys region will be influenced by key themes<sup>23</sup> identified during the engagement process for Snowy Valleys 2028 - Community Strategic Plan. The themes in this report that specifically related to tourism were:

- Tourism, specifically adventure tourism and event support are seen as key to boosting community longevity, vibrancy and ensuring a sustainable future
- Essential infrastructure, particularly road base maintenance and sealing roads is seen as important, providing support to community links, economic development, tourism and growth
- Community aspirations focus on delight in the natural environment of the area, the cleanliness of lakes and streams, beauty, accessibility, climate, local history, and genuine cultural experiences with traditional owners
- Supporting the local economy, including continued partnerships with established industries such as agriculture and timber, is seen as necessary for sustainability of our towns and villages and developing a strategy to attract new and diverse industries is a priority.

Tourism development in the region will also be influenced by the recent Snowy Valleys Destination Management Plan which proposes strategic themes (among others) of 'Nature-based and heritage tourism' and 'Cycling', both of which can be applied to the Hume and Hovell MTB Track.

A mountain bike track can showcase natural assets and also provide opportunities for value-adding products in building the tourism offer for diverse markets.

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<sup>23</sup> Snowy Valleys 2028 - Discussion Paper - Draft Community Strategic Plan

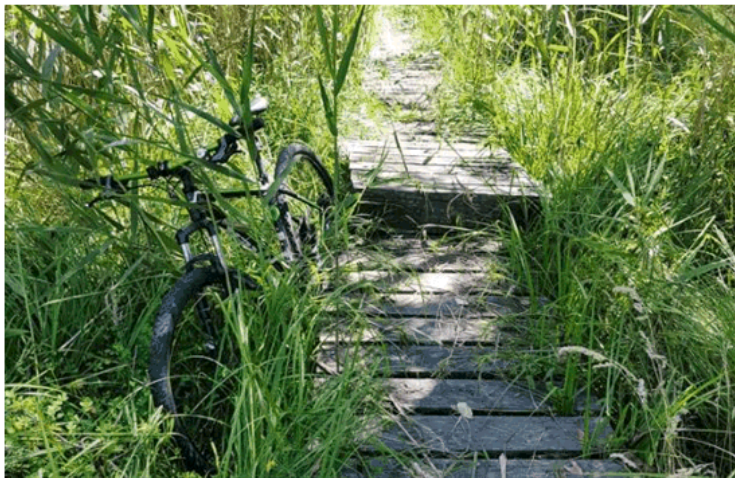


## 2.3 Visitor Data

The Snowy Valleys attracts 421,000 visitors per annum (2017). Overnight visitation has grown strongly from 120,000 to 199,000 visitors over the past decade (this may be influenced by the high numbers of seasonal workers coming to the area). Day trip visitor numbers however, have grown at slower rate.<sup>24</sup> Comparing these figures with 2016 Tourism Research Australia Local Government Area Profiles for the Snowy Valleys (353,000 visitors), shows a significant 19% growth in overall visitor numbers to the region over the last two years.<sup>25</sup> This is higher than the 5.6% growth experienced in visitors to all Regional NSW compared to the previous year (year-end September 2017).<sup>26</sup>

Regional NSW, Sydney and ACT were identified as the most important existing geographic markets for the Snowy Valleys, with over two-thirds of business respondents to an online survey identifying that their business currently had visitors from each of these markets, and over a quarter identifying that these markets had increased over the past five years.<sup>27</sup>

- The majority of visitors to the Snowy Valleys are from NSW, with 28% visiting from Sydney and 42% from other parts of regional NSW. Canberra is a growing visitor source market, representing 8% of visitors to the area.<sup>28</sup>
- Regional NSW experienced growth across all areas of number of visitors, number of nights and expenditure for YE 2017 compared to the previous year.<sup>29</sup>
- Visitors to the Snowy Valleys are younger than the other sub-regions of the Riverina Murray, with 21% of visitors aged between 15–29 years and 26% of visitors aged 30–44 years.<sup>30</sup>
- The Snowy Valleys had a total of 168 tourism businesses and in 2016. The breakdown of international, domestic overnight and domestic day trip can be seen on Figure 6.



SWAMPY COUNTRY ALONG BUDDONG CREEK WILL REQUIRE ADDITIONAL INFRASTRUCTURE

<sup>24</sup> Riverina Murray Destination Management Plan 2018

<sup>25</sup> Tourism Research Australia - Local Government Area Profiles, 2016, Snowy Valleys

<sup>26</sup> Destination NSW – Travel to Regional NSW – YE September 2017

<sup>27</sup> Snowy Valleys Destination Management Plan 2018

<sup>28</sup> Riverina Murray Destination Management Plan 2018

<sup>29</sup> Destination NSW – Travel to Regional NSW – YE September 2017

<sup>30</sup> Riverina Murray Destination Management Plan 2018

**Figure 6.** Tourism Research Australia – Local Government Area Profiles, 2016, Snowy Valleys



Source: Tourism Research Australia

The strength of nature-based attractions in the Snowy Valleys is evident with sightseeing, bushwalking and visiting national or state parks being more popular activities than others such as fishing, BBQ's and picnics or water activities.<sup>31</sup>

The average duration of stay for visitors to the Snowy Valleys<sup>32</sup> is:

- International Visitor – 24 nights (data likely influenced by seasonal workers, such as fruit pickers)
- Domestic Overnight Visitor – 3 nights

## 2.4 Track Planning Considerations

The protection and showcasing of the Hume and Hovell Track natural assets needs to be considered strongly in the development of mountain bike experiences. Other needs to be considered are those of existing users of the track, the local community and the future sustainability of the track.

The MTB opportunity, planning and development will be guided by the provisions of land use arrangements including:

- Forestry Corporation (FCNSW) manage significant areas of native and softwood forests across the study area. The Hume and Hovell Track crosses these lands under agreement. While the timber production side of the business is driven primarily by financial objectives, the recreation and tourism components are more aligned with community and social outcomes, with clear opportunities for innovation through the development of commercial and other opportunities. Recreation and Tourism Policy Forest Permits have been designed to manage the use of State forests by a variety of organisations for a range of organised events and are delivered through the Recreation and Tourism Forest Permit Toolkit. Permits or other arrangements will be negotiated to ensure long term viability of new mountain bike experiences on and adjacent to the Hume and Hovell Track.

<sup>31</sup> Riverina Murray Destination Management Plan 2018

<sup>32</sup> Tourism Research Australia - Local Government Area Profiles, 2016, Snowy Valleys

- From time to time FCNSW forests, or sections of forests, need to be closed to the public for a variety of reasons including fire and flood, maintenance, events or forest operations. New trail alignments have been negotiated with FCNSW to ensure sustainability, protection of biodiversity, minimal disturbance to forest operations and the future enjoyment and safety of trail users by avoiding where possible future logging areas.
- NSW National Parks and Wildlife policies and management plans particularly for Kosciusko National Park and Bogandyera Nature Reserve guide amongst other things the protection of biodiversity, access, provision of sustainable and enjoyable activities and process for assessment and approval of park-based activities. These policies and management plans have been considered in the development of new trails and the existing alignments. The proposed alignment does not enter Kosciusko National Park (other than on the Maragle Power Line Road which is available for public vehicle access) and remains on the established Hume and Hovell alignments in Bogandyera Nature Reserve and is consistent with current policies and management plans. Future access into Wereboldera State Conservation Area to provide alternative MTB links to Tumut discussed in the plan will be subject to further negotiation by the MTB community with NSW National Parks and Wildlife.
- The *Biodiversity Conservation Act 2016* (NSW) has been established to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The trail alignment will be planned and constructed in accordance with the Act, with sustainability and the protection of cultural heritage and threatened species and habitats being fundamental to the design and maintenance of the trails. Any native vegetation to be cleared must not be a threatened species, a protected plant under the *Biodiversity Conservation Act 2016* or be part of a Threatened Ecological Community (TEC), or the habitat of a threatened species.
- The *Environment Protection Biodiversity Conservation Act 1999* (EPBC) provides for the protection of the environment, especially matters of national environmental significance. As per both the EPBC Act and *Biodiversity Conservation Act 2016*, the on-ground trail alignments will be planned and constructed in a manner that avoids any impact on nationally threatened species, communities or habitats.
- The Hume and Hovell Track traverses small section of private property within the study area and public access has previously been agreed. The Hume and Hovell Track also crosses public land that is leased to neighbouring farms. The Department of Industry - Land - Crown Lands, as the managers of the Hume and Hovell Track established some land owner agreements during the early days of the track when it was created in the 1980s. Lessees who occupy Crown Land subject to future MTB access were consulted in the development of this plan and have indicated that other than notifications regarding access for track maintenance and construction, they have no objection to the changes in land use proposed. The long-term security for the trail and recognition of lessee interests would be served by future amendment to the lease agreements to recognise the change in use.

Good MTB trail conduct allows mountain bikers to enjoy the sport without impacting on other visitors or the areas natural features and ecological vulnerability. The Hume and Hovell Track will include alternative MTB trail loops and gravity assisted sections for those that seek to challenge their skills whilst not impacting on other track users.

It is important that MTB tracks are well planned to provide a premier experience for visitors and are environmentally and socially sustainable over the long term whilst also protecting natural values.

Visitors are looking for tracks that provide enjoyment and appreciation of a region, and have an expectation that supporting services, products and accessible information are attached. Mountain bike enthusiasts are also including technology in their experience, whether it's by using social media to find new tracks or share their experience and recording ride activities.



Successful mountain bike destinations ensure they have considered the following characteristics:

- trail infrastructure, design, support facilities and management
- wider tourism/visitor experience offered, both on and off trail
- the needs and preferences of a destination's MTB visitor markets.

The success of a mountain bike trail network can be measured on three levels<sup>33</sup>:

- Local level – the trail network is important to local riders, it is the setting for regular group rides by small numbers of local enthusiasts. With hard work, good trails, the right setting and passionate local champions and advocates this can be the basis for a vibrant, grass roots and growing local MTB scene.
- Competition level – as the local mountain bike culture/scene grows, eventually it reaches a point where the community organises itself into a formalised club and begins running races. This is the competition level, and it is at this level that the benefits of MTB tourism begin to be felt in the local economy, as competitors travel to the region to compete in specific events, spending money in the local economy at the same time.
- Destination level – this is the level at which a trail network is good enough and large enough, that people travel there purely to ride, independent of any events. At this level, visitation is large enough to sustain tourism businesses that service MTB visitors.



SUCCESSFUL ENJOYABLE TRAILS  
WILL REQUIRE CONSTRUCTION  
OF NEW SINGLE-TRACK TRAILS  
OFF EXISTING MANAGEMENT  
TRACKS IN PLACES

<sup>33</sup> Omeo/Mt Taylor Site Visit Report Dec 2016

### 3. Demand for MTB in Snowy Valleys region

#### 3.1 Local Residents

Current and potential use of the MTB track by the local community within the Snowy Valleys Council include:

- Recreational MTB
- Event and competition MTB
- Outdoor activities by school, youth and health groups

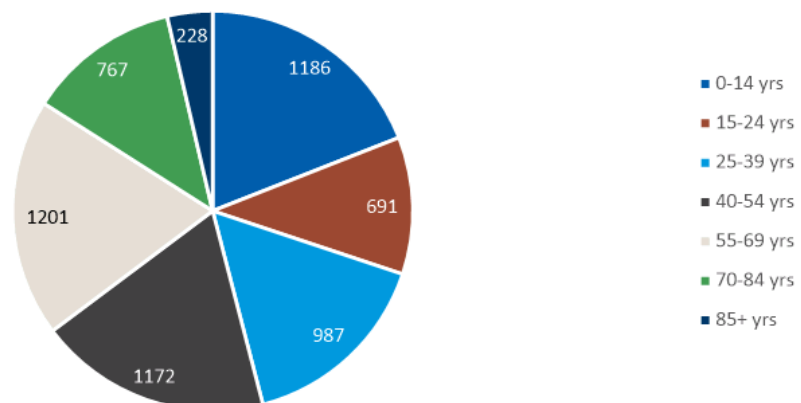
There are 14,395 residents living in SVC<sup>34</sup>. Nearly half of the total residents are based in the largest town of Tumut with a population of 6,230<sup>35</sup> and 1,862<sup>36</sup> residents in Tumbarumba, the second largest town.

To breakdown the population demographics, the larger towns of Tumut and Tumbarumba have been used to reflect the Snowy Valleys region. Tumut is located just over a 30-minute (Talbingo) or 1-hour (Mannus Lake) drive to either of the start/end points of the proposed Hume and Hovell MTB Track. Tumbarumba is also primarily positioned, just over a 1.5-hour (Talbingo) or 15-minute (Mannus Lake) drive to either of these points and both towns would be a major drawing area for residents and visitors to the track.

There are a reasonable number of children under 14 years of age (Tumut 19%, Tumbarumba 17%), which is likely to attract interest in MTB for not only children, but family participation as well. Young adults (aged 15-24 years) form 11 % of Tumut’s population and 10% of Tumbarumba’s population, which may be reflected by residents of this age group leaving the area for education and employment in other regional centres or capital cities. Just over one-third of the population is aged 25-54 years (Tumut 35%, Tumbarumba 33%). The population over 55+ years (Tumut 35%, Tumbarumba 39%) would be expected to increase in line with general ageing population trends in Australia.

Mountain bike riding can be enjoyed by a range of age groups and the population breakdowns of both Tumut and Tumbarumba reflect entire communities that could benefit from development of the Hume and Hovell MTB Track, whether it is socially, economically or general well-being.

**Figure 7.** Tumut Population Breakdown



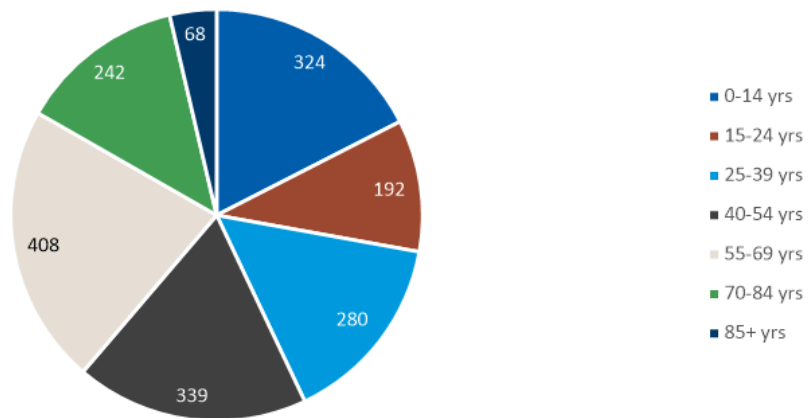
Source: Australian Bureau of Statistics (ABS) 2016 Census QuickStats – Tumut

<sup>34</sup> ABS 2016 Census Quickstats – Snowy Valleys

<sup>35</sup> ABS 2016 Census Quickstats – Tumut

<sup>36</sup> ABS 2016 Census QuickStats - Tumbarumba

**Figure 8.** Tumbarumba Population Breakdown



Source: Australian Bureau of Statistics (ABS) 2016 Census QuickStats – Tumbarumba

### 3.2 Community Views

In a business survey conducted as part of the Snowy Valleys Destination Management Plan, 48% of respondents replied that cycling is one of the tourism experiences that could have the greatest benefit in the region and enhance tourism opportunities in the Snowy Valleys.<sup>37</sup>

During community engagement for the preparation of the Snowy Valleys 2028 – Community Strategic Plan, a focus on tourism and each communities’ desire to improve on and invest in this sector to encourage more visitors to the region was a strong theme.

A summary of some of the priority issues that were raised by each of the communities located within the Snowy Valleys region were<sup>38</sup>:

- Development of cycling infrastructure extending throughout the region, promoting adventure tourism, ensuring good branding and experiences throughout the region, providing support to value-adding industries, being known for produce, and facilitating authentic experiences for visitors.
- Infrastructure and promotions to attract and retain competitive tourist visitation rates.
- Bringing key experiences to the community and new tourism product for all levels of budget in order to become a destination of choice.
- Create, retain and develop innovative tourism opportunities and products to attract visitors.
- Build infrastructure to encourage people to stop and stay.
- Tourism will be improved through the presence of the rail trail as an amenity for a new tourism market.
- Better access to Jounama Pondage and Hume and Hovell Walking Track, more trees, walking track, rail trail and camping areas.

<sup>37</sup> Snowy Valleys Destination Management Plan 2018

<sup>38</sup> Snowy Valleys 2028 – Community Strategic Plan





HUME AND HOVELL TRACK BLOWING DAM WALL

During the development of this Draft Hume and Hovell Track Mountain Bike Master Plan, a range of local people were consulted including tourism operators, cycling groups, outdoor and adventure travel operators, bus operators, accommodation providers, land management agencies and landowners.

- The cycling groups had a strong focus on MTB and represented the interest of the Tumut and Tumbarumba communities. The groups have established mountain bike parks adjacent to their respective towns and were keen to expand the MTB experiences to include MTB across the ranges on the Hume and Hovell Track and to link with future mountain bike areas linked by loop trails.
- The Tumbarumba MTB group were keen to see a link to the forest areas and the Hume and Hovell Track which didn't involve riding on busy roads and instead consider using the existing road reserves.
- The MTB local groups also sought some more challenging trails looping from the existing Hume and Hovell alignments.
- The Tumbarumba MTB group was keen to develop a future MTB "bowl" in the forest area to the north-east of the town linked to the Hume and Hovell Track and the Police Paddock on the east of the town. They are also looking to expand the MTB opportunities to the west of the town and linked to future rail trails.
- The Tumut MTB group are keen to link the town to the Hume and Hovell Track and to see existing Tumut MTB tracks and the Werboldera State Conservation Area linked to the Hume and Hovell Track rather than by local roads or by car. This would add value to the Hume and Hovell and Tumut MTB experiences but will require further approvals from land managers and additional investment. Currently access to the Hume and Hovell Track is via established roads, along the Tumut River and the Blowering Reservoir.
- Local community input provided advice on how to resolve some of the challenging aspects to the trail experience, including steep ascents and alignment options.

- Improved and safer linkages to towns such as a proposal to construct a swing bridge across Jounama Pondage to link Talbingo with the Hume and Hovell Track, Bago State Forest and future MTB and walking opportunities.
- Tour operators and groups were keen to provide services to future MTB riders such as drop off and pick up utilising existing transport services such as buses and linking to the rail services at Wagga Wagga or Cootamundra.
- A point of difference between the Hume and Hovell experience and other MTB opportunities such as Thredbo was discussed, including that Thredbo has limited availability for MTB during the winter ski season, making the Hume and Hovell Track an additional attraction within the general Snowy Mountains area.
- The discussions with community members showed a strong support for modifying the Hume and Hovell Track to accommodate MTB experiences and strong evidence that it would receive regular use particularly with well-designed and considered links to the towns.
- The recognition of other important outdoor and adventure activities and events including walking and trail running was discussed together with the need to protect the remote adventure track values.

### 3.3 Visitors

MTB on the Hume and Hovell Track would complement the other significant tourism attractions, operators and events in the region. The track may also attract a new demographic that is not currently visiting the Snowy Valley in considerable numbers – dedicated, core mountain bikers.

The visitor hubs of the Snowy Valleys region are Tumut and Tumbarumba, as the larger towns they provide more facilities in terms of accommodation and other services that are essential to visitors.

MTB is currently one of the fastest growing participation activities in Australia<sup>39</sup> and the Australian resident mountain bike market in 2017 is estimated to be around 679,000 people.<sup>40</sup> This shows growth from 2014 figures stating that the Australian mountain bike visitor market was estimated at 438,600 Australians and 50,000 international visitors per annum.<sup>41</sup>

There has been growth in Australia across all mountain bike disciplines and in junior and women's participation (where traditionally there has been a gap), suggesting that more riders will need more trails and more activities or events.<sup>42</sup>

The Australian MTB tourism market is estimated to be around 424,300 visitors a year. That is equivalent to all resident MTB riders taking one trip of over 40 km from home in a year.<sup>43</sup>

Most MTB activity occurs in and around Australia's major urban centres where people commonly ride urban tracks and rail trails, coastal trails and other easily accessible bushland trails. Demand is highest for easy to moderate biking trails within a two-hour drive from a major centre. Cyclists and mountain bikers will also travel considerable distances for high quality tracks and trails of all levels of difficulty.

39 Mountain Bike Australia - Annual Report 2017

40 Mountain Biking in the Northern Territory, Master Plan

41 Tourism Research Australia 2014

42 Mountain Bike Australia - Annual Report 2017

43 Mountain Biking in the Northern Territory, Master Plan

There are currently over 14,000 members, 175 affiliated clubs and private promoters, 207 coaches and 200 officials supporting the activity of MTB in Australia.<sup>44</sup> MTB Membership is made up of 83% males and 17% females. Mountain Bike Australia currently have 32,660 followers on Facebook.

Cycle tourism (which includes MTB) is considered to be increasing globally. The Adventure Travel Trade Association (ATTA) conducted a benchmark survey of cycle tour companies worldwide in 2014 which estimated that:

- Cycle tour companies saw a 59% increase in profits over 2013
- Europe, Asia and North America are the leading cycling destinations
- Pacific, including Australia, is a small part of the global market
- Mountain bike tours form 20% of total cycle tours – 13% on dirt tracks/roads and 7% on single track
- Mountain bikes are provided by 57% of tour companies – suggesting there are unsealed road/track components in non-mountain bike specific tours. The survey indicated that 14% of trips were on gravel roads.<sup>45</sup>

Some mountain bike track users are interested in the natural environment, others seek physical challenges and exhilaration, and some want a peaceful setting where they can relax, reflect and rejuvenate.

MTB appeals to an increasing number of people that are not attracted to traditional, structured or team sports. Possible motivators include:

- Opportunity for solitude and ability to undertake MTB solo
- Unstructured nature of MTB – there are no fees or charges to go riding, no set times, no requirement for umpires or referees or a certain number of participants
- Opportunity to spend time in the natural environment
- Low physical impact – MTB and cycling generally, has a reasonably low impact on the body and allows riders to set their own pace and level of exertion
- MTB is an accessible sport for people of all income levels – while it is possible to spend large amounts of money on mountain bikes and equipment, the only real requirements for MTB are possessing a bike and a helmet. Modern mountain bikes provide excellent value for money and represent a relatively low barrier to entry for someone looking to get into the sport
- MTB can be a tourism attraction – in some instances, mountain bike tourism has been instrumental in revitalising the economies of rural areas in Europe and North America. In some of the earliest examples of MTB tourism destinations, the trails were built by locals for themselves to ride, but over time word-of-mouth began to attract more and more mountain bikers. Now MTB is a known tourism segment, and destinations are investing significant amounts of money into trails and associated infrastructure to attract mountain bikers.

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44 Mountain Bike Australia Strategic Plan 2016 - 2023

45 Kosciuszko National Park Cycling Strategy





### 3.5 Market Segments

Mountain bike riders can be broadly divided into core and non-core riders:

- **Core mountain bikers** tend to be more experienced riders who may differentiate into one or more different genres. They tend to have high levels of mountain bike participation, are high spenders on gear and equipment, are willing to travel to MTB destinations and have a high likelihood of participating in competitive events.
- **Non-core mountain bikers** include novices, families seeking safe enjoyable places to ride away from cars, school groups (often guided by tour operators), off-road bike tourers (from rail trails to trails in steeper and more difficult terrain) and people seeking a different outdoor experience or adventure, such as undertaking a guided experience or hiring a bike while on holiday.

The MTB market for nearby Kosciuszko National Park<sup>46</sup> are summarised in the following Table 1.

**Table 1.** Kosciuszko National Park MTB Market Segments

Non-Core Riders	Core Riders
Social Trail Riders	Endurance / Cross Country
Families	Downhill
Schools, Corporate, Special Interest Group	Technical and Tricks

**Table 2.** Insights into Snowy Valleys region Target Markets



#### Social trail riders

MTB is often part of a broader itinerary. A mixture of age groups – from young to older. They ride with groups of friends or family and look for day or overnight trips. They generally ride up to 50 km/day on easy – moderate terrain. Seeking challenge, but nothing risky or extreme. Sense of adventure and achievement is important. Scenery and points of interest are very important. They require good information online and in print, and rustic to mid-range accommodation for overnight trails. This group are interested in experiencing cafes, cellar doors, historic sites and small towns/villages along the way, and they like to showcase their activities on social media.



#### Active retirees, MAMILs, or 55+ market

Groups of working or semi-retired men. They participate in regular social riding activities and like 'bragging rights' associated with their activities. Enjoy a mix of riding, sightseeing and other activities. Budget – mid level accommodation with quality dining options. Will participate in events and offer potential for repeat visitation.



#### Endurance trail rider

In the age group of 22–50 years, predominantly male and higher income groups. They have a strong interest in challenging terrain, steep climbs and descents. They will ride long distances, up to 75km/day and are compatible with multi-day experiences. They may complete more than one segment of a multi-day ride per day, depending on conditions. This group will travel to destinations that offer quality experiences and will spend on riding experiences and equipment.

<sup>46</sup> Kosciuszko National Park Cycling Strategy 2016



### Active families

Active families are attracted to a destination that offers happy, healthy, sustainable and safe family adventure. There is a strong trend in tourism driven by the motivation of many city-living families to escape the urban environment. They seek opportunities for their children to experience the great outdoors and self-select a break from screen time by providing a fun and exciting alternative. This increasingly includes short breaks. Depending on skill levels they may be drawn to easier but varied terrain, and safe rides of up to 35km per day. They like points of interest, views, places to rest and break up the journey, and keep children interested in their surroundings. Support services (equipment, shuttle) and complementary visitor experiences may be of interest to this group.

## 3.6 Strengths, Weaknesses, Opportunities and Threats

### Strengths

- Most people mountain bike for fun and enjoyment, with only a small proportion focussed on competition; people choose their own riding groups, generally close friends; it can be done anytime; it doesn't require a minimum level of competency (other than the ability to ride a bicycle) and allows people to choose trails to match their ability; people that may be self-conscious about their ability can choose where and when and who they ride with.<sup>47</sup>
- Hume and Hovell Mountain Bike Track has already been identified in the Snowy Valleys Destination Management Plan as a 'game changer' project in terms of support in moving the process forward.
- The Hume and Hovell Track is already an example of a unique product offer combining nature and adventure tourism with the history of the region<sup>48</sup>, following the footsteps of Hamilton Hume and William Hovell on their expedition to Port Phillip in 1824.
- Currently close to alpine tourism destination with some established accommodation options in surrounding towns and villages.
- A relatively young demographic who will be seeking active adventure sports including MTB experiences.
- The Hume and Hovell Track can capitalise on the partial closure of popular Thredbo for MTB during the winter ski season.
- Linking to a range of alternative activities available in the region to support a longer stay including walking/ hiking, horse riding, fishing, water-skiing, heritage villages and towns, food and wine.
- Established tourism flow along the Snowy Valleys Way scenic drive.
- Cycling activity growing on national level and increased interest in MTB.
- Easy driving distance from visitor origins of Sydney, Canberra, Wollongong, Wagga Wagga and Albury-Wodonga.
- Local communities want to see sustainable tourism opportunities and have highlighted MTB as an opportunity.
- General support from Forestry Corporation (FCNSW) and land owners for sustainable recreational activity including MTB.
- Links to emerging rail trail opportunities.

<sup>47</sup> Warburton Mountain Bike Feasibility Study

<sup>48</sup> Riverina Murray Destination Management Plan 2018



### Weaknesses

- Incomplete data on cycling activity, and more specifically MTB, associated with the region.
- National and International Visitor Surveys conducted in Australia currently only ask for participation in the activity of 'cycling', and do not differentiate between road cycling and off-road cycling and MTB.
- Limited range of nature and adventure tourism operators offering MTB experiences in the region.
- Lack of awareness of regional biking opportunities for visitors from hubs such as Sydney and Canberra and limited safe direct road access from Canberra.
- On road access from Tumut to the Hume and Hovell Track and limited access from Talbingo to the Track with unsafe highway bridge crossing for cyclists.
- Challenging ascents to the range will require significant works to establish a trail suitable for the required range of users.

### Opportunities

- With emerging interest in cycling in the Snowy Valleys region, the existing diversity of nature-based attractions on offer could support further development of adventure, sport and recreation product.
- Redevelopment of the Hume and Hovell Track presents an opportunity to create a unique MTB attraction for the Snowy Valleys region<sup>49</sup> and includes opportunity to plan for staging of unique long-distance MTB events.
- Building on the existing growing community interest in MTB.
- Current bus operators linking towns and major transport in regional centres such as Wagga Wagga and providing hop on drop off opportunity.
- Leverage from existing knowledge and popularity of the Hume and Hovell Track providing a unique opportunity for the Snowy Valleys region.
- Build on the growing reputation for cycling and MTB in the neighbouring Kosciuszko region.
- To draw new visitor demographics to the area that are not currently visiting.
- Harness the power of community bike groups for track maintenance, promotion and events with the potential for the development of a group, organisation or foundation to assist land managers in the management and promotion of the Hume and Hovell experience.
- Encourage health and fitness recreation into the local community.
- Developing the potential of existing commercial adventure, recreation and tour operators.
- Increased employment opportunities with Snowy Hydro 2.0, is likely to see a number of new people joining the community and seeking recreational adventure activities including MTB.
- The often-discussed sealing of the Brindabella Road providing a direct route between the ACT and Tumut would tap into the enthusiastic MTB, walking and trail running community in Canberra.
- The initiative to develop a swing bridge across the Jounama Pondage at its narrowest point would provide a quick and safe loop link between Talbingo, the Hume and Hovell Track, Bago State Forest and Buddong Falls and reduce the cycling risks associated with the Snowy Mountains Highway bridge across the Jounama Creek north of the town.
- The emerging popularity of E Mountain Bikes (E-MTB) has been reflected by many of the mainstream bike brands now producing E-MTB (e.g. E bike sales are for the first time greater than that of conventional bicycle sales in the Netherlands). The benefit of E-MTB bikes is that they are power *assisted*, which means

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<sup>49</sup> Riverina Murray Destination Management Plan 2018

you still need to pedal to get somewhere and have the advantage of motivating people to ride and encouraging more people who may not otherwise get involved to join rides<sup>50</sup>. The growing acceptance of E-MTB is likely to encourage a greater range of users and contribute positively to the Hume and Hovell MTB experience.

**Threats**

- Shared use status will require good information, safe design and tolerance from the range of users.
- Risk of declining or limited funding for quality trail maintenance impacting on future sustainable experience.
- Increasing number of competing destinations elsewhere in Australia.
- Environmental and social issues arising from illegal or incompatible use, e.g. use of motor cyclists.

**Challenges**

Challenges that will need to be addressed to enable the development of the Hume and Hovell Mountain Bike Track are:

- Ongoing commitment to high quality maintenance and service delivery.
- Steep terrain provides for exciting MTB experiences but conversely provides challenges for sustainable and safe mountain biking.
- Providing and maintaining the quality, sustainability and diversity of trails.
- Ensuring ongoing good track governance, management and partnerships.
- Ensuring good monitoring of the MTB experiences and the benefits provided by the MTB initiative.

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<sup>50</sup> <https://www.bikechaser.com.au/news/e-bikes/>

## 4. Economic Impact Assessment

This section provides an economic impact assessment of the development and operation of the Hume and Hovell Track. It covers two phases - the construction phase and the operations phase.

- For the construction phase the analysis is based on the estimates of the construction costs of the track.
- For the operations phase the modelling is based on estimates of the potential users of the track over a 10 year period. Detailed estimates of track users and their spending are contained in Appendix A to this report. Overnight visitors from outside the region generate significant expenditure covering: accommodation, food and beverage, recreation services and other retail and services.

The economic impact analysis has been undertaken by MCA <Michael Connell & Assocs.> - economic consultants. Appendix B provides details of the model used.

### 4.1 Summary of Findings

The Hume and Hovell Track will generate substantial positive economic benefits for the region during the construction phase and in the operations phase.

- **Construction Phase Jobs:** For the track's construction phase, a total of 11.7 FTE jobs (9.8 direct jobs and 2.0 indirect/induced jobs) would be generated during the construction period. The direct jobs comprise 7.5 jobs in on-site construction and 2.3 jobs in materials/equipment supply.<sup>51</sup>
- **Operations Phase Jobs:** The track will generate an increase in both day visitors (local and regional) and overnight visitors (regionals, intrastate, interstate/ internationals) to the region and this growth will generate additional jobs in servicing these visitors.
- The track would generate a total of 14.5 full time equivalent jobs (direct and indirect) in year 1 (2021), increasing to 20.8 in Year 5 and 27.7 jobs in Year 10. On a sector basis, the jobs (FTE- direct and indirect) generated by track users are mainly concentrated in: accommodation; food and beverage; recreational services and other visitor services; and other retail
- **Benefit/Cost Analysis:** The development of the track generates combined benefits that are substantially above the full costs (construction, maintenance and depreciation) over both a 10 year period. For this type of project a 7% discount rate is appropriate and this shows a Benefit Cost Ratio (BCR) of 1.4 over 10 years.

### 4.2 Users and Spending

Annual track users and total use (days on the track) were projected for a 10 year period, with growth occurring across several track user categories (locals, regional visitors, intrastate and interstate/internationals). Details of the estimates and the assumptions are in Appendix A.

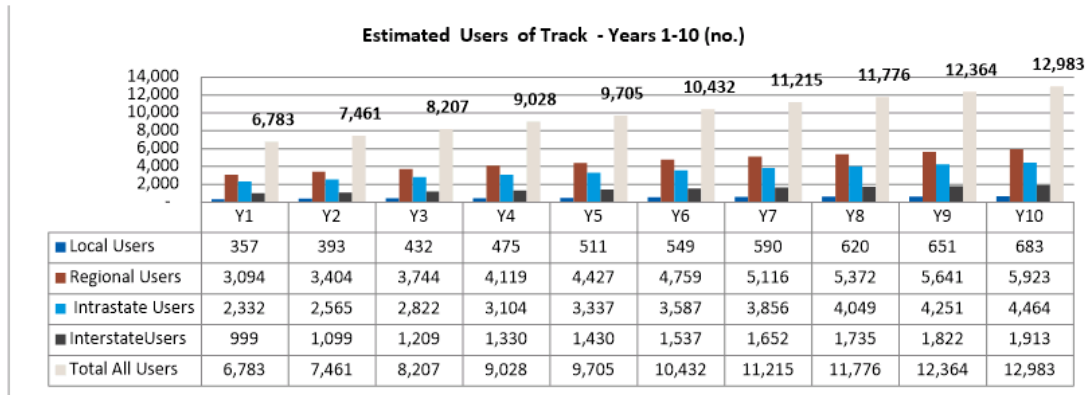
In the economic impact analysis, it is assumed that Year 1 of track operations is 2021, after construction during 2019 and 2020. Total users increase from 6783 in Year 1 (2021) to 12,983 in Year 10 (2030).

<sup>51</sup> The construction module of MCA's Regional Impact Model, analyses the components of construction cost (total construction cost is split between including wages share, materials share, overheads and markets). The model generates estimates of: direct jobs (on site construction jobs, materials supply jobs); and indirect/induced jobs generated by spending in the region by the employees in the direct jobs. Estimates of regional income (direct and indirect/induced) are also generated.



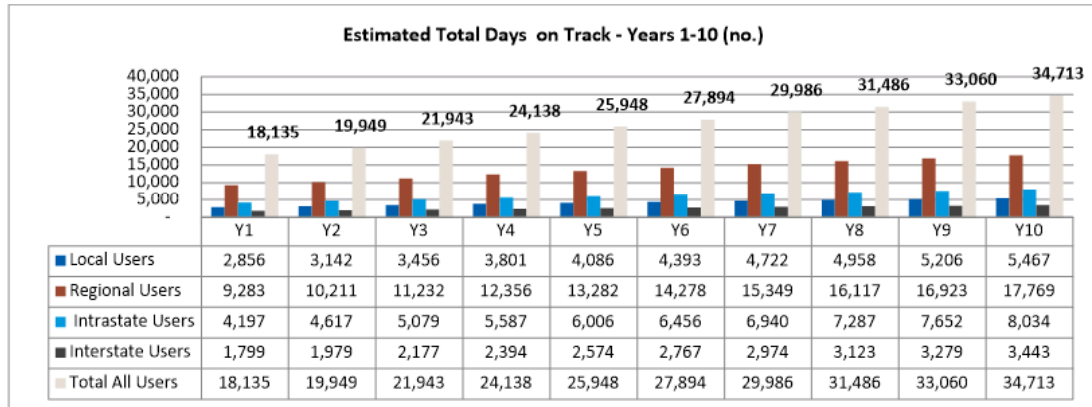
These users would account for total days on the track of 18,135 in Year 1 increasing to 34,713 in Year 10.

**Figure 10.** Estimated Users of Track - Years 1-10



Source: MCA Estimates, June 2018

**Figure 11.** Estimated Total Days on Track - Years 1-10



Source: MCA Estimates, June 2018

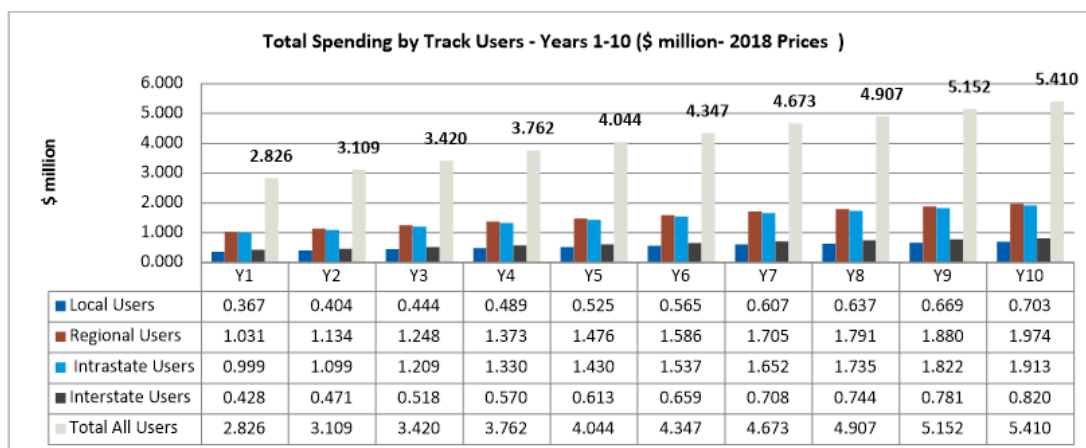
### 4.3 Spending in the Region

Spending in the region (in constant 2018 dollars) was estimated for each track user type, based on assumptions in relation to the combination of user numbers by type, average spending and average length of stay. The following chart shows annual spending for each of the user types.

- Total annual spending in the region by visitors/users increases from \$2.8 million in Year 1 (2021) to \$5.4 million in Year 10 (2030).<sup>52</sup>
- This total expenditure comprises spending on: accommodation; food and beverage; other recreational and tourism services; and other retail and services.

<sup>52</sup> The total spending is based on average spending per person in the region of: overnight visitors of \$238.10 per night/day; and day visitors \$85.70 per day. This is derived from Tourism Research Australia Data for 2016 (Local Government Area Profiles, 2016, Snowy Valleys LGA, New South Wales). In the case of overnight users a total of \$100 per day/night for transfers is added to the per day/night spend (ave of \$138.10). These estimates are conservative and have not been adjusted to 2018 values.

**Figure 12.** Total Spending by Track Users Years 1 to 10



Source: MCA Estimates, June 2018

#### 4.4 Economic Impacts of Hume and Hovell Track

The economic impacts of the track are modelled for both the construction phase (2019 & 2020) and the operations phase for 10 years (from 2021 to 2030). The impacts are measured in terms of: full time equivalent jobs (FTE); and the increase in regional income that is generated by track users and their spending in the Region.<sup>53</sup>

- **Construction Phase** - Additional jobs and an increase in regional income will be generated during the construction phase of the project. The construction phase is assumed to occur in 2019 and 2020.
- **Construction Costs** -The total cost of the project was estimated at \$4.101 million.<sup>54</sup>

#### 4.5 Economic Impacts - Construction Phase

##### 4.5.1 Track Development

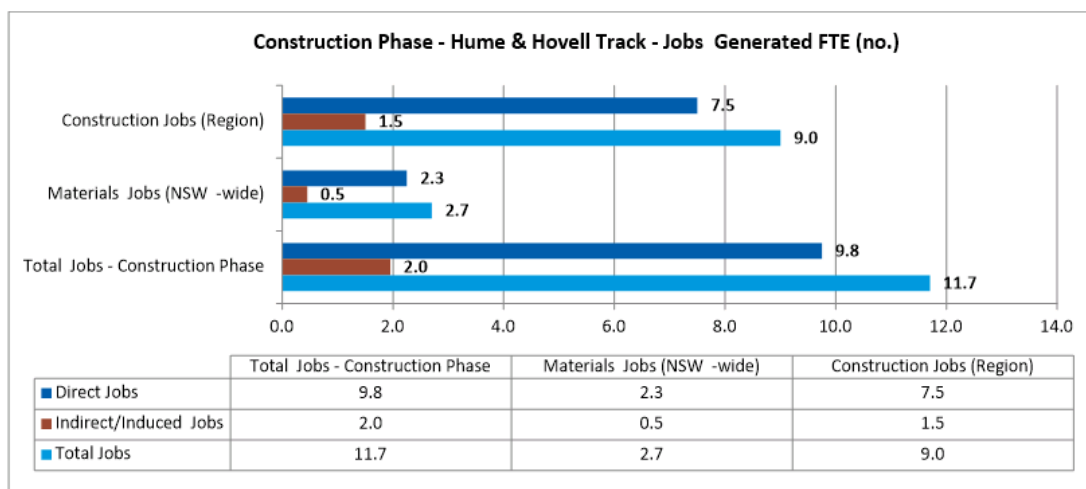
For the track’s construction phase, a total of 11.7 FTE jobs (9.8 direct jobs and 2.0 indirect/induced jobs) would be generated during the construction period. The direct jobs comprise 7.5 jobs in on-site construction and 2.3 jobs in materials/equipment supply.<sup>55</sup>

<sup>53</sup> Regional income is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. In the modelling of income generated, income tax and GST on spending, are both treated as leakages from the region.

<sup>54</sup> This cost includes a 20% contingency, additional consultant fees and a project management fee of 15% project costs. The construction impact modelling uses the construction cost figure excluding contingencies and management fees.

<sup>55</sup> The construction module of MCA’s Regional Impact Model, analyses the components of construction cost (total construction cost is split between including wages share, materials share, overheads and markets). The model generates estimates of: direct jobs (on site construction jobs, materials supply jobs); and indirect/induced jobs generated by spending in the region by the employees in the direct jobs. Estimates of regional income (direct and indirect/induced) are also generated.

**Figure 13.** Construction Phase Hume and Hovell Track – Jobs Generated FTE



Source: MCA modelling and estimates, June 2018

The following chart shows the increase in regional income generated during the construction of the track.<sup>56</sup> During construction a total of \$1.875 million in additional regional income would be generated (\$1.500 million direct income and \$0.375 million indirect/induced).

**Table 3.** Construction Phase – Increase in Regional Income (\$ million)

Construction Phase	Income /\$ million
Direct Regional Income	\$1.500
Indirect/Induced Regional income	\$0.375
<b>Total Regional Income</b>	<b>\$1.875</b>

Source: MCA modelling and estimates, June 2018.

#### 4.6 Economic Impacts - Operations Phase

The operations phase economic impacts of the track are driven by the expenditure of track users in the region. MCA’s regional economic model is used to estimate the employment and income impacts. The model allocates spending across relevant industry sectors and takes account of the significant shares of the gross spending by track users, which leaks out of the region.<sup>57</sup>

The modelling covers a 10 year period of operations with 2021 being Year 1 of operations and 2030 being Year 10.

<sup>56</sup> This assumes the construction workforce would come from the region adjacent to the track.

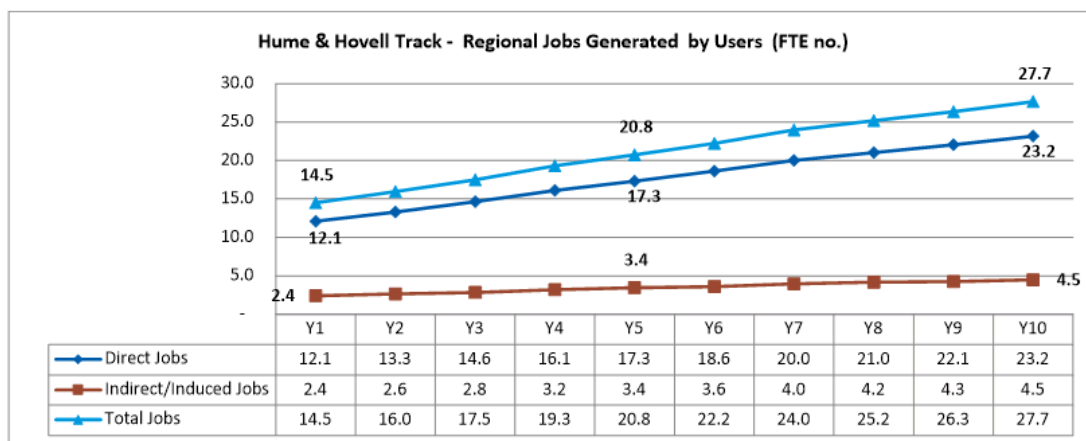
<sup>57</sup> The spending by track users is not the economic impact and does not represent the increase in regional income. There is a major leakage of this spending out of the region due to: the GST (10%); and a significant component of the value of services and products purchased by visitors comes from outside the region (eg. food ingredients, soft drinks, beer, consumer products bought etc.). The model takes account of these leakages and estimates employment impacts and the increase in regional income.

### 4.6.1 Employment Impacts

The chart below shows the increase in regional jobs (annual) generated by visitors using the track.

- The track would generate a total of 14.5 full time equivalent jobs (direct and indirect) in Year 1 (2021), increasing to 20.8 in Year 5 and 27.7 jobs in Year 10.
- On a sector basis, the jobs (FTE- direct and indirect) generated by track users are mainly concentrated in: accommodation; food and beverage; recreational services and other visitor services; and other retail.
- For example, in Year 10 the track would be generating jobs (direct and indirect) across the region in several sectors: Accommodation 8.2; Recreation Services/Other Services 8.1; Food and Beverage 6.4; and Other Retail and Services 2.8.

**Figure 14.** Hume and Hovell Track -Regional Jobs Generated by Users (FTE no.)



Source: MCA modelling and estimates, June 2018. Note some differences due to rounding.

**Table 4.** Table 4 Total All Regional Jobs Generated by Track Operations by Sector - Annual (FTE no.)

Total All Jobs	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Industry Sector	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10
Accommodation	4.3	4.7	5.2	5.7	6.1	6.6	7.1	7.4	7.8	8.2
Food & Beverage	3.3	3.7	4.0	4.5	4.8	5.1	5.5	5.8	6.1	6.4
Other Retail\Services	1.5	1.6	1.8	2.0	2.1	2.3	2.5	2.6	2.7	2.8
Housing	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3
Health	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3
Transportation	0.4	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8
Communication	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recreation/Other Services	4.2	4.7	5.1	5.6	6.1	6.5	7.0	7.4	7.7	8.1
Education	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Miscellaneous	0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.5
<b>Total</b>	<b>14.5</b>	<b>16.0</b>	<b>17.5</b>	<b>19.3</b>	<b>20.8</b>	<b>22.2</b>	<b>24.0</b>	<b>25.2</b>	<b>26.3</b>	<b>27.7</b>

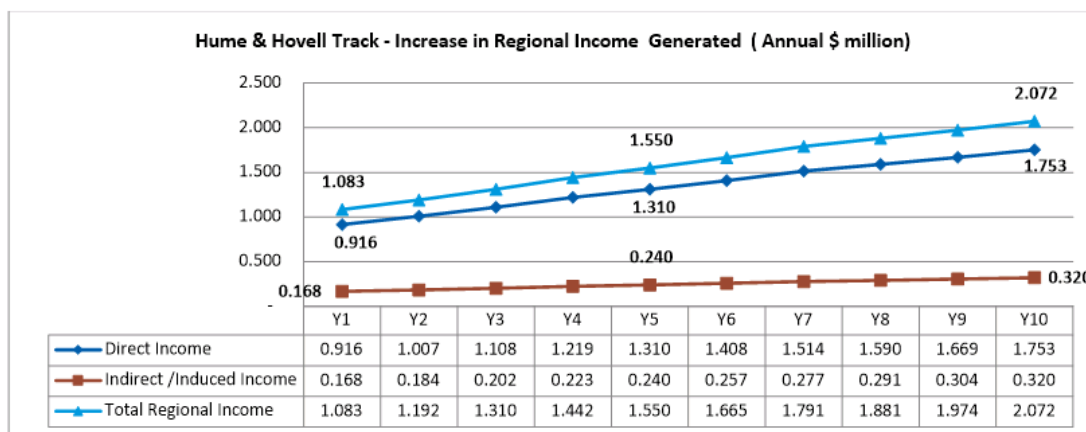
Source: MCA modelling and estimates, May 2018. Note some differences due to rounding.



### 4.6.2 Regional Income Impacts

The total increase in regional income generated annually by the operation of the tracks and the increase in visitor/user spending totals \$1.083 million in year 1, increasing to \$2.072 million in year 10.<sup>58</sup>

**Figure 15.** Hume And Hovell Track - Increase in Regional Income Generated (Annual \$ million)



Source: MCA modelling and estimates, June 2018.

### 4.6.3 Track Costs - 10 Years

The estimated construction cost is \$4.101 million and the 10 year maintenance costs are \$1.000 million (assumed to be \$100,000 per year over 10 years), when depreciation is included, the total 10 year costs of the project are \$5.922 million.<sup>59</sup>

**Table 5.** Total Costs of Hume and Hovell Track - 10 Years

Project Costs	Cost 10 Years \$
Capital Cost (Design & Construction) <sup>60</sup>	\$4,101,360
Costs - Asset Maintenance (\$100,000 pa) <sup>61</sup>	\$1,000,000
Depreciation (2% pa - straight line) <sup>62</sup>	\$820,272
<b>Total Project Cost</b>	<b>\$5,921,632</b>

Source: MCA analysis of track cost estimates, August 2018

<sup>58</sup> Regional income is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. In the modelling of income generated income tax and GST on spending, are both treated as leakages from the region.

<sup>59</sup> An average depreciation rate of 2% per year (straight line) was applied to total construction cost.

<sup>60</sup> Includes contingency and management fees

<sup>61</sup> Assumption \$100,000 per year (TRC Estimate August 2018)

<sup>62</sup> For depreciation an average annual rate of 2% (straight line) was used on total cost of \$4.101 million.

## 4.7 Measuring Benefits

The measured benefits of the track comprise the increase in regional income generated by user spending. The additional regional income generated over a 10 year period is \$15.960 million.

**Table 6.** Increases in Regional Income Generated - 10 Year Period

Increase in Regional Income	10 Years Total Regional Income \$
Direct Income	\$13,494,020
Indirect/Induced Income	\$2,465,973
<b>Total Income</b>	<b>\$15,959,993</b>

Source: MCA modelling and estimates, June 2018

### 4.7.1 Benefit Cost Analysis

The following table shows the benefits and costs of the operations of the track over a 10 period. The benefits are measured by the increase in regional income generated by the spending of track users. The costs include construction costs, asset maintenance costs, and depreciation. For the comparison, the present value of the benefits is calculated using 3 discount rates (4%, 7% and 10%).

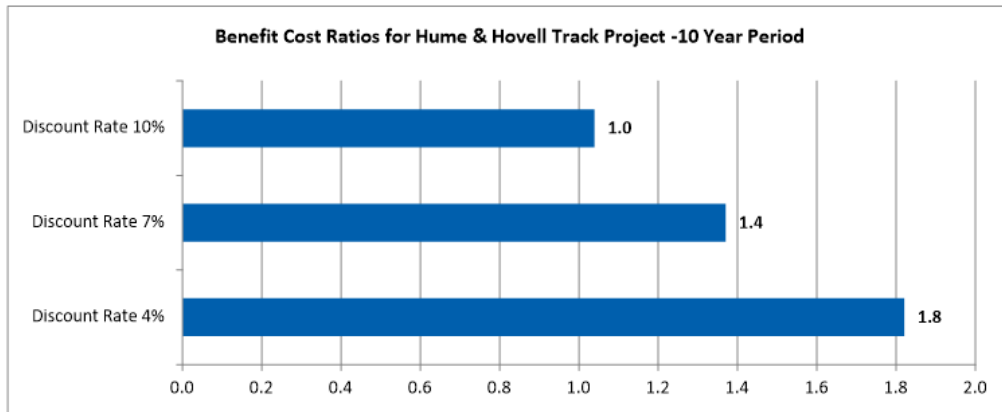
**Table 7.** Benefits and Cost Analysis: Hume and Hovell Track - 10 Year Period

Track Operations	Discount Rate 4%	Discount Rate 7%	Discount Rate 10%
<b>10 Year Period</b>			
<b>Costs (10 Years)</b>			
Construction Costs (\$) (2018 prices)	\$4,101,360	\$4,101,360	\$4,101,360
Costs - Asset Maintenance (10 years)	\$1,000,000	\$1,000,000	\$1,000,000
Depreciation (10 Years @ average 2% pa. of cost)	\$820,272	\$820,272	\$820,272
<b>Total Capital Costs</b>	<b>\$5,921,632</b>	<b>\$5,921,632</b>	<b>\$5,921,632</b>
<b>Benefits (10 Years)</b>			
<b>Direct Benefits - users (assumes no track fees)</b>			
Regional Benefits (increase in regional income generated)	\$15,959,993	\$15,959,993	\$15,959,993
<b>Total Benefits (2018 Prices)</b>	<b>\$15,959,993</b>	<b>\$15,959,993</b>	<b>\$15,959,993</b>
<b>Total Benefits (\$) Present Value</b>	<b>\$10,781,999.00</b>	<b>\$8,113,251.00</b>	<b>\$6,153,268.00</b>
<b>Net Present Value (\$)</b>	<b>\$4,860,367</b>	<b>\$2,191,619</b>	<b>\$231,636</b>
<b>Benefit Cost Ratio (BCR) &lt;Total Benefits: Present Value/Total Capital Costs&gt;</b>	<b>1.8</b>	<b>1.4</b>	<b>1.0</b>

Source: MCA modelling and estimates, August 2018. Note: Direct benefits are the value to users of a facility; usually this is measure by user payments/fees. In this case it is assumed that there are no user charges for the track, therefore benefits are the increase in regional income generated by visitor spending.

The chart below compares Benefit Cost Ratios (BCR) for 3 discount rates. For a track project a 7% discount rate is appropriate and the project yields a BCR of 1.4 over a 10 year period, which is above 1. The present value of total benefits (\$8.113 million) generated by the investment is 1.4 times the cost of the project (\$5.921 million) over a 10 year period.

**Figure 16.** Benefit Cost Ratios for Hume and Hovell Track Project



Source: MCA modelling and estimates, August 2018

## 5. Vision for the future

There is clear local and visitor demand for a Mountain Bike Trail linked to the Hume and Hovell Track. The opportunity to link challenge with immersion in nature, the Snowy Mountains landscape and local food, wineries and breweries are clear attractions for mountain bikers and their travelling companions.

The proximity to large capital cities and regional centres provides the growing pool of people looking for the new adventure escapes and attractions provided by the Snowy Valleys region.

Increasing numbers of visitors both riders and those connected, will result in additional expenditure and support for jobs and businesses (both indirect and direct) and create value added benefits and diversifying the current tourism offering.

The economic benefit analysis provides evidence of the range of benefits estimated from an estimate of new riders from 6,783 in Year 1 (2021) to 12,983 in Year 10 (2030).

The Hume and Hovell Track is well positioned to attract a range of riders from various destinations. If built and maintained to the highest standards ensuring sustainable and rewarding mountain bike experiences, it will become a must do destination for visitors. It will also be an exceptional local resource contributing significantly to the local economy and to the health and wellbeing of the Snowy Valleys Community.

### Hume and Hovell MTB Track Vision

*The Hume and Hovell Mountain Biking experience will be a unique wilderness MTB adventure featuring remote and majestic forest settings, strong links to hospitable rural towns and a growing mountain bike culture.*

*Riders will enjoy open, free flowing sustainable trails that are expertly built and provide enjoyment and fun for novice and experienced riders, while walkers and trail runners will, through good trail design, continue to enjoy the remarkable trail journey through this unique forest and alpine landscape.*

### 5.1 MTB track development

The Hume and Hovell Mountain Bike Master Plan seeks to provide a framework for a premier MTB track and development of an outstanding experience that will contribute to multiple health, lifestyle, social and economic benefits for the community.

The Hume and Hovell Track and associated mountain bike trails and infrastructure are planned for both local community benefit, and to provide a visitor experience strongly connected with nature-based tourism. This will in turn provide economic benefit to the community by increased demand for services such as accommodation, transport, restaurants, cafes and other attractions in the region and potentially creating new services specific to MTB tourism such as bike shops and repair services.

The addition of the MTB track will contribute to the region's overall ambition to increase tourism and visitor numbers and become a major attraction over time.



## 5.2 Why is it important?

Mountain bike tourism is a growing tourism segment that has proven to be capable of drawing new tourism spending to rural and regional areas that possess the right attributes and good trails.

There is great community benefit in the establishment of mountain bike trails and promotion of outdoor activities is an essential component of healthy communities. Community pride is also a benefit from the development of MTB experiences, as members of the community are often involved in volunteering and maintenance of the track.

Economic benefits will grow from services such as bike hire, drop off and pick up to the track, bike repairs and sales of bike equipment, if they are implemented as initiatives to support mountain bike tourism. By adding a dedicated MTB track in the region and increasing the diversity of activities, the goal of attracting more overnight stays to the region would also benefit accommodation providers, transport, restaurants, cafes, supermarkets, retailers, food and wine attractions and other services and attractions.

As regional interest grows there will be opportunities to leverage from the other attractions that are known in the area.

Walking trails and purpose-built MTB tracks are very different and not all the sections between Talbingo and Mannus Lake on the Hume and Hovell Track are appropriate or desirable for MTB such as Buddong Falls. To overcome this, and to retain special areas for walkers there will be purpose built, MTB specific sections of single trail which will travel in parallel and then re-join the Hume and Hovell Track where appropriate. All alignments will be further assessed during the design and construction phase.

Improving the Hume and Hovell Track to support mountain bikes will dramatically increase its use and value. In these time impoverished days, riding the Hume and Hovell MTB Track would be an attractive option to many people who feel they don't have time to walk it. What is a 2–3-day walk, is an easy day ride.

### CASE STUDY: MUNDA BIDDI TRAIL

Munda Biddi – is Western Australia's premier long-distance off-road cycling experience. Starting in Mundaring, the 1070 km trail meanders through scenic river valleys and the magnificent forests of the State's South-West.

The Munda Biddi Trail was Western Australia's first long-distance off-road cycling trail and took shape through the efforts of dedicated volunteers and visionary government and community representatives.

The Trail was designed to appeal to people with a wide range of cycling capabilities, from families right through to the most experienced mountain bikers. While it includes some rugged sections, steep descents, and hill climbs most of the Trail is on gently undulating ground.

The Munda Biddi Foundation supports the Parks and Wildlife Service in the management, maintenance and marketing of the Munda Biddi Trail and seeks to ensure the trail remains a long-distance bush cycle trail of international significance.

The Trail provides a successful combination of experiences and information available for a range of users and includes:

- links to hard core single track circuits that already exist and future planned trails
- up to date information on trail condition and pre, during and post activity information
- trail marketing
- transport services to and from the trail
- bike hire
- a range of camping and accommodation including nearby soft beds at night
- access by car to trail sections
- identification of sections suitable for families<sup>63</sup>.

<sup>63</sup> <https://www.mundabiddi.org.au/home>

Further expanded case studies of Multi Day off road cycling and shared use experiences can be found in Appendix C.

### 5.3 What is required to deliver the project?

The mountain bike track will require substantial additional site planning and skilled construction to ensure the track comes up to the appropriate International Mountain Bicycling Association (IMBA) standards, that is, to be attractive, fun to use, be resistant to the extremes of weather and be sustainable through any steep or wet sections.

Shared use trails will require modification and visitor information to ensure there are no conflicts between users. The relationship between walkers and cyclists and the natural environment is dynamic and evolving. A variety of approaches are required to manage these relationships. The provision of single-purpose tracks for cyclists and walkers avoids any conflict between visitors but this is not always possible due to the configuration of existing track/trail networks and the cost of building new tracks. Shared-use tracks can work very well but require good information and development of a culture of sharing together with careful monitoring of inter-group conflicts.

Purpose-built MTB trail sections are planned for areas where the trail descends, is close enough to a town to create a useable/attractive loop ride and is likely to gain landowner permission/support<sup>64</sup>.

Appropriate signs, way marking (including difficulty ratings) and maintenance schedules based on keeping the track up to the standard appropriate to the trail difficulty rating will be provided. The design of trail information and directional signs will need to reflect the remote and wild qualities that are the attraction and find the correct balance between user comfort and safety while retaining wilderness qualities. Trail stewardship should be a responsibility of the mountain bike community and trail users will be encouraged to have an active involvement in management.

Current signage on the Hume and Hovell Track exists in the form of two, small stylised human figures representing Hume and Hovell. The logo is displayed along the full length of the track to assist with way finding. At all track heads and other places of access, signboards have been erected to show places, directions and distances. Directional bollards have been installed where the track joins or crosses other tracks or roadways. If the track passes through an area of historical interest and significance, descriptive plaques have been erected.

The community anticipate strong involvement with the ongoing promotion and maintenance of the track. The shared use aspect of the track includes a commitment from all partners in the trails maintenance, promotion and stewardship in combination and agreement with the land managers and SVC.

Initial track construction should be undertaken by recognised and skilled trail building contractors with suitable equipment. It is common practice that mountain bike groups also develop trail building skills from skilled contractors. Initial investment in track construction should include an investment in training to enable future works or expansion of the Hume and Hovell MTB Track to be undertaken on a staged and economical basis.



HIGH COUNTRY ON THE HUME AND HOVELL TRACK

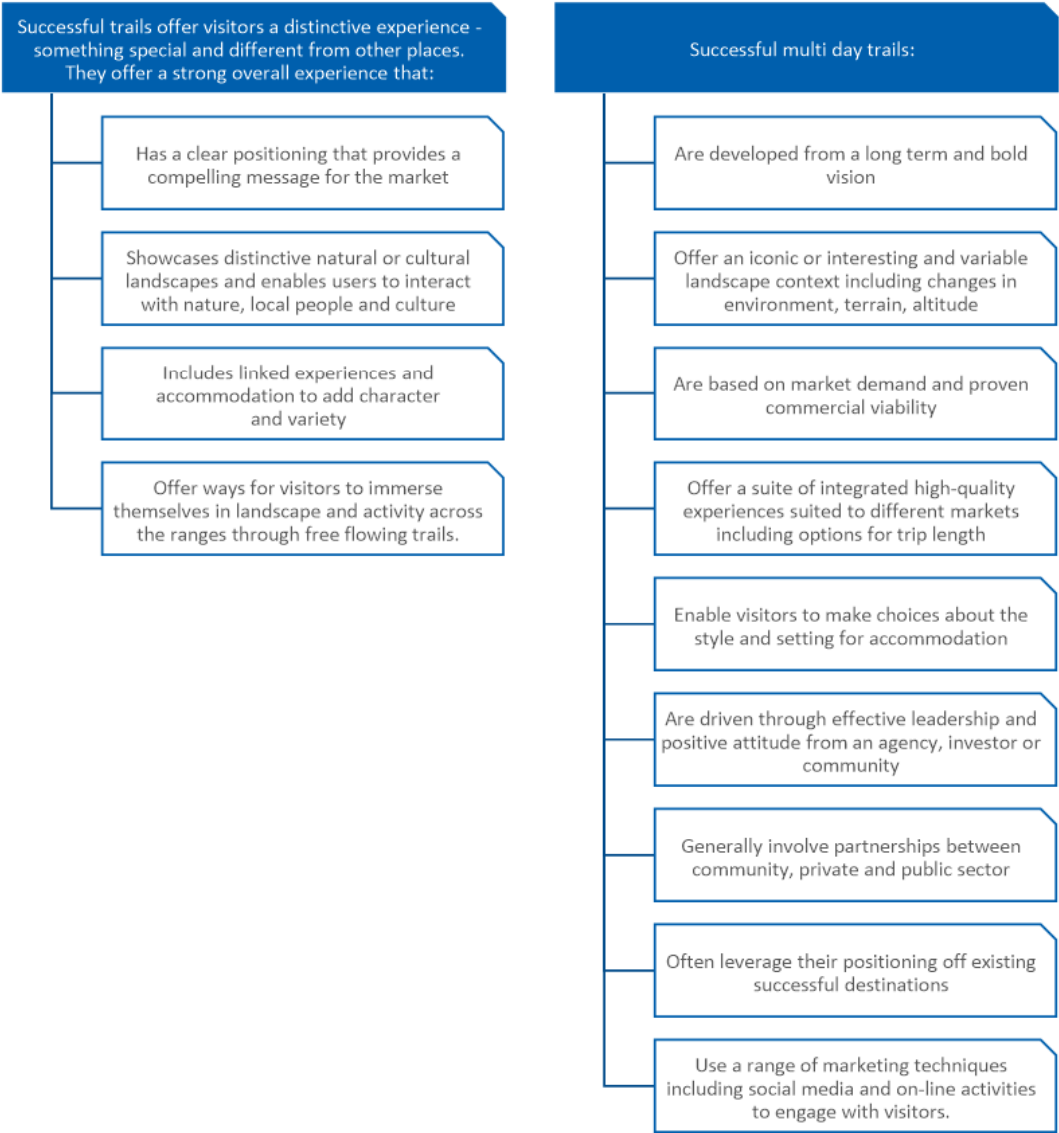
<sup>64</sup> Cycle Tumbarumba Proposal

## 5.4 Hume and Hovell MTB Track

The Hume and Hovell Mountain Bike Master Plan will recommend opportunities to develop the Hume and Hovell Track into a premier mountain bike experience that provides enjoyable recreational activity and economic benefit while meeting the expectations of a range of contemporary visitor markets through delivery of the Critical Factors for Success.

## 5.5 Critical Factors for Success

**To be a premier experience, the Hume and Hovell mountain bike journey must be a distinctive experience that strengthens and complements the environment.**



## 5.6 Creating a distinctive experience

The following Ambition Statement, Positioning Statement and Guiding Principles are proposed as direction to the development of the trail:

### 5.6.1 Ambition Statement

**The Hume and Hovell Track is Australia's ultimate integrated cycling adventure, connecting the best of experience, community, nature and culture.**

**The Ambition encompasses:**

- **Hume and Hovell overnight mountain bike adventure** - is the description of the offer, which helps to reinforce that it is more than just a shared use trail representing exploration and adventure.
- **Australia's premier mountain bike daytime adventure** - tells us that this particular experience is aspiring to be an exciting and dynamic nature-based cycling experience within Australia, delivering on the motivations and yearnings of participants from nearby such as Wagga Wagga and Albury Wodonga and the large cities of Sydney, Canberra and Melbourne and international visitors.
- **Connecting the best of nature, culture and community** - the opportunities presented by the region's unique landscape, natural features and growing local product including wine and craft beer. The year-round access to the forested slopes enables the Hume and Hovell Track to be a unique high-country winter MTB experience with opportunity for snow cycling during cold winters.

### 5.6.2 Positioning Statement

**Hume and Hovell mountain biking: Engage with the mountains, immerse yourself in the forests and wildlife, taste quality food and wine as you experience this ultimate high-country cycling adventure**

**The positioning encompasses:**

- **Engage with the mountains** – reinforces that the Hume and Hovell Track is more than just a physical adventure. It offers engagement with life in the high country and while MTB is a seasonal experience elsewhere, it is a year-round opportunity with the possibility of the snow cycling.
- **Immerse yourself in the forests and wildlife** – the forests provide the interaction from viewing unique native wildlife to exploring fern gullies. The ride will straddle perched swamps and run alongside crystal clear streams and lakes.
- **Exploring developing food and wine** – the cool slopes provide some of Australia's best fruits and the endless harvests are producing an evolving mix of wine, beer, cider and produce.
- **Australia's ultimate high-country cycling adventure** – this is one of Australia's outstanding nature-based experience, bringing Australia's high country to life e.g. mountain biking, kayaking remote lake sections and culture and food.

The goal will be to create a mountain biking experience that delivers on this positioning.



### 5.6.3 Guiding Principles

**Table 8.** Guiding Principles for the Hume and Hovell MTB Track

1	The Hume and Hovell MTB experience will become a distinctive brand for adventure-based tourism in the high country.
2	The trail will ensure continued protection of significant natural and cultural values and opportunities for visitors to appreciate these values.
3	While the multi-day trail experience is for the Tumut River to Mannus Lake segment, it will link to and be a pilot for its entire 426 km length, will generally be north or south in direction and will link to mountain bike hubs and other activities including food and wine and water-based experiences.
4	The cultural values and stories of the region will be a part of the experience including the small historic towns, European exploration, mining and forest industry and the Traditional Owners.
5	Trail experiences will be designed to be fun and enjoyable for a range of experiences with the core trail designed as an easy green trail standard with loops and link trails to access more challenging blue trail riding.
6	The trail will where practicable follow the existing Hume and Hovell Track, be purpose built as shared use and only where there are clear sustainability, practical and experience benefits will the trail follow forest management tracks and roads.
7	The management, maintenance, marketing and information services for the trail will be facilitated through an effective and sustainable management model.

## 5.7 The Experience

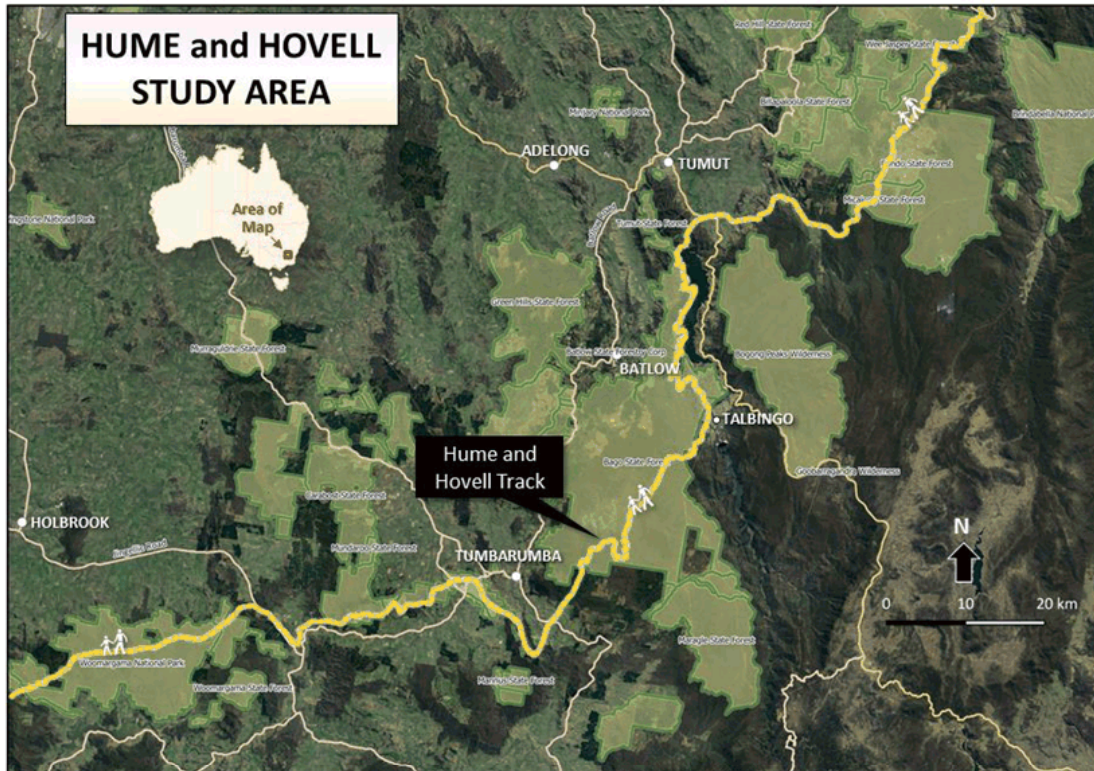
The Hume and Hovell Mountain Biking experience will be an exceptional wilderness and MTB experience which can be approached as a series of separate day rides or a 3-day cycling adventure combining on-track camping or shuttles to and from accommodation services.

The trail will be developed according to IMBA principles of sustainable trail design and will be mostly single track with an average trail grade of 10% or less for segments and a maximum trail gradient of 15%, delivering an open and flowing trail that links the user with the features in the landscape and the towns and appeals to people with a wide range of cycling capabilities.



HUME AND HOVELL SWING BRIDGE  
OVER TUMUT RIVER

**Figure 17.** Hume and Hovell Track Current Alignment



The following trail descriptions provide the indicative trail corridors with the final alignments subject to further detailed planning and assessment as part of the design and construct process. This will ensure the very best sustainable trail alignments are achieved through further consultation with the land managers, land owners and relevant agencies. The trail is proposed in a generally north south progression with loop options and step on step off opportunities and gravity descent sections to heighten the riding experience.

### 5.8 Day One

#### Up to 55 km

The experience will start in the northern part of the study area near Tumut River and the Blowering Reservoir or from Tumut town. Access from Tumut includes drop off at the Blowering Dam or riding the Snowy Mountains Highway, the quiet East Blowering Road and across the Tumut River on Jones suspension bridge to meet the shore line track at the Blowering Dam. On the Blowering Dam shoreline the trail follows the existing route of the Hume and Hovell Track to Sandy Creek where there are camping options. The MTB community wish to develop future MTB links to the Hume and Hovell Track from Tumut through the Werboldera State Conservation Area. This initiative would increase the appeal, improve the links to Tumut and reduce the necessity for road riding. Further negotiation between MTB groups and NPWS is encouraged to develop an agreed process for assessment and approval including funding and maintenance.

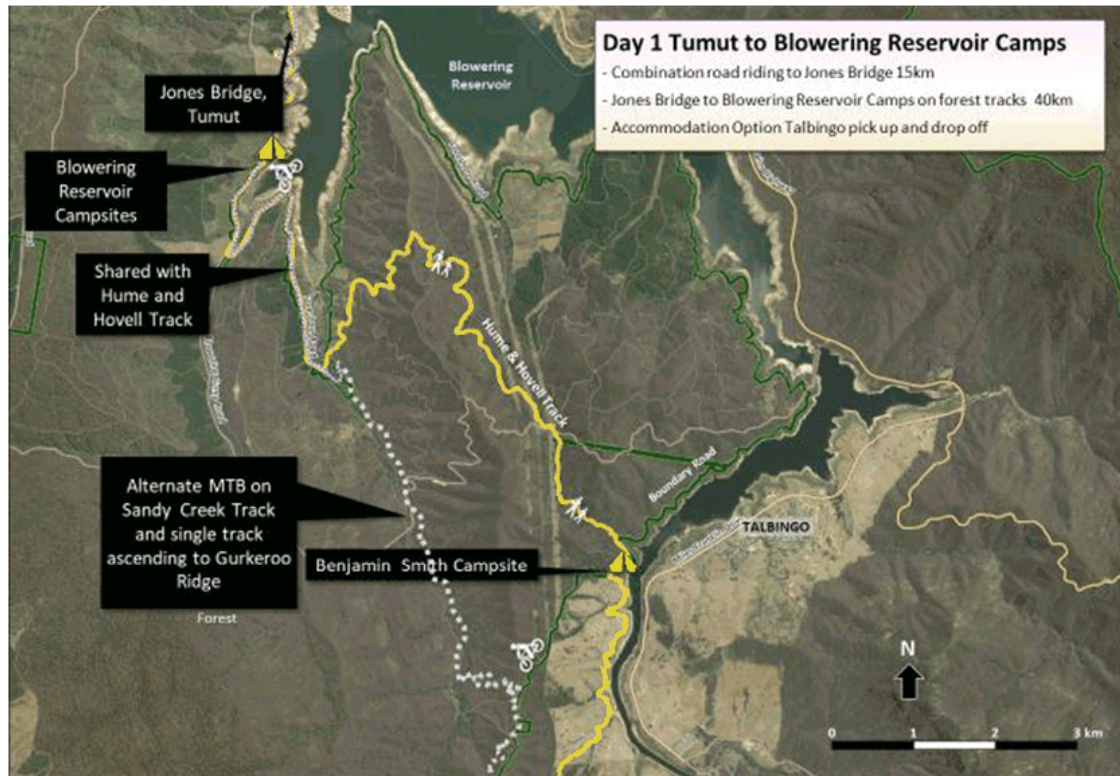
Overnight camping accommodation on day one will be provided at Browns Creek, or the Blowering Dam or Benjamin Smith camp sites depending on personal itinerary. Future pedestrian and cycling suspension bridge options have been proposed at the narrow point crossing of Jounama Pondage to Talbingo, which would



greatly improve the access to accommodation options at Talbingo. Currently the only access is by the high-speed Snowy Mountains Highway which does not provide safe cycling particularly across Jounama Creek.

Alternate access to the base of Gurkeroo Ridge, Talbingo and drop off and pick up can be provided along the Foreshore Road which has minimal gradient and is easy riding apart from some sandy sections during dry weather.

**Figure 18.** Tumut Connections



## 5.9 Day Two

### 40 km

The second day will be within forestry lands and consist of a climb up to Buddong Falls. The challenging ascent of the Gurkeroo Ridge to Buddong Falls will leave the Hume and Hovell Track and follow the Sandy Creek Track along Sandy Creek to a crossing point where the existing track heads uphill. From this point the mountain biker will ascend on two kilometres of purpose-built single-track trail utilising switch backs and climbing turns to meet the ridge. This new section of trail will avoid large sections of the Boundary Road and continue to the top of the ridge, climbing along the ridge adjacent to the road. There will be glimpses of the Snubba Range and Talbingo before joining the Boundary Road and meeting the Hume and Hovell walkers at Buddong Falls.

Riders will leave their bikes at the falls car park and walk down the steep track to spectacular Buddong Falls. Riders will have the option of returning to Talbingo via the incredible descent on Maragle Power Line Road and stopping to take in the views across the range, Talbingo Reservoir and the Jounama Pondage.



Leaving the Buddong Falls, riders will join the fire trail above Buddong Creek and then join the Hume and Hovell Track for a picturesque forest ride through low lying areas, including on board walks adjacent to the Buddong Creek until the ride reaches the old mining area at the Buddong Creek crossing.

From here the riders will leave the existing Hume and Hovell Trail (which follows the maintenance track) for a free-flowing ride on a purpose-built single track through spectacular forest, crossing several creeks within the plateau area, then traversing the highest point on the track before re-joining the Hume and Hovell Track just north east of the Bullongra Road. The tracks cross the Bullongra Road at the intersection of Ash Creek Road where there are vehicle pick up and drop off opportunities. This intersection provides the connections to some great riding across the plateau area on existing forest trails and, subject to alignment approval from Bago State Forest Management, on future purpose-built mountain bike loop trails.

From the road crossing, a purpose-built trail will enable mountain bikers to ride to Paddys River Dam which will take them off the existing vehicle road to the Dam. Shared camping will be available at Paddys River Dam. Future planning will need to be undertaken to review the camping arrangements to provide separation of walkers and mountain bikers from vehicle-based camping and resolve the issues associated with vehicle encroachment. This will require new infrastructure grant funding.

The Paddys River Dam site will provide a base for exploration by mountain bike, with potential for a hub for mountain bike adventures on the relatively flat plateau country. Further formal mountain bike trails could be developed radiating from Paddys River Dam and linking to future trails from the intersection of Bullongra Road Ash Creek Road (these future trails will be subject to approval of Bago State Forest Management).

### **Batlow Access**

Developing cycling links between the major towns including Batlow and the Hume and Hovell Track is an important consideration to ensure access for the community and for visitors. Batlow is approximately 14 kilometres as the crow flies from the closest point on the track with much the route over steep terrain through pine forest subject to logging and heavy vehicle use.

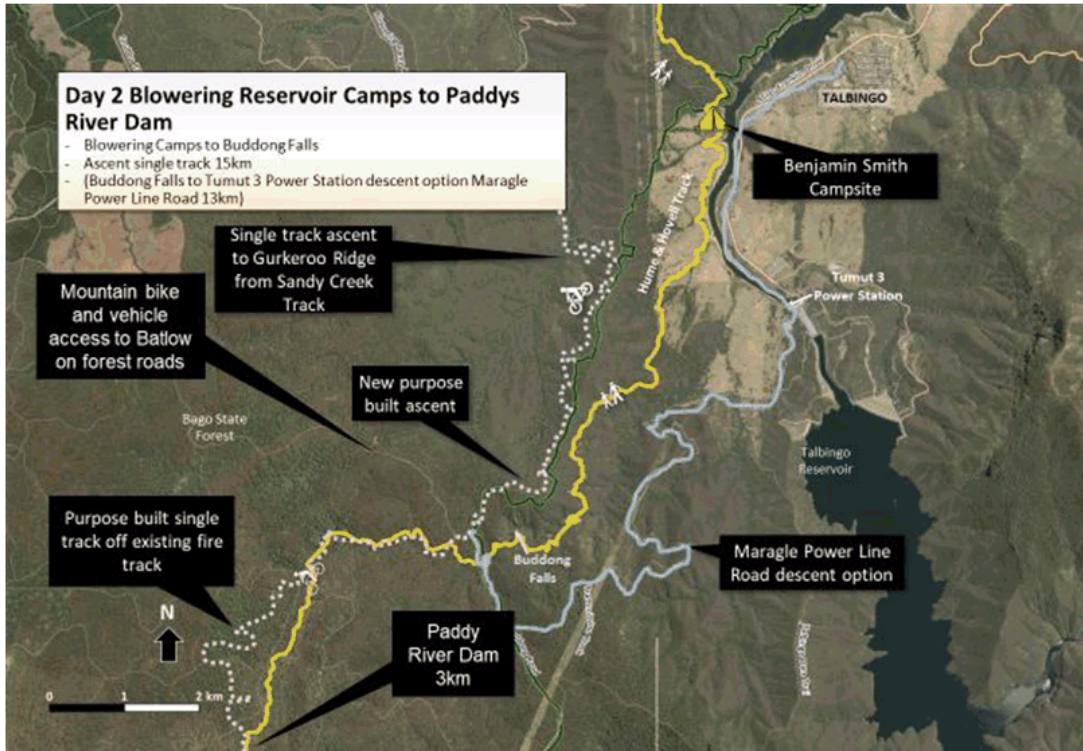
Placement of a purpose-built cycling trail would be an expensive proposition with the added potential of closures due to logging. Using the existing forestry roads would be the preferred option however roads would need to be chosen wisely to avoid roads frequently used by logging trucks and other forestry machinery.

The preferred route could be flagged/signed as a preferred (shared with vehicles) mountain bike route.

In discussions, the route following Bullongra Road – crossing Snubba Road – Browns Road – De Beauzevilles Road to the area of Buddong Falls and Buddong Hut was a recommended option being on less steep and less used roads.

These roads are still active forest roads and would be subject to closures during logging or for other purposes.

Figure 19. Buddong Falls Area



REPTILES ARE COMMON ON THE TRACK DURING WARMER MONTHS



## 5.10 Day Three

### Up to 50 km

The Paddys River Dam area will become a key hub in the Hume and Hovell MTB experience providing opportunity for exploration of the surrounding area, linked to camping or drop off pick up points or as the location for future events.

From Paddys River Dam, the trail will follow the Hume and Hovell Track to the south with several more challenging mountain bike loops developed off the Hume and Hovell Track to the forest flats and around the knoll at Coffee Pot, before dropping down to the forest track through the East Burra Creek valley surrounded by ferns and tall timber.



PADDYS RIVER DAM PROVIDES AN EXCELLENT BASE FOR MOUNTAIN BIKING ON THE HIGH COUNTRY PLATEAU

Three kilometres further through the forest from Coffee Pot riders will arrive at the creek and will have a choice: 1) take the west loop through to Tumbarumba with links to future MTB opportunities; 2) continue on the Hume and Hovell Track using the new realigned single-track trail that removes the steep erodible section and provides a flowing switch back through the old mining heritage area and return to Tumbarumba via the West Burra Creek Road and the old stock route; or 3) continue on the Hume and Hovell Track to the Henry Angel Track Head and campsite and on to the Burra Creek valley.

- 1) The west loop to Tumbarumba will leave the Hume and Hovell Track from Burra Creek and travel through a mixture of forest roads and purpose-built single track. On leaving the Hume and Hovell Track, at the intersection of Steep Gully Creek and Burra Creek the mountain bike trail will follow a single track within a native forest reserve. Linking up with Charcoal Gully Road the trail will follow the road through the pine plantation area and the water races to link up with the Charcoal Gap Road reserve, with the option (subject to negotiation) of travelling via the road reserve through private property or on the busier Pound Creek Upper Road. The mountain bike trail will then meet Pound Creek Road and deliver the riders to Tumbarumba via Gilbert Street, where riders can meet at the Police Paddock Mountain Bike Trails or head into the Parade for coffee or other refreshments.

- 2) The alternative is for riders to continue on a purpose-built single track through a native forest reserve to link up with Bobtail Gully Road and The Boulevard forest roads in a loop through mixed pine and native forest. This option could be considered as a future opportunity as the Tumbarumba mountain bike group (Cycle Tumbarumba) has expressed interest in developing mountain bike trails within the native forest area and the natural bowl around Pound Ridge. This initiative would contribute to the Hume and Hovell Track MTB experience and boost the attraction for MTB in the Tumut Tumbarumba area (subject to further investigation, negotiation and approval by Bago Forest Management).

The riding experience and looping through Tumbarumba will be further enhanced through the ride from the town to the Hume and Hovell alignment, via a purpose-built shared use trail on the historic stock route alongside the Tooma Road from the town to the West Burra Creek Road. The trail placed on the western side of the road will provide a pleasant cycling experience due to the width of the reserve and the separation of riders from vehicles. The landscape views and vegetation will make this a great ride for a range of different users. The West Burra Road will continue the enjoyable country riding experience with only a few unavoidable inclines before the track meets the pine forests and joins the Hume and Hovell Track near the mining reserve at the start of the pine forest area. This option could be taken in reverse as an alternative access to Tumbarumba.

- 3) Those continuing the Hume and Hovell Track will enter the pine plantation after crossing Burra Creek and enjoy a new trail placed in the wide forest clearings. The trail will deviate around the many water crossings and water races to reach Junction campsite. From here it will be approximately two kilometres to link up with the West Burra Road and the ride to Tumbarumba or continue through the old mining reserve area along the Burra Creek for a further eight kilometres to the well-appointed Henry Angel Campground, where the defined Hume and Hovell Tumut to Tumbarumba MTB adventure will terminate.

The trail beyond Henry Angel is limited by the greater degree of difficulty for riders along Burra Creek and through Bogandyera Nature Reserve, where steep ascents and descents make for challenging cycling. Providing less challenging and more sustainable MTB trails in the Nature Reserve would require significant realignment which would not be consistent with NSW National Parks and Wildlife Service policies for access and development within Nature Reserves. The existing trail will include some treatments to stiles for easier bike access and trail head and way marking signs to indicate that MTB is permitted on the Hume and Hovell Track to Mannus Lake, however it will be better suited to more experienced riders and would be classed as a Blue Intermediate level of difficulty.

For suitably skilled riders, the tunnels, waterfalls, swing bridges and steep climb into the Bogandyera Nature Reserve, along with the forested Mount Garland Ridge and steep, exciting descent into Mannus Lake will provide a thrilling conclusion to this challenging ride. This section of trail will terminate at the lake camping and pick up area.



THE OLD MINING AREA ALONGSIDE BURRA CREEK



Figure 20. South of Paddys River Dam

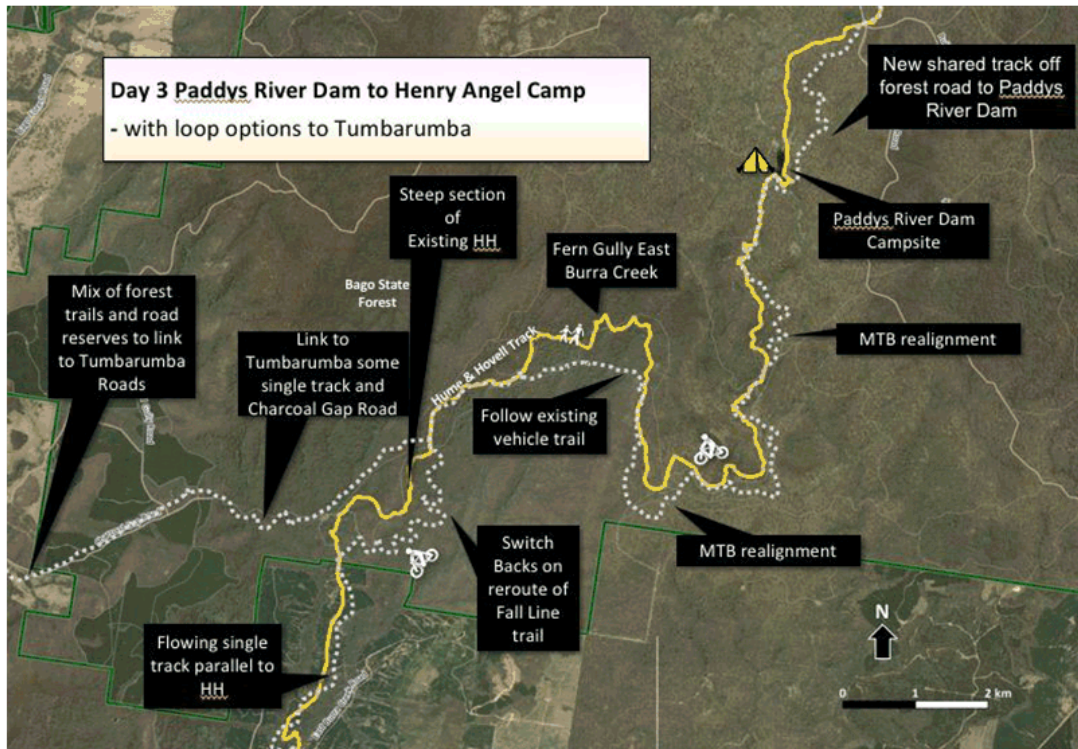
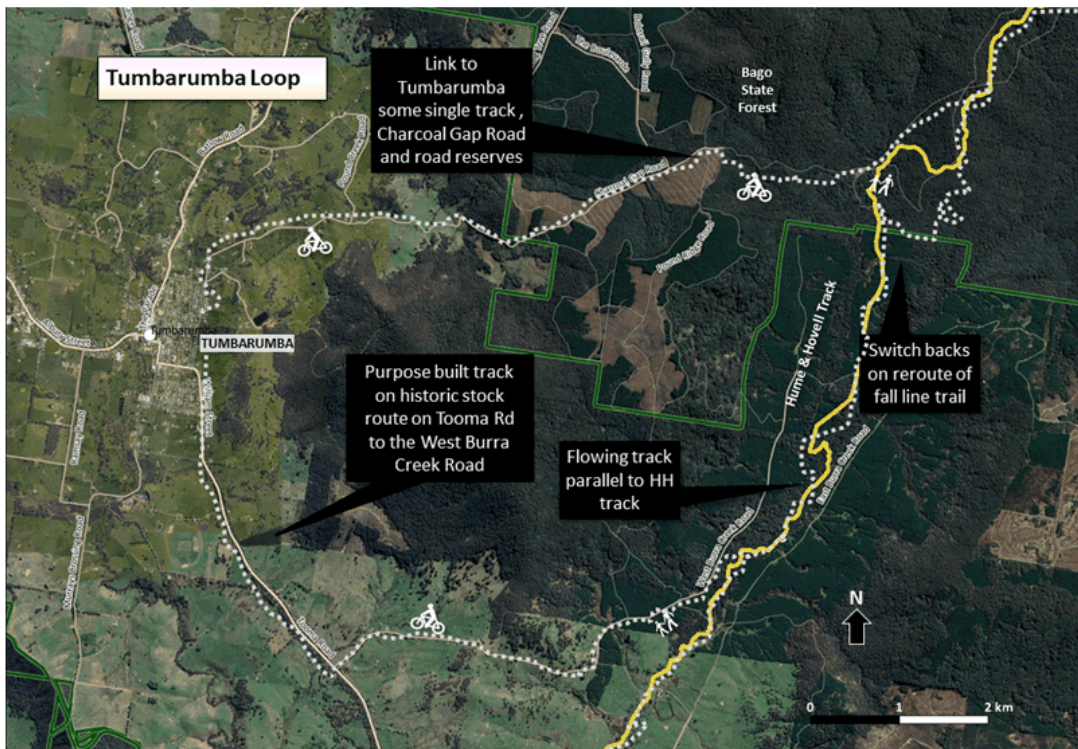
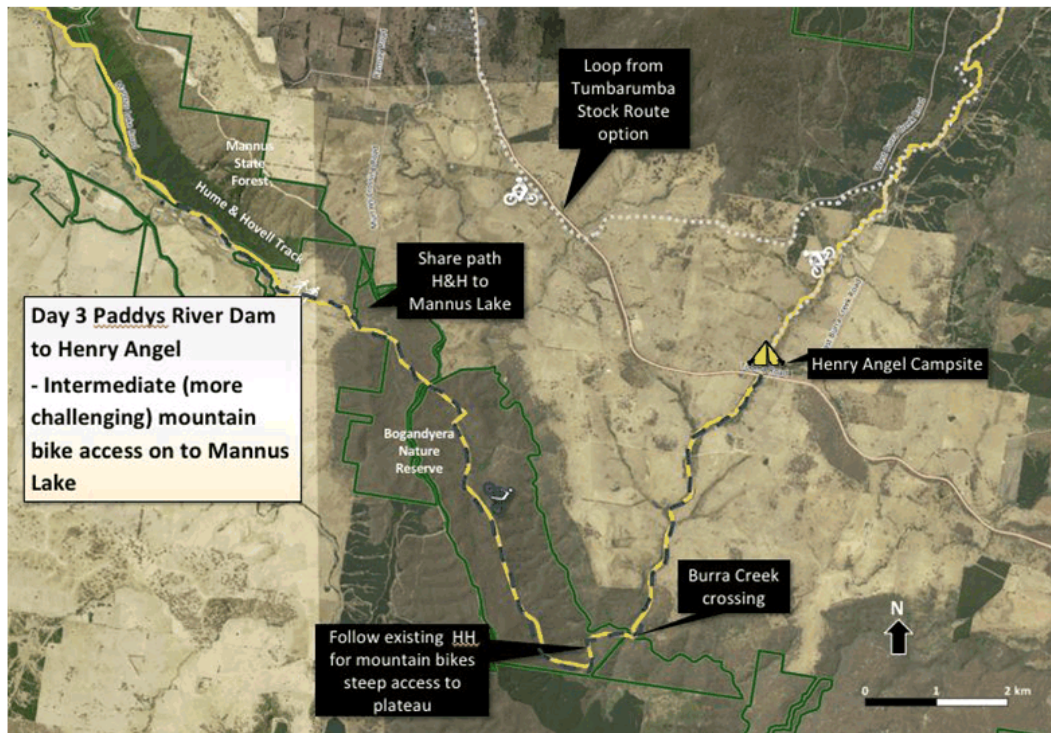


Figure 21. Tumbarumba Connections





**Figure 22.** Mannus Lake Connection



### 5.11 Accommodation and service levels

The trail product for a combination of overnight and day rides would best be serviced by a drop off and pick up service for accommodation and access to the track. It is not proposed to provide accommodation on the track other than modification and upgrading to the current bush camping sites. There is a good and growing range of accommodation available at Tumbarumba and Tumut and other sites between.

There are currently several options for commercial and independent drop off and pick-up points on the track. These require good year-round access and integration with forest operations to avoid where possible logging operations and road closures. As with the recommended access from Batlow it would assist if vehicle access was well sign posted and promoted from the major towns to trail heads for the three stages.

The existing camp sites are of a suitable quality for the current market and it is anticipated there will be some increase in use from independent cyclists and increase in cycling events that would use the camp sites. The Paddys River Dam camp site is popular with car-based campers and during peak times the site is often full. It is recommended that further planning is undertaken at Paddys River Dam Camp Site to resolve potential conflict between user groups and provide separate camping sites for cyclists, walkers from the vehicle-based users camping. This would form part of a separate planning and grant application process.

The proposal to build a swing bridge across the Jounama Pondage from the area of the Benjamin Smith camp site, would provide significantly improved access to Talbingo and the services provided there and reduce the 20 km round trip via the Jounama Dam and the dangerous Snowy Mountains Highway or 22 km round trip via the Tumut 3 Power Station. The route via the power station would be subject to any closure of the power station access.

Construction of the bridge would provide a significant boost to the MTB experience by making Talbingo a centre of MTB on the northern section of the study area and encourage further development, including additional purpose-built single track and gravity trails from Buddong Falls to Talbingo (subject to landowner approvals).

### 5.12 Independent product

MTB on the Hume and Hovell Track will be a mostly independent product with riders seeking a multi-day or day riding experience using their own resources to travel to the track from accommodation or using commercial drop off and pick up options. There will also be opportunity for commercial operators to provide adventure riders with bike packing package experiences utilising the camp sites and pick up and drop off services from accommodation.

There are likely to be regional based riders who will travel to and ride the track in a day and return home from population centres such as Wagga Wagga and if the proposed upgrading of the Brindabella Road goes ahead from the ACT, although there is significant opportunity with the volume of trail on offer, to target these visitors and entice them to make it an overnight or longer stay.

### 5.13 The services

Track destination support and delivery services would be a valuable add on for visitors to the Hume and Hovell MTB Track and could include:

- transport for people and bikes to and from trailheads and accommodation
- a range of guided and self-guided tours
- bike hire, camping hire, repair and retail
- alternative linked adventure experiences including kayaking and water sports
- long stay car parking at or near trailheads e.g. Talbingo
- food purchase and/or supply.



EXISTING SINGLE-TRACK HUME AND HOVELL

### 5.14 The proposed business model

It is envisaged that the experience will be delivered by Local Government and State Government developing the mountain bike trail, loops and connections to towns and the private sector offering the accommodation and supported product and other services as required. The SVC will be the lead agency responsible for the delivery and management of the Hume and Hovell MTB Track with input from the MTB community. Community mountain bike groups will provide the next level MTB experiences for example the proposed mountain bike area and gravity descent between the Hume and Hovell Track and Tumbarumba and links to the track and Tumut Mountain Bike Park. Involvement of community groups in the management, maintenance and promotion of the Hume and Hovell Track will contribute to the spirit of community ownership and pride and can reduce maintenance costs.

### 5.15 Strategic steps

- Long term agreements in the form of a Recreation and Tourism Policy Forest Permit is required from the principle land manager Forestry Corporation (FCNSW) for the proposed trail alignment and for other new mountain bike experiences on and adjacent to the Hume and Hovell Track.
- Ongoing liaison is recommended with lessees who occupy Crown Land on which this section of the Hume and Hovell Track and future MTB access has been identified. The long-term security for the trail and recognition of lessee interests would be served by future amendment to the lease agreements to recognise the change in use.
- NSW NPWS Policies and management plans have been considered in the alignment through Bogandyera Nature Reserve and there are no planned new trails. The existing Hume and Hovell Track alignments will be retained for future MTB use and will be identified for riders with higher skill levels. The proposed alignments do not enter Kosciusko National Park (other than on the Maragle Power Line Road which is subject to public vehicle use). Any future access to NPWS land would require negotiation and approval from NPWS.
- Coordination and management of the Hume and Hovell Track as a MTB trail will require the involvement of community and government. There is significant interest and support in the community which would be served by the development of a community-based organisation to support the lead agency in the maintenance and marketing.
- Snowy Valleys Council will take the lead in project managing the delivery of this initiative and with the community will be involved in the promotion, maintenance and management of the Hume and Hovell MTB Track.

### 5.16 Indicative construction costs

Priority	Indicative Costs
Construct new forest free flowing single track including ascent and descent trails with climbing turns and switch backs. Sustainable, enjoyable and fun trails constructed by skilled and recognised trail building contractors.	Approximately \$35,000 - \$43,000 per kilometre depending on terrain.
Improvements to linking roads and purpose-built trail on the Stock Route	\$20,000 per km due to less complex construction and close access to the road.
Trail head, way marking, information signs and shared use culture development strategies on the track and on links to the major towns	\$50,000.
Contingencies to allow for issues such as terrain, geology, springs and deviations off planned route	20% of overall project costs
Total indicative construction costing	\$2,872,000 plus 20% contingencies \$570,400
<b>TOTAL</b>	<b>\$3,446,400 (Excl GST)</b>
Additional consultant and contractor fees environmental assessments, sign design, interpretation and marketing planning	Consultant and contractors non-construction costs Promotion and marketing – \$50,000. Environmental, cultural heritage and engineering assessments required during design and construction phase for new sections of trail \$70,000. L - \$120,000
Indicative project implementation costs	\$3,566,400
Project Management for delivery of the project 15%	<b>\$532,360</b>
<b>TOTAL</b>	<b>\$4,101,360 (Excl GST)</b>



## 6. Implementation Strategy

### Hume and Hovell MTB Track Vision

*The Hume and Hovell Mountain Biking experience will be a unique wilderness MTB adventure featuring remote and majestic forest settings, strong links to hospitable rural towns and a growing mountain bike culture. Riders will enjoy open free flowing sustainable trails that are expertly built to provide enjoyment and fun for novice and experienced riders, while walkers and trail runners will, through good trail design continue to enjoy the remarkable trail journey through this unique forest and alpine landscape.*

Implementation of the Hume and Hovell Mountain Biking experience will deliver on this vision in partnership with stakeholders.

Sourcing project financing will be a significant stage requiring promotion, pitch marketing and selling the initiative to government.

The Draft Hume and Hovell Mountain Bike Master Plan identifies the preferred trail alignments based on the core visitor values, principles and the very best trail experience. The trail alignment also considers accepted best practice for designing and delivering exceptional backcountry trails and includes:

- consideration of the future trail user, their level of ability and capability and the challenge and experience they will be seeking
- anticipated future use and how the trail will evolve
- the unique nature of the ranges and natural environment and how the trail will best be integrated into the landscape
- providing the greatest variety of trail experiences and incorporating solitude, nature and challenge
- identifying future control points and places where trail managers and the users would like the trail to go such as to lookouts, viewpoints, natural features such as rock features and appropriate river crossing points
- control points which are to be avoided such as low-lying areas and flat ground, steep side slopes, fall lines and culturally and environmentally sensitive areas
- sustainable trail design elements such as the “half rule” where a trail grade should not exceed half the grade of a hillside or side slope that the trail traverse<sup>65</sup>
- trail alignments with an average trail gradient of 10% or less. There may be unique or unavoidable sections steeper than 10% but these will be minimal (15% max) and should not increase the overall average trail grade above 10%
- a corridor that maximises enjoyable cycling experiences, and trail sustainability that will require further detailed analysis and ground truthing as part of the implementation, design and construction stages of the project.

<sup>65</sup> Trail Solutions IMBA’s Guide to Building Sweet Single Track, IMBA 2004

Indicative costings are based on ground assessments and desktop analysis with costs based on shared use and single track (where users will generally travel in single file in one direction) with a natural surface of approximately 600 - 900mm trail width and based on in the IMBA's Green Circle and some more challenging loop trails.

Existing natural attractions are included in the corridor where possible and include rock features, hill tops and ridges. These have been provided in loops radiating off the core trail to provide unique riding challenges and experiences and will require further gradient and sustainability assessment.

Indicative costs reflect the desire to establish where an open and flowing trail that links the user with landscape features and an understanding of trail construction challenges over varying terrain types. The contingencies included in the budget reflect the relatively remote nature of the site, establishment costs and the potential increase in trail length due to unforeseen gradients, springs and obstacles found during the design and construction phase.

The implementation strategy and works packages identify the tasks required and the priority of works required to progress the project to design and construction phase and the recommended staging of the works. The strategy provides the individual work packages, a description of the work required, estimated costs of the work package and timelines.

## 6.1 Trail Development Work Packages

### 6.1.1 Detailed track corridor alignment and specifications

Detailed planning of the trail alignment will be the key to enjoyable and popular adventure cycling experiences. It will also contribute to the environmental protection and minimise impacts on areas and species of environmental importance.

The identified track alignment/corridor is the guide and provides trail builders and environmental assessors with flexibility to ensure the trail can be built to specifications, providing a safe, enjoyable and ever-changing remote adventure cycling experience that will maximise sustainability and reduce future maintenance liability. In some places such as on the high point remote from the existing Hume and Hovell Track there has been limited assessment and some change in trail alignment by the trail design and construction contractor is accepted based on sustainability and environmental assessment.

The detailed assessment of the trail route will need to include assessments relevant to the *Biodiversity Conservation Act 2016 NSW* to ensure all approvals are met and to be consistent with the principles of ecologically sustainable development together with any requirements of Local Environmental Plans (LEP), when they are implemented.

The adventure cycling trail specifications will be developed to IMBA Green trail standard with some more challenging sections loops off the existing Track to an average width of 600-900 mm to allow for shared use on the core trail with wide and appropriate rider separation from rocks and hazards. The trail will provide riders where possible with a free-flowing trail where views can be experienced safely, and the adventure nature of the ride is retained. Steeper sections will result in a tighter trail often requiring staggered switch backs and will regularly require construction of structures such as retaining walls. These will be purpose-built MTB trails and separate to the existing walking trail. The preliminary track assessment identified a route that sought an average trail gradient of 10% or less. There may be unique or unavoidable sections steeper than 10% but these will be minimal and where possible 15% max and should not increase the overall average trail grade above 10%.

Sections on existing roads such as Boundary Road and the Maragle Power Line Road will require riders to follow the alignment and gradient of the constructed road. Signs should be included for riders to indicate steepness and other risks.

Development of trail and maintenance specifications will guide the trail design and construction and will assist in the selection of contractors. Engagement of contractors should include a significant weighting on demonstrated professional skill and experience as a high level of professional design and construction will be required on site. Appropriate standards and construction techniques should be demonstrated by prospective contractors including competence in designing and building:

- » Climbing turns and switchbacks
- » Natural surface trail
- » Stone trail hardening
- » Stone creek crossings
- » Retaining walls
- » Bench cut trails
- » Permanent and ephemeral river crossings
- » Linking to anchors and landscape features

A maintenance plan for the Hume and Hovell Track shared use trail (produced in part by the trail build contractor) is an important consideration and should include as a minimum; maintenance programming and scheduling, resourcing, monitoring including risk assessments and reporting procedures.

Site establishment and transport logistics and costs for remote worksites require innovation and practical solutions. Much of the work will be remote from service trails however most of materials other than plant and equipment will be available on site such as rock and surface material.

#### **Primary outcomes**

A professionally detailed design and construction plan provides for track works, maintenance and risk management including costs and priority details that will form the basis for:

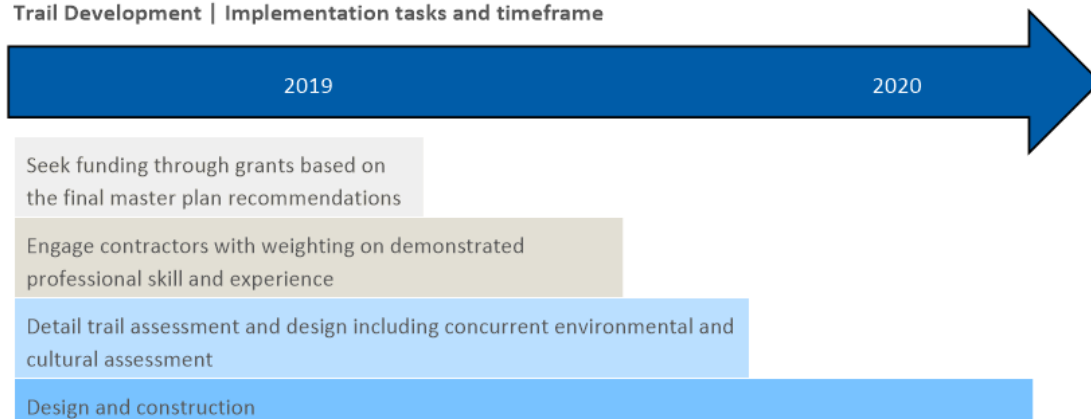
- recognised environmental condition and visual amenity of track
- visitor experience suited to promotion of the Snowy Valley's Hume and Hovell Track as a signature adventure experience
- few or no visitor safety issues
- effective maintenance and maximised trail sustainability through high quality best practice trail construction
- capacity to cater for future growth in visitor numbers
- unambiguous trail alignments to ensure Land Managers and the community clearly understand where the trail will be going.

**Meeting Snowy Valleys Council, Land Managers and State Objectives**

Meeting Snowy Valleys Council, Land Managers and State Objectives	
Protect our natural environment	✓
A premier mountain bike experience, which would provide enjoyable recreation for both locals and visitors and economic benefits to the community.	✓
The recreation and tourism components are aligned with community and social outcomes, with clear opportunities for innovation through the development of commercial and other opportunities.	✓
New trail alignments have been negotiated with FCNSW to ensure sustainability, protection of biodiversity, minimal disturbance to forest operations and the future enjoyment and safety of trail users by avoiding where possible future logging areas	✓
Biodiversity Conservation Act 2016 NSW and any requirements of Local Environmental Plans (LEP) when established	✓
NSW National Parks and Wildlife policies and management plans particularly for Kosciusko National Park and Bogandyera Nature Reserve guide amongst other things the protection of biodiversity, access, provision of sustainable and enjoyable activities and process for assessment and approval of park-based activities.	✓

Budget	
Environmental, cultural heritage and engineering assessments required during design and construction phase for new sections of trail	\$70,000
Forestry and SVC internal project management	\$5,000
<b>TOTAL (Ex GST)</b>	<b>\$75,000</b>

**Trail Development | Implementation tasks and timeframe**





**6.1.2 Whole of track promotion, information interpretation strategy**

To maximise the visitors trail experience, encourage shared use culture and to direct, inform and to help trail users understand their surroundings a strategic approach to visitor information and trail orientation is recommended. New technology can provide useful methods of directing trail users however signs and more traditional methods of communication are often the best and most reliable. Signs are an effective form of one-way communication and are effective if they:

- are clearly written with a simple message
- meet the primary needs of the visitor
- are easily absorbed and understood
- are aesthetically sympathetic
- meet the needs of the land management agency.

The trip cycle is a useful way of placing the visitor in the visiting cycle when planning visitor information and interpretation.

The trip cycle consists of:

- pre-trip – before leaving for the trail destination
- orientation – while in the general area of the trail
- on-trail – while engaging in the trail activity
- post-trip – after completing the activity.

Sign classes include:

- orientation
- risk
- management
- interpretation.

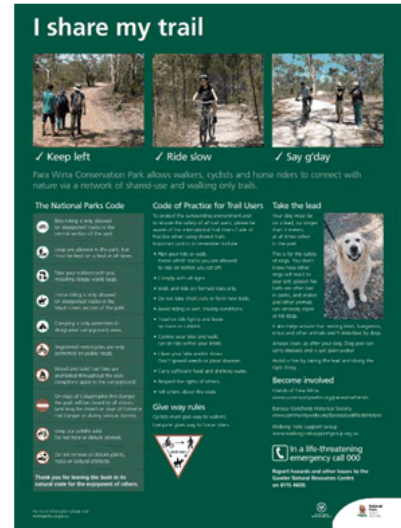
A sign system is a means of communicating messages to visitors in a structured, organised way. Once established, a system of standard sign designs allows extension and updating and moreover, instant recognition of each sign as part of the system

As a minimum a sign plan should include, Major Trailheads located at central locations including, major car parks. They communicate key trail information to visitors including trail grades, enabling selection of a trail best suited to the user’s ability and interests and may provide interpretation.

Minor Trailheads are located to identify the start point for trails or can be used as sectional trail heads on long distance trails to signify and provide information for the forthcoming section.

Gone are the days of rudimentary paintwork on rocks or metal plates nailed to trees for way marking. These inappropriate techniques do not reflect where we are going with trails and are not considered adequate to manage safety of trail users. Markers are exposed to extreme conditions heat cold and fires. There is also the ongoing challenge of fixing trail markers where they are most needed to be seen for example in the well vegetated ranges.

The trail manager in consultation with risk managers should decide if there is a need for the risk sign to be placed on the trail. The Hume and Hovell Track trail will attract self-reliant cyclists but also less experienced cyclist who will need to be advised of what to expect on the trail. It may not be necessary to expect or need cliff edge warning signs however there would need to be a higher level of awareness for hazards on the trail, which would be more appropriately incorporated into the trail head signs or other information. Risk signs are



EXAMPLE OF PROMOTION OF SHARED USE CULTURE

not the only course of action as other actions or combinations of actions such as removing the risk or separating the user from the risk may lower the risk to an acceptable level. It is recommended that an Information and signage plan including trail style guide and design of trail head and way marking signs be developed for the trail.

The shared use nature of the track will require attention by trail designers and builders to ensure blind corners are minimised and there are reasonable site lines and if sections of the trail can be shared safely then it should be considered for shared use. There are sections of trail that will be designed and built specifically for MTB where it may not be appropriate or safe for shared use these will need to be well signed and some sections will need to be signed as one way. Trail users also need to ensure they embrace a culture of sharing which will need to be reinforced through information such as signs and remember to keep left, ride slow and be friendly and courteous. Examples of shared use signs are included in the appendix.

#### Primary outcomes

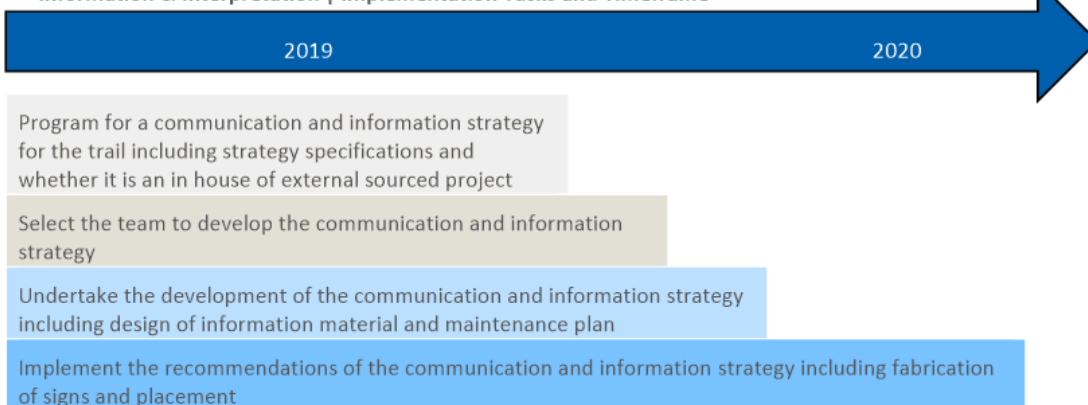
- Pre-trip, orientation and post-trip information and communication contribute to popular, enjoyable and safe cycling, walking and trail running experiences
- the shared use culture is embraced and promoted by all trail users
- a recognised information style and standard is evident for the trail that reflects the landscape, spirit and culture of the Snowy Valleys Region
- trail users don't stray from the path and always feel reassured that they are on the correct trail
- riders understand the trail hazards and the level of ability that is required to use the trail and sections of the trail and are confident in extending their skills and abilities
- trail managers maintain the trail information to an appropriate standard and are using the agreed sign and information styles and standard
- there are very few incidents involving trail users.

#### Meeting State and Departmental Objectives

Meeting Snowy Valleys Council, Land Managers and State Objectives	
Protect our natural environment and values	✓
A premier mountain bike experience, which would provide enjoyable recreation for both locals and visitors and economic benefits to the community.	✓
The recreation and tourism components are aligned with community and social outcomes, with clear opportunities for innovation through the development of commercial and other opportunities.	✓
New trail alignments have been negotiated with FCNSW to ensure sustainability, protection of biodiversity, minimal disturbance to forest operations and the future enjoyment and safety of trail users by avoiding where possible future logging areas	✓
Biodiversity Conservation Act 2016 NSW and any requirements of Local Environmental Plans (LEP) when established	✓
NSW National Parks and Wildlife policies and management plans particularly for Kosciusko National Park and Bogandjera Nature Reserve guide amongst other things the protection of biodiversity, access, provision of sustainable and enjoyable activities and process for assessment and approval of park-based activities.	✓
Protection of values	✓
Sustainable and safe visitor experience	✓

Budget	
Consultants fees for Information and signage plan including trail style guide, shared use culture development and design of trail head, way marking signs and initial promotion and marketing *Sign infrastructure included in the design and construct budget	\$50,000*
Forestry and SVC internal project management	\$5,000
<b>Total</b>	<b>\$55,000</b>

### Information & Interpretation | Implementation Tasks and Timeframe



## 6.2 Staging of Construction Work Packages

**Table 9.** Hume and Hovell MTB Prioritised Works Package

Priority	Section	Rational	Indicative Section Costs
1	<b>Paddys River Dam to Tumbarumba</b> including loops to the town from the top of the range and via West Burra Creek Road and includes downhill run to Henry Angel Camp Site	Establish the Tumbarumba loop trails which provides early results to the community and establishes trails linking to Tumbarumba and prioritising town loops. Provides both the template for the rest of the trail and the sets the model for sustainability and users experience.	*\$1,255,000
2	<b>Tumut to Paddys River Dam</b> including climb up to Boundary Track and Buddong Falls. Also has Talbingo Loop via Maragle Power Line Road	Some of the most challenging trail construction in this area. Will learn from the Tumbarumba experience and refine project management techniques for this challenging section.	\$1,517,000
3	<b>Henry Angel and to Mannus Lake</b> track upgrading to Intermediate standards and stiles and signs	Last section requiring less work with a focus on public information about greater challenge and greater skills required	*\$50,000
	Trail head, way marking and information signs on the track and links to the major towns and promotion \$50,000		*\$50,000
	* Note 20% contingency to be added		
	Indicative Project Construction Costs Including 20% Contingency - Exc GST		<b>\$3,446,400</b>
	Additional consultant and contractor fees environmental and assessments, sign information, shared use culture, interpretation and marketing planning \$120,000		<b>\$120,000</b>
	Indicative project implementation costs		<b>\$3,566,400</b>
	Project Management for delivery of the project 15%		<b>\$532,360</b>
	<b>TOTAL Exc GST</b>		<b>\$4,101,360</b>

**Table 10.** Construction details developing the experience

Item	Developing the experience	Indicative Cost Exc. GST
<b>Day 1</b> 55km approx. Tumut to camping on Blowering Dam or Talbingo	The journey can begin by drop off on the Tumut River, at the Blowering Dam or riding from Tumut via the Snowy Mountains Highway, East Blowering Road, across the Tumut River on Jones bridge and then to the Blowering Reservoir shore line track. The shoreline trail follows the Hume and Hovell Track to where there are several FCNSW camp sites. (Talbingo options require safety works on highway or a more favourable bridge across Jounama Pondage estimated cost \$500,000). (Improvements to road safety and the sandy forest tracks \$145,000.	\$145,000
<b>Day 2</b> Blowering Dam to Paddys River Dam 40km approx.	From Blowering Dam use the sandy Creek forest track and 10 kilometres of purpose-built single-track to the top of the ridge adjacent to Boundary Road and then to Buddong Falls. <i>10km @ \$43,000/km \$430,000</i> Option of returning to Talbingo via the Maragle Power Line Road. <i>Signs and safety information etc. \$2,000</i> Leaving the Buddong Falls riders join the fire trail above Buddong Creek and then join the Hume and Hovell Track for a picturesque forest ride through low lying areas, including on board walks. <i>Boardwalks, track alteration and signs \$250,000</i> Leave the existing Hume and Hovell Trail on a purpose-built single track, crossing several creeks on the plateau. <i>12km @ \$40,000 (including crossings) \$480,000</i> Shared path to Paddys River Dam off the existing vehicle road with new alignment to campsite. <i>6km @ \$35,000 \$210,000</i>	\$1,372,000



Item	Developing the experience	Indicative Cost Exc GST
<b>Day 3</b> Paddys River Dam to Henry Angel Camp	<p>The After leaving Paddys River Dam follow the H&amp;H Track then on purpose built single track on the forest flats around the Coffee Pot and the knoll before dropping down to the forest track through the East Burra Creek valley.</p> <p><i>8km @ \$35,000 = 280000</i></p> <p>Realigned the trail to removes the steep sections and provide a flowing switch back trail until the trail meets Burra Creek</p> <p><i>10km @\$43,000 = \$ 430,000</i></p> <p>Those continuing on the Hume and Hovell Track enter the pine plantation after crossing Burra Creek and enjoy a new trail placed in the wide forest clearings. The trail deviates around the many water crossings and water races to reach Junction campsite.</p> <p><i>5km including water obstacles @\$30,000 = \$150,000</i></p> <p>Continue through the old mining area along the Burra Creek for a further eight kilometres to the well-appointed Henry Angel Campground.</p> <p><i>Repair track and reinstate boardwalks etc. 8km @ \$15,000 = \$120,000</i></p>	\$1,255,000
The west loop to Tumbarumba	<p>West loop to Tumbarumba through a mix of forest roads and purpose-built single track to meet the existing roads into the town.</p> <p><i>5km @\$35,000 = \$175,000</i></p>	
Loop Tumbarumba	<p>Looped single track via historic stock route and on road trails Tooma Road from the town to the West Burra Creek Road.</p> <p><i>5km @\$20,000 = \$100,000</i></p>	
Mannus Lake	<p>From Henry Angel use the existing trail as a Blue MTB (moderate difficulty trail).</p> <p><i>Signs and information, vegetation clearance and new fence crossings 5km @ \$10,000km = \$50,000</i></p>	\$50,000
Signs, Information and placement	Trail head, way marking and information signs on the track and links to the major towns and promotion \$50,000	\$50,000
<b>Total indicative construction costing</b>		<b>\$2,872,000</b>
<b>plus 20% contingencies \$570,400 (Exc GST)</b>		<b>\$3,446,400</b>
<b>Additional consultant and contractor fees environmental assessments, sign design, interpretation and marketing planning \$120,000</b>		<b>\$120,000</b>
<b>Indicative project implementation costs</b>		<b>\$3,566,400</b>
<b>Project Management for delivery of the project 15%</b>		<b>\$532,360</b>
<b>TOTAL (Excl GST)</b>		<b>\$4,101,360</b>

### 6.3 Maintenance

Maintenance of assets, risk and protecting the experience is estimated at **\$100,000 P.A.** Trail maintenance costs vary depending on conditions such as weather, soil types, construction standards, usage patterns, type of trail and whether the maintenance is outsourced at full professional trail contractor rates. Remote backcountry maintenance has additional costs and includes monitoring and repair and ensures the trail remains open due to tree falls, land slips and flooding.

The use of qualified, experienced and skilled trail builders in the construction phase will contribute to reduced maintenance costs. The proposed maintenance costs are based on industry levels and outcomes of Sustainable Trails Conference workshops (2017)<sup>66</sup> and assumptions about the future track and environmental conditions.

Future arrangements for maintenance and the financial investment in trail maintenance is influenced through inputs such as volunteer assistance sponsorship and other support. The use of Corrective Services NSW pre-release and other programs has been beneficial to the current Hume and Hovell Track maintenance however any program needs to be linked to input from skilled trail builders.

A clear, concise Trail Management Plan is recommended and should be a component of the trail design and construct package to direct strategic trail resources into future trail maintenance and will provide a more accurate budget for appropriate trail maintenance.

Defining the level of service required to maintain a trail is an important component of a Trail Management Plan. The Level of Service is the defined service quality for a class of trail against which service performance may be measured.

A risk assessment and monitoring process should measure the condition of the trail against the walking trail or cycling classification and level of service to ensure the trail meets the expectation of the user and the duty of care of the trail manager. It should also reflect the trail vision and contribute to the protection of the trail, environmental values and the objectives of the land owners.

The total trail project will involve the construction of more than 50 kilometres of trails (not including future community developed mountain bike trails yet to be determined) at an approximate total project establishment cost of over close to \$4 million. Maintenance costs of new trails varies considerably depending on whether professional trail builders undertake the work or volunteers do the work. Future maintenance demands will be reduced through careful planning and good construction.

A maintenance plan for the combined cycling and walking trails trail is an important consideration and should include as a minimum; maintenance programming and scheduling, resourcing, monitoring including risk assessments and reporting procedures.

#### **Primary outcomes**

- the maintenance strategy provides ongoing popular, enjoyable and safe cycling, walking and trail running experiences
- track assets continue to resist damage from water runoff and other erosion and users continue to remain on the path and do not create new paths
- track up grade and maintenance costs are within the \$100,000 PA figure and maintenance investment is well targeted
- minimal track closures are recorded due to swift attention to issues such as tree fall and land slips
- trail users don't stray from the path and always feel reassured that they are on the correct trail due to the sign information being up to date and well maintained
- there are very few incidents involving trail users.

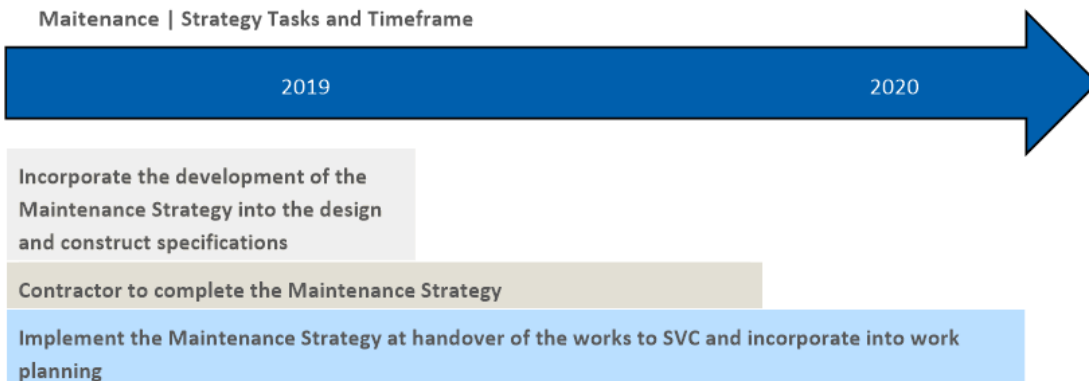
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<sup>66</sup> <https://www.trctourism.com/sustainable-trails-conference/>

Meeting Snowy Valleys Council, Land Managers and State Objectives	
Protect our natural environment and values	✓
A premier mountain bike experience, which would provide enjoyable recreation for both locals and visitors and economic benefits to the community.	✓
Trail alignments ensure sustainability, protection of biodiversity, minimal disturbance to forest operations and the future enjoyment and safety of trail users by avoiding where possible future logging areas	✓
NSW National Parks and Wildlife policies and management plans particularly for Kosciusko National Park and Bogandyera Nature Reserve guide amongst other things the protection of biodiversity, access, provision of sustainable and enjoyable activities and process for assessment and approval of park-based activities.	✓
Land manager and SVC resources are protected and well directed	✓
Sustainable and safe visitor experience	✓

Budget	
Fees for development of an appropriate maintenance strategy during the construction phase generally by the engaged design and construct contractor	\$30,000*
Maintenance plan project manager costs*	\$10,000
Forestry and SVC internal project management	\$5,000
<b>Total *Incorporated into the design and construct budget</b>	<b>\$45,000</b>

**Maintenance | Strategy Tasks and Timeframe**



**APPENDIX A – TRACK USER ESTIMATES**

This is a new track so there is no data available on current use. Therefore estimates are needed to be built up from a series of assumptions.

**Table 11.** Assumptions and estimates for year 1 of track operations

YEAR 1 TRACK USERS (MTB)	Population (2016)	% Of Users	No of Users	Ave No Uses Per Year	Total Days	Assumptions
<b>Locals</b>				<b>Ave no days per year</b>		
Local Snowy Valleys (LGA) – Day Users	14,395	2.48%	357	8	2856	Participation rate for cycling is 6.2% of population (ABS Survey 2013–14 Sport & Recreation Participation). For locals have assumed that 40% of 6.2% = 2.48% would use the track. This % applied to LGA population of 14,395 to get number of riders. An average of 8 rides per year assumed. All are day rides
<b>Regionals (Wagga Wagga LGA)</b>						
Day Use	62,385	2.48%	1547	4	6,189	2.48% applied to Wagga Wagga LGA population of 62,385 to estimate MTB riders. Assumed 4 day rides per year
Overnight Use (1 night)	62,385	2.48%	1547	2	3,094	2.48% applied to Wagga Wagga LGA population of 62,385 to estimate MTB riders. Assumed 2 x1 night uses per year
<b>Total Regional</b>			<b>3094</b>		<b>9,283</b>	
<b>Overnight Visitors</b>						
Total Overnight Visitors Snowy Valleys (2016) TRA LGA Profile	133,250					Total overnight visitors to Snowy Valleys LGA (2016) = 133,250 Assumed 70% are intrastate visitors and 30% are interstate/internationals. MTB riders = 2.5% of visitors
<b>Intrastate Visitors</b>				<b>No of days on trip</b>		



YEAR 1 TRACK USERS (MTB)	% Of Users	No of Users	Ave No Uses Per Year	Total Days	Assumptions
Intrastate Visitors (70%)		93,275			Assumed 70% of overnight visitors
<b>Bike riders (2.5%)</b>		<b>2,332</b>			MTB riders 2.5% of visitors
Overnight use (1 night)		933	1	933	Assume 40% 1 night stay
Overnight use (2 nights)		933	2	1,866	Assume 40% 2 night stay
Overnight use (3 nights)		466	3	1,399	Assume 20 % 3 night stay
<b>Total Intrastate</b>		<b>2,332</b>		<b>4,197</b>	
Interstate/Internationals			No of days on trip		
Interstate/International Visitors (30%)		39,975			Assumed 30% of overnight visitors
<b>Bike riders (5%)</b>		<b>1000</b>			MTB riders 2.5% of visitors
Overnight rides (1 night)		400	1	400	Assume 40% 1 night stay
Overnight rides (2 night)		400	2	800	Assume 40% 2 night stay
Overnight rides (3 night)		200	3	600	Assume 20 % 3 night stay
<b>Interstate/International</b>		<b>1000</b>		<b>1800</b>	
<b>Total Year 1</b>					
	<b>Total Users</b>	<b>6,783</b>	<b>Total Days</b>	<b>18,135</b>	

**10 Year Estimates**

The following are growth assumptions over a 10 year period for number of rides on the track. Based on these growth assumption annual days increase from 18,135 in year 1 to 34,713 in year 10.

Growth Rate Assumptions	Increase in rides in each category
<b>Year 2-4</b>	10.0%
<b>Year 5-7</b>	7.5%
<b>Year 8-10</b>	5%

**Table 12.** Growth in Track Use - Number of Days (Annual)

Days on Track (Annual)	Growth 10%	Growth 10%	Growth 10%	Growth 10%	Growth 7.5%	Growth 7.5%	Growth 7.5%	Growth 5%	Growth 5%	Growth 5%
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Local Snowy Valleys</b>	<b>Days</b>									
Day users	2856	3142	3456	3801	4086	4393	4722	4958	5206	5467
<b>Regionals (Wagga Wagga LGA)</b>	<b>Days</b>									
Day users	6,189	6807	7488	8237	8855	9519	10233	10744	11282	11846
Overnight users (1 night)	3,094	3404	3744	4119	4427	4759	5116	5372	5641	5923
<b>Total Regionals</b>	<b>9,283</b>	<b>10,211</b>	<b>11,232</b>	<b>12,356</b>	<b>13,282</b>	<b>14,278</b>	<b>15,349</b>	<b>16,117</b>	<b>16,923</b>	<b>17,769</b>
<b>Intrastate</b>	<b>Days</b>									
Overnight users (1 night)	933	1026	1129	1241	1335	1435	1542	1619	1700	1785
Overnight users (2 night)	1,866	2052	2257	2483	2669	2869	3085	3239	3401	3571
Overnight users (3 night)	1,399	1539	1693	1862	2002	2152	2313	2429	2551	2678
<b>Total Intrastate</b>	<b>4,197</b>	<b>4,617</b>	<b>5,079</b>	<b>5,587</b>	<b>6,006</b>	<b>6,456</b>	<b>6,940</b>	<b>7,287</b>	<b>7,652</b>	<b>8,034</b>
<b>Interstate/International</b>	<b>Days</b>									
Overnight users (1 night)	400	440	484	532	572	615	661	694	729	765
Overnight users (2 night)	800	879	967	1064	1144	1230	1322	1388	1457	1530
Overnight users (3 night)	600	660	726	798	858	922	991	1041	1093	1148
<b>Total Interstate/International</b>	<b>1,799</b>	<b>1,979</b>	<b>2,177</b>	<b>2,394</b>	<b>2,574</b>	<b>2,767</b>	<b>2,974</b>	<b>3,123</b>	<b>3,279</b>	<b>3,443</b>
<b>Total Annual</b>	<b>Days</b>									
Total Days	18,135	19,949	21,943	24,138	25,948	27,894	29,986	31,486	33,060	34,713

**Table 13.** Number of Users (Annual)

Track Users	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Local Snowy Valleys</b>										
Day Users	357	393	432	475	511	549	590	620	651	683
<b>Regionals (Wagga Wagga LGA)</b>										
Day users	1,547	1,702	1,872	2,059	2,214	2,380	2,558	2,686	2,820	2,961
Overnight users (1 night)	1,547	1,702	1,872	2,059	2,214	2,380	2,558	2,686	2,820	2,961
<b>Total Regionals</b>	<b>3,094</b>	<b>3,404</b>	<b>3,744</b>	<b>4,119</b>	<b>4,427</b>	<b>4,759</b>	<b>5,116</b>	<b>5,372</b>	<b>5,641</b>	<b>5,923</b>
<b>Intrastate</b>										
Overnight users (1 night)	1,166	1,283	1,411	1,552	1,668	1,793	1,928	2,024	2,125	2,232
Overnight users (2 night)	816	898	988	1,086	1,168	1,255	1,350	1,417	1,488	1,562
Overnight users (3 night)	350	385	423	466	500	538	578	607	638	670
<b>Total Intrastate</b>	<b>2,332</b>	<b>2,565</b>	<b>2,822</b>	<b>3,104</b>	<b>3,337</b>	<b>3,587</b>	<b>3,856</b>	<b>4,049</b>	<b>4,251</b>	<b>4,464</b>
<b>Interstate/International</b>										
Overnight users (1 night)	500	550	605	665	715	769	826	868	911	956
Overnight users (2 night)	350	385	423	466	500	538	578	607	638	670
Overnight users (3 night)	150	165	181	200	214	231	248	260	273	287
<b>Total Interstate/International</b>	<b>1000</b>	<b>1,099</b>	<b>1,209</b>	<b>1,330</b>	<b>1,430</b>	<b>1,537</b>	<b>1,652</b>	<b>1,735</b>	<b>1,822</b>	<b>1,913</b>
<b>Total Annual</b>										
<b>Total Users</b>	<b>6,783</b>	<b>7,461</b>	<b>8,207</b>	<b>9,028</b>	<b>9,705</b>	<b>10,432</b>	<b>11,215</b>	<b>11,776</b>	<b>12,364</b>	<b>12,983</b>

**Table 14.** Spending by Track Users

Spending by Track Users ( \$ Annual)	Year 1.	Year 2.	Year 3.	Year 4.	Year 5.	Year 6.	Year 7.	Year 8.	Year 9.	Year 10.
<b>Local Snowy Valleys</b>										
Track Users	367,133	403,847	444,231	488,655	525,304	564,701	607,054	637,407	669,277	702,741
<b>Regionals (Wagga Wagga LGA)</b>										
Day users	662,951	729,246	802,170	882,387	948,566	1,019,709	1,096,187	1,150,996	1,208,546	1,268,973
Overnight users(1 night)	368,372	405,209	445,730	490,303	527,076	566,607	609,102	639,557	671,535	705,112
<b>Total Regionals</b>	<b>1,031,323</b>	<b>1,134,455</b>	<b>1,247,900</b>	<b>1,372,690</b>	<b>1,475,642</b>	<b>1,586,315</b>	<b>1,705,289</b>	<b>1,790,553</b>	<b>1,880,081</b>	<b>1,974,085</b>
<b>Intrastate</b>										
Overnight users (1 night)	222,085	244,294	268,723	295,596	317,765	341,598	367,218	385,578	404,857	425,100
Overnight users (2 night)	444,171	488,588	537,447	591,191	635,531	683,196	734,435	771,157	809,715	850,201
Overnight users (3 night)	333,128	366,441	403,085	443,394	476,648	512,397	550,826	578,368	607,286	637,650
<b>Total Intrastate</b>	<b>999,384</b>	<b>1,099,323</b>	<b>1,209,255</b>	<b>1,330,181</b>	<b>1,429,944</b>	<b>1,537,190</b>	<b>1,652,479</b>	<b>1,735,103</b>	<b>1,821,858</b>	<b>1,912,951</b>
<b>Interstate/International</b>										
Overnight users (1 night)	95,179	104,697	115,167	126,684	136,185	146,399	157,379	165,248	173,510	182,186
Overnight users (2 night)	190,359	209,395	230,334	253,368	272,370	292,798	314,758	330,496	347,021	364,372
Overnight users (3 night)	142,769	157,046	172,751	190,026	204,278	219,599	236,068	247,872	260,265	273,279
<b>Total Interstate/International</b>	<b>428,308</b>	<b>471,138</b>	<b>518,252</b>	<b>570,077</b>	<b>612,833</b>	<b>658,796</b>	<b>708,205</b>	<b>743,616</b>	<b>780,796</b>	<b>819,836</b>
<b>Total Annual Spending</b>										
Total Spending by Users	<b>2,826,148</b>	<b>3,108,763</b>	<b>3,419,639</b>	<b>3,761,603</b>	<b>4,043,723</b>	<b>4,347,002</b>	<b>4,673,028</b>	<b>4,906,679</b>	<b>5,152,013</b>	<b>5,409,614</b>



**Table 15.** Spending Assumptions

The spending assumptions used are from the Local Government Area Profile 2016 for Snowy Valleys LGA. It is assumed that overnight visitors spend another \$100 per day/night on transfers. This means that for overnight visitors total average spending of \$238.10 per night/day was used and for day visitors \$85.70 per day.

Spending Assumption	Overnight Visitors	Day Visitors
Average spend per night (\$)	\$138.10	
Spend per trip (\$)		\$85.70
Ave Transfers per day (\$) - Assumption	\$100	
Total Spend per night/day	<b>\$238.10</b>	<b>\$85.70</b>

Source: Local Government Area Profiles, 2016, Snowy Valleys LGA, New South Wales

## APPENDIX B – ECONOMIC IMPACT MODEL

### Construction Impacts

The construction module of MCA's Regional Impact Model, analyses the components of construction cost (total construction cost is split between including wages share, materials share, overheads and markets). The model generates estimates of: direct jobs (on site construction jobs, materials supply jobs); and indirect/induced jobs generated by spending in the region by the employees in the direct jobs. Estimates of regional income (direct and indirect/induced) are also generated.

### Operations Impacts

The Operations Module takes estimated visitor spending in the region (net of 10% GST, which is treated as a leakage out of region) and allocates it across a number of industry sectors based on the average spending patterns of tourist visitors.<sup>67</sup> The model takes account that a significant part of this total spending leaks outside of the region (as it comprises inputs into the goods and services sold by local businesses - and these inputs come from outside the region).

- **Direct Jobs:** the model then estimates the proportion of this spending by each industry sector that represents income to local employees and income to local business owners. Job numbers are then derived by industry sector using average wages (plus labour on costs) for each sector. The sector jobs generated are then aggregated to get the total direct jobs figure. These jobs are full time equivalent (FTE) jobs and may represent part of job spread across a large number of businesses in the region (rather than additional jobs in a few enterprises in each sector).
- **Indirect/Induced Jobs:** these are the jobs generated by the spending of the employees, who are in the direct jobs. The spending of these direct employees is calculated net of both income tax (based on average tax rates) and savings (an average savings rate). The model allocates this spending (net of 10% GST) across industry sectors based on the spending patterns of a local resident (not a visitor). The model then estimates the proportion of this spending by sector that represents incomes to local employees and income to local business owners and job numbers are then derived by industry sector using average wages (plus labour on costs) for each sector. The sector jobs are then aggregated to get the total indirect jobs figure. These jobs are full time equivalent (FTE) jobs and may represent part of a job spread across a large number of businesses in the region (rather than jobs concentrated in a few enterprises in each sector).
- **Regional income** is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business supplying the services to visitors and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. In the modelling of income generated, income tax and GST on spending, are both treated as leakages from the region.

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<sup>67</sup> For an overnight visitor this comprises spending on accommodation, food, recreational services, and other retail. For a day visitor this comprises spending on food, recreational services and other retail.

## APPENDIX C – CASE STUDIES TRAIL MULTI DAY EXPERIENCES

### Case Study: 1

## The Timbertrail, New Zealand

An 85km, two day intermediate mountain bike ride in an economically depressed region of New Zealand.



#### Background

There were several economic initiatives as part of New Zealand's economic recovery programme after the 2007-8 Global Financial Crisis. One was the NZ Cycle Trail ([www.nzcycletrail.com](http://www.nzcycletrail.com)). The idea was to use cycle tourism to economically stimulate depressed rural regions.

The concept was based on the successful Otago Central Rail Trail in the South Island of New Zealand. This is now a 180km, 4-day, easy off-road cycle trail through farm country, using a decommissioned rail line from Middlemarch to Clyde. The trail is for cycling, walking and horse-riding. It was started in 2000 and by 2010 was hosting 10-12,000 multi-day riders a year plus up to 30,000 day riders. It has become the biggest non-farming economic activity in the region.

The success of the Otago trail was due to its originality for New Zealand, the easy trail (grade 1-2) and the role of the private sector in providing trail services such as bike hire, transportation, cafes and accommodation. The initial cafes and accommodations were often in disused shearing quarters, railway stations or old farm or school houses.

#### The New Zealand Cycle Trails

The original concept was for a cycle trail from the top to the bottom of NZ. A major market demand study was commissioned in 2010 and undertaken by TRC. The study found a demand for 2-4 day easy cycle trails throughout New Zealand.

The government supported regional initiatives for about 20 trails by allocating NZ\$50 million which was matched by local government contributions. All trail developments were based on business plans.

#### The Timber Trail in the Central North Island

The Department of Conservation's concept of an 85km cycle trail through Pureora Forest Park was agreed to in 2010. The trail starts in the old forestry village of Pureora and heads south along disused logging roads through huge mature forests to the farmland and village of Ongarue. The trail is grade 2-3 and is in the remote Pureora Forest Park. New bridges and basic facilities such as toilets and signage were constructed. Total cost was NZ\$5 million.

The business case for the trail estimated 4,000 overnight visitors and 3,000 day visitors by Year 5, with a caveat that accommodation was provided at the midway point.

The trail opened in March 2013 and within a year 3,000 cyclists were using it, many riding it in a single day due to a lack of accommodation, riding it in a day. The trail immediately received excellent reviews as the best 1-2 day remote mountain bike Great Ride in New Zealand.

The constraint to growth in the markets was accommodation on the trail. Whilst accommodation at the start and end of the trail was developed from old forestry houses, and camping was available along the way, it took time for the private sector to commit to building a lodge. In early 2017, a 50 bed, dedicated trail lodge (the Timber Trail Lodge, [www.timbertrailodge.co.nz](http://www.timbertrailodge.co.nz)) was opened. Stage One of 10 rooms with shared facilities was followed by 10 ensuite rooms and a licensed restaurant and dedicated cycle touring facilities. The lodge was initiated by local investors who received some financial assistance from a Ministry of Business, Innovation and Employment private sector support programme, the now abandoned Tourism Growth Partnership Fund. The total Lodge build cost NZ\$3.5 million, with the NZ Government grant contributing a third.

The development complements a range of local transport and bike hire providers. There are now four significant providers, in four separate areas surrounding the trail. There has been the rejuvenation of the villages at the start and finish of the trail with the development of cafes and accommodation. A proposed serviced camping operation is consented and due to open in the 2018-19 season.

The users of the trail were initially hard-core mountain bikers from the main North Island cities (Wellington, 6 hours away, Auckland 4 hours) who would do the trip in a day. This market stimulated the growth of the transport providers. The providers also offered transport from the trail at the half-way point to nearby accommodation and this grew the market for a two-day option with accommodation.

The market shifted and expanded to include the older (60-70-year-olds) and family groups. The markets now predominately come from throughout New Zealand. There are now strong emerging markets from Australia and Europe. Specialised bike tour operators are making their presence felt. The current 10% overseas market share is likely to move to over 25% within the next 5 years.







The customer profile for the Timber Trail Lodge is more varied than predicted. The assumption the markets would be virtually all cyclists was wrong. The increase in Timber Trail walkers has opened up the walking market. Small group company retreats and social groups are a strong emerging market for the lodge.

From over 3,000 visitors in the trail's first year, growth has been solid for the first five years with now over 6,000 2-day riders and another 1,000+ day riders. Early market predictions for 2-day riders are up by 50%. The trail is now regarded as the top 2-day mountain bike ride in New Zealand. In the last two years, the Timber Trail has been incorporated into a major mountain bike event from the top of NZ to the bottom, the Tour of Aotearoa, and it has also been incorporated into the Te Araroa Trail, a 3,000 km walk the length of New Zealand.

The impact of the trail for the local region has been regarded, both nationally and internationally, as a very successful part of the regional economic development programme.

The lessons learned from the Timber Trail development include ensuring:

- ▶ There is a well-developed business case that is confident there is a market
- ▶ The trail has legal access secured
- ▶ The trail has a governance group
- ▶ Leadership for the development of the concept
- ▶ Opportunities for the public sector to support the start-up of SMEs

Key components that are often overlooked are ongoing maintenance and financial support after natural disasters on the trail. Ongoing collaborative marketing must also be factored in. Separating out the two roles of trail maintenance and trail marketing is being used on the Timber Trail.





## Case Study: 2

# Mountains to the Sea Cycle Trail

A 221km, 3-5 day mountain bike ride from Mount Ruapehu to the Tasman Sea.

### Background

There were several economic initiatives as part of New Zealand's economic recovery programme after the 2007-8 Global Financial Crisis. One was the NZ Cycle Trail ([www.nzcycletrail.com](http://www.nzcycletrail.com)). The idea was to use cycle tourism to economically stimulate depressed rural regions.

The concept was based on the successful Otago Central Rail Trail in the South Island of New Zealand. This is now a 180km, 4-day, easy off-road cycle trail through farm country, using a decommissioned rail line from Middlemarch to Clyde. The trail is for cycling, walking and horse-riding. It was started in 2000 and by 2010 was hosting 10-12,000 multi-day riders a year plus up to 30,000 day riders. It has become the biggest non-farming economic activity in the region.

The success of the Otago trail was due to its originality for New Zealand, the easy trail (grade 1-2) and the role of the private sector in providing trail services such as bike hire, transportation, cafes and accommodation. The initial cafes and accommodations were often in disused shearing quarters, railway stations or old farm or school houses.

### The New Zealand Cycle Trails

The original concept was for a cycle trail from the top to the bottom of NZ. A major market demand study was commissioned in 2010 and undertaken by TRC. The study found a demand for 2-4 day easy cycle trails throughout New Zealand.

The government supported regional initiatives for about 20 trails by allocating NZ\$50 million which was matched by local government contributions. All trail developments were based on business plans.

**Mountains to the Sea Trail**

The concept of the Mountains to the Sea Trail was developed by two district councils and the Department of Conservation. The aim was to link New Zealand’s oldest national park, Tongariro, with Whanganui National Park which encompasses the Whanganui River that flows from Tongariro National Park to the Tasman Sea. The trail design followed a downhill skifield road, from Mt Ruapehu to Ohakune (17 km), an old coach road (15 km in the forests), back country rural roads (48 km), a forested wide trail for 36 km, a 28km jet boat trip and an 87km road trip to Whanganui. There are also two alternative starts to the trail, Fisher’s Track and Kaiwhakauka Track.

The business case was selected in 2009 by the NZ Cycle Trails programme as a Quick Start Cycle Trail, primarily because two key parts of the proposed trail, and important infrastructure, had been completed as independent projects by the communities of Taupo and Ohakune. Over NZ\$1million of bridge reconstruction and track development on the Hapuawhenua Viaduct and Old Coach Road had been completed.

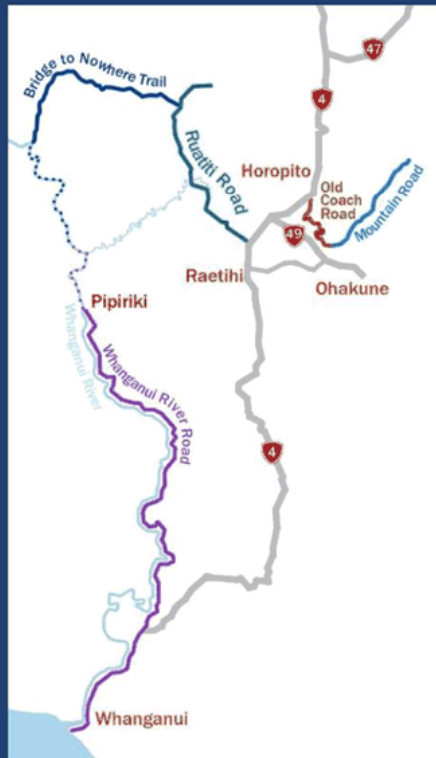
The 2010 business case for the Mountains to the Sea Trail indicated that the trail would, within 5 years (2016-17), attract 25,000 riders/walkers.

The trail was opened by the Prime Minister in October 2010. At this stage not all the sections were completed, including the main track from Horopito to the Whanganui River.

By 2011 this section had opened and immediately became very popular as a day ride – from the Ohakune area to the river (4-5 hours), a jet boat from the Bridge to Nowhere to the village of Pipiriki and an hour’s van transport back to Ohakune. Some cyclists overnight in the Bridge to Nowhere Lodge, originally built for Whanganui River canoeists.

Since 2010-11 trail users have focused on two main sections, the popular Old Coach Road with over 13,000 annual users, and the Bridge to Nowhere day ride, with more than 3,000. Fewer than 1,000 riders are biking the Skifield Road with similar numbers on the Pipiriki to Whanganui Road section. About 4,500 do a short ride, Fisher’s Track, which is associated with the Mountains to the Sea.

The total riders for a 3-4-day trip is fewer than 4,500. Often these rides are completed in sections. The market is virtually all domestic.





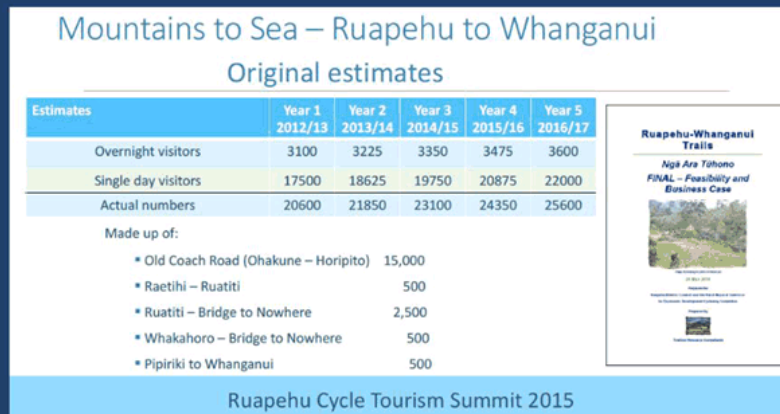
As trail riders are usually based in the local villages of Ohakune and National Park, and some in Taupo, the markets have been favouring short 2-8-hour day rides. Given that the region has always been a destination for Mount Ruapehu’s two ski areas, there has been sufficient accommodation to support cycle tourism. This in turn has driven the markets to do day trips rather than multi-day trips. The impact on Ohakune has been to move it from a winter destination to a year-round one. Cycling has been responsible for increasing the occupancy of commercial accommodation in Ohakune in summer from 20% to 50% over the past five years. There are now several dedicated cycle transporters and bike hire providers based in the area.

Consequently the economic benefits, whilst considerable, have been concentrated in the upper sections of the trail. The benefits have not flowed into the lower Whanganui area (Pipiriki to Whanganui).

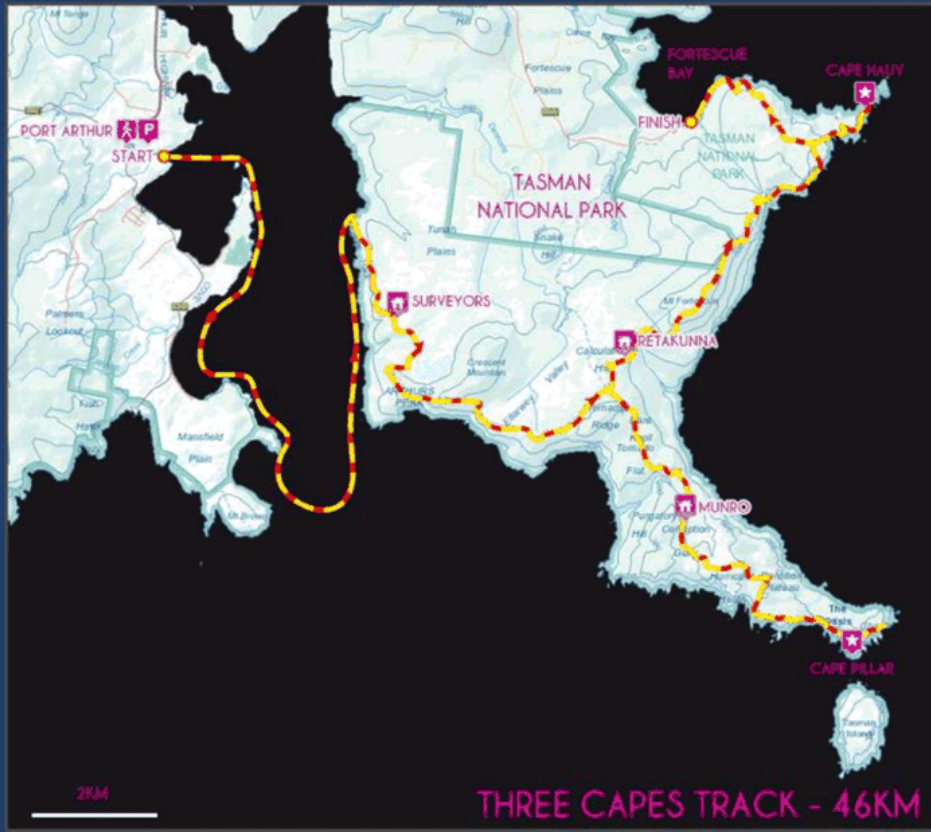
There are several useful lessons to be learned from this project:

- ▶ The trail design, was in many ways designed to support two regions and thus influenced by regional politics, rather than focused on market demand.
- ▶ There was a strong indication during planning that the lower section of the trail (87 km) on country roads, including over 10 km on a busy road into the town of Whanganui, would not be appealing to the markets.
- ▶ The lack of a suitable safe trail next to the skifield road was of concern.
- ▶ The addition of alternative entrances to the main trail causes confusion.
- ▶ The lack of any suitable accommodation at Pipiriki is a real constraint. This is partly due to the very small size of the Māori village which is primarily made up of land owned by trusts and extended families. This land ownership structure, and a general lack of finances, has been a significant barrier to growing Pipiriki into a vibrant tourism village. Currently over 25,000 canoeists or jet boaters finish their journeys at Pipiriki but just pas through the remote village.

The future governance of the trail is still unclear although maintenance of the trails is more certain as most of the trail is on country roads managed by local government. The two main sections in the national parks, the Bridge to Nowhere and the Old Coach Road rides, are maintained by the Department of Conservation. The Ruapehu and Whanganui District Councils actively market the trail.







Case Study: 3

## Three Capes Track, Tasmania

The Three Capes Track is a 4 day/3 nights hike in the South of Tasmania, totalling 46 kilometres in length. The walk is graded Easy-moderate and leads you through a myriad of natural landscapes with exhilarating cliff top outlooks on Cape Pillar, Cape Hauy and stunning views to Cape Raoul. The trail experience starts at Port Arthur with a 60-90-minute boat ride including interpretation around the Southern Peninsula to start the track.

The first day is a 4km walk. Day two is an 11-kilometre walk, day three 17km and day four 17km.

The track is well defined and purpose built including timber boardwalks, several sections of stone steps and interpretation along the way. The track includes a series of interpretive encounters along the track marked by whimsically shaped benches and artistic installations. An accompanying handbook tells a tale of the Tasman Peninsula's human and natural history at each stop.

Overnight accommodation is at Parks and Wildlife Service managed huts with shared rooms with mattresses, toilets and all cooking facilities (pots, pans etc.) provided. Cold showers are also available.

A commercial operator is currently building a series of two high end huts that will offer fully serviced and accommodated packages from September 2018 including all bedding, showers, food and wine.

The fee for three nights self guided on the Three Capes Track is \$495 a person inclusive of Site entry car parking and secure lockers at Port Arthur Historic Site, boat trip, overnight accommodation in public huts with hosts, trail use, interpretive publication and return to Port Arthur by shuttle bus that links to bus travel to Hobart. *(Awaiting data from Parks & Wildlife TAS)*

A maximum of 48 people can depart each day with bookings made on line. Walkers can only travel in an anti-clockwise direction.

Parks and Wildlife Service figures show that around 600 people a year hiked on the old tracks south of Cape Hauy before the creation of the Three Capes Track, while more than 1300 hiked the Three Capes Track in the first month of its opening.

A range of commercial operators provide services for Three Cape walkers including accommodation before and after, shuttle services, 'gear and gourmet' food and equipment supplies.

Although one operator only will be able to offer accommodation on track (at the new lodges), others are offering guided experiences on the track with accommodation off track.

The Three Capes experience is a three night walk. For those not wishing to invest in the three night hut experience, PWS has facilitated a 29 km round-trip walk that accesses Cape Pillar via the old Cape Pillar track from Fortescue Bay with a formal campsite provided at Wughalee Falls with tent platforms, toilet and rainwater tank.



**APPENDIX D – PROFILE MAPS**

**Figure 23.** Profile 1. Blowering Dam to Sandy Creek

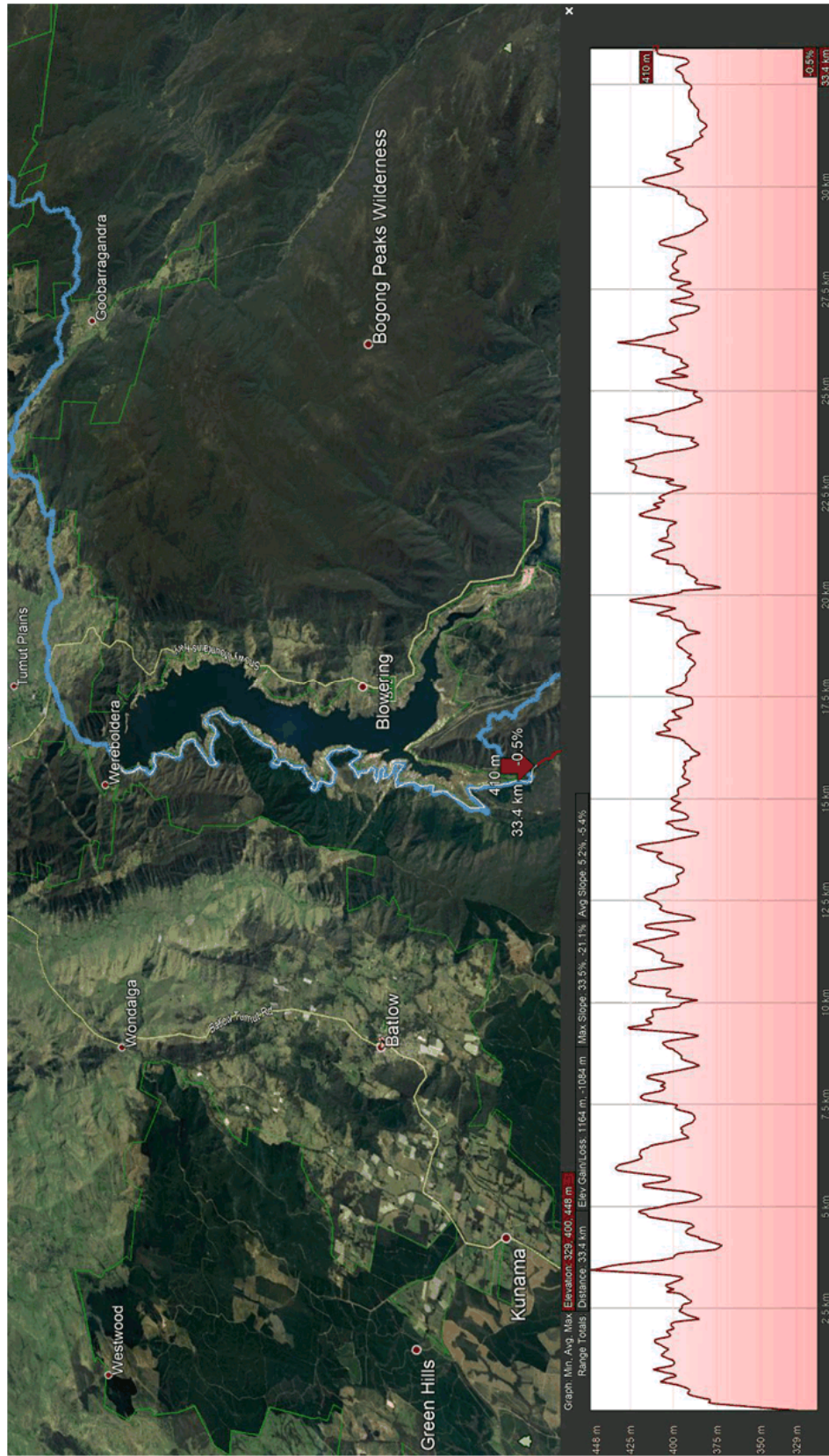


Figure 24. Sandy Creek Track to Boundary Road

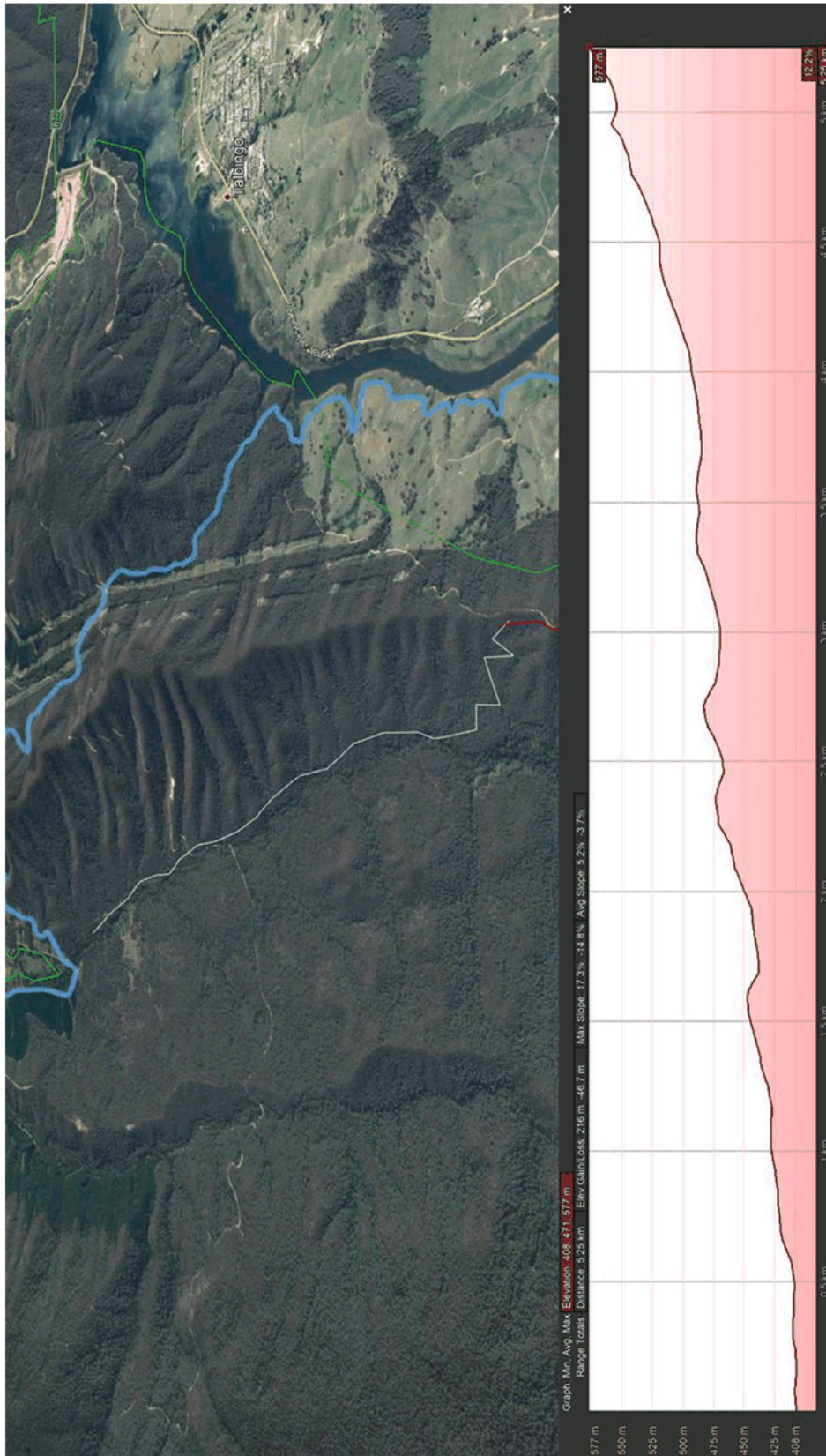




Figure 25. Profile 3 Boundary Road (intersection with Sandy Creek Track) to Buddong Falls

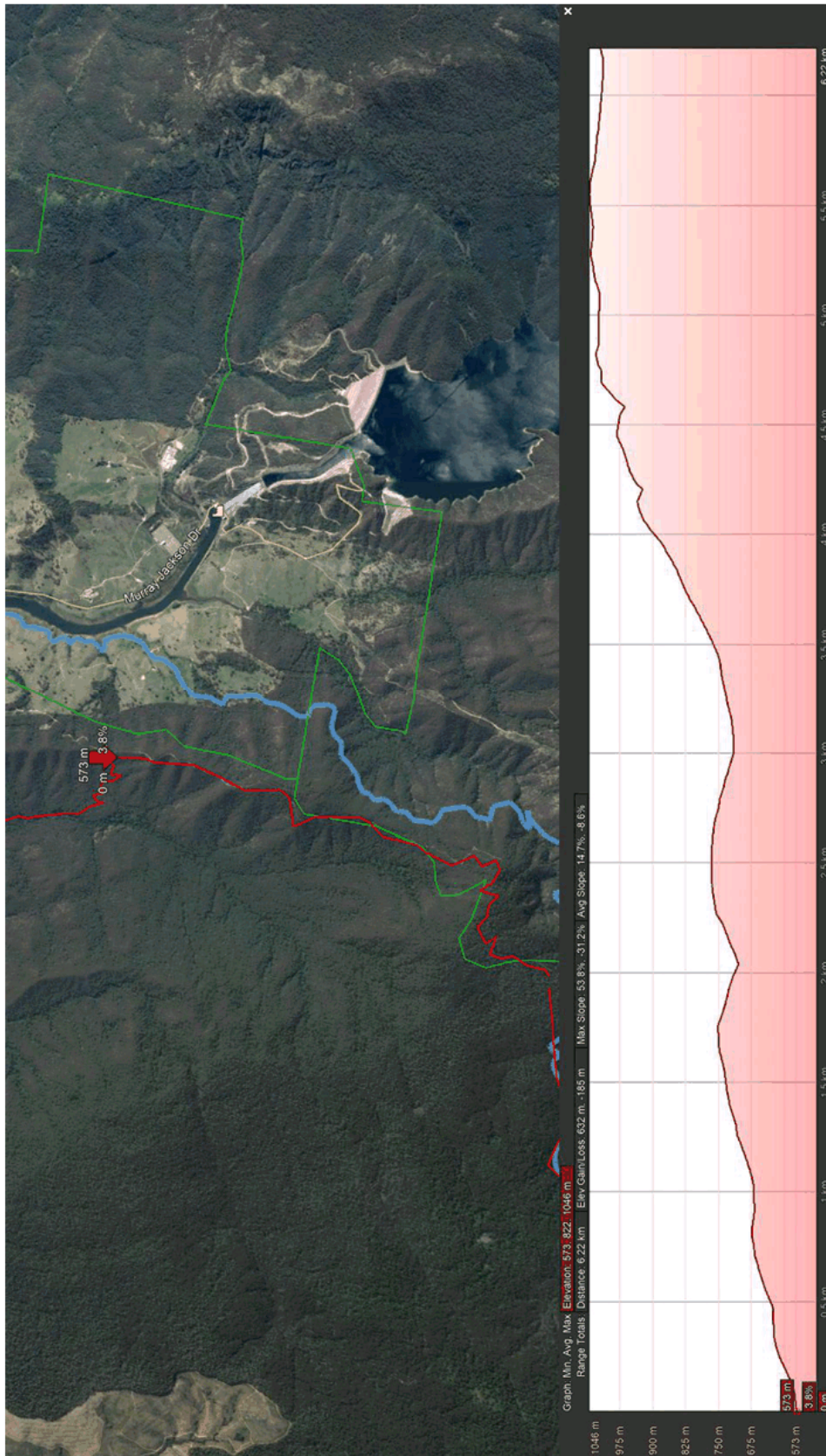


Figure 26. Profile 1 Buddong Falls to Paddys River Dam

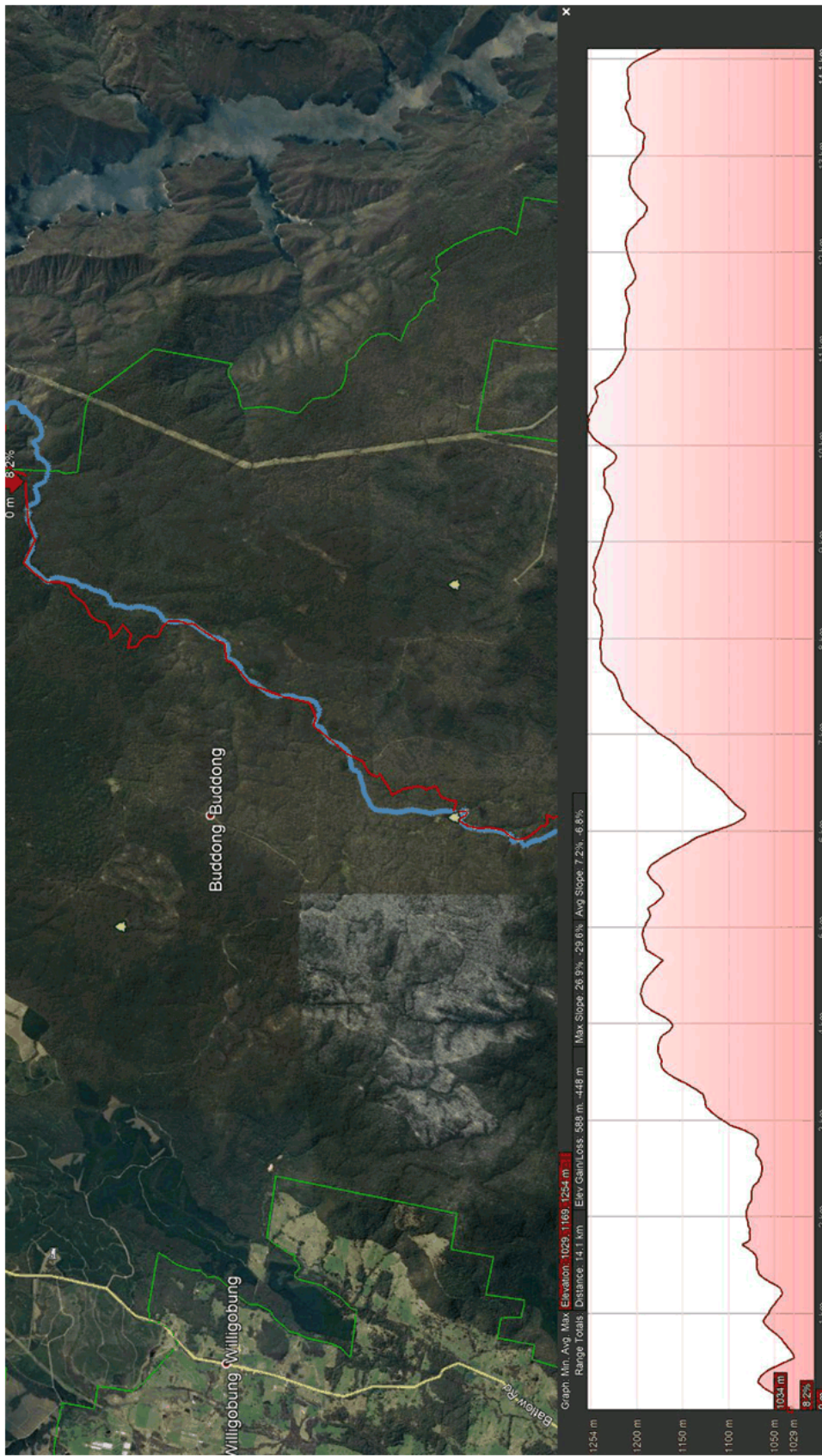




Figure 27. Profile 2 Paddys River Dam to Turn Off to Tumberumba (Coffee Pot)

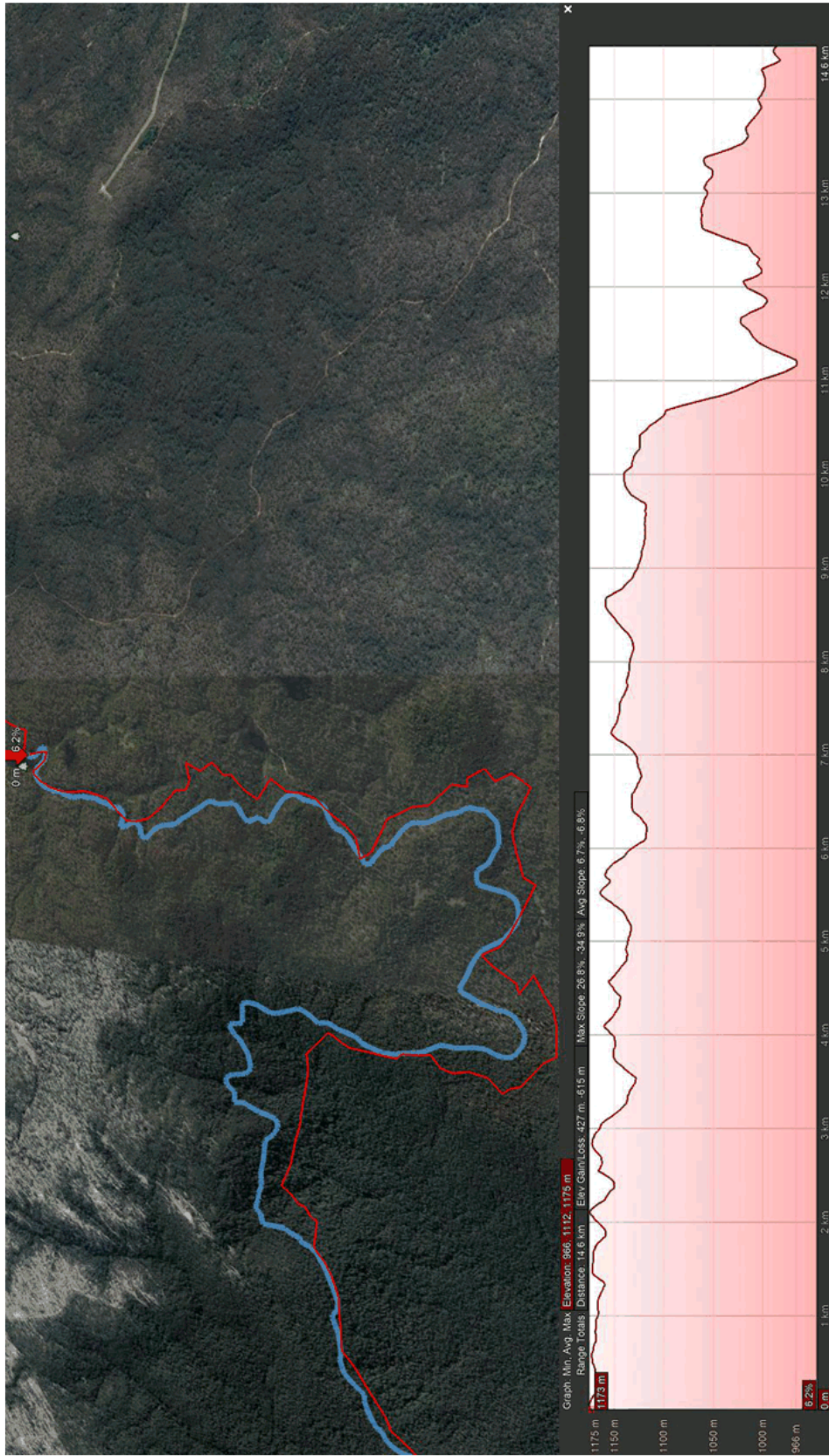


Figure 28. Profile 6 Hume and Hovell Track to Tumbarumba

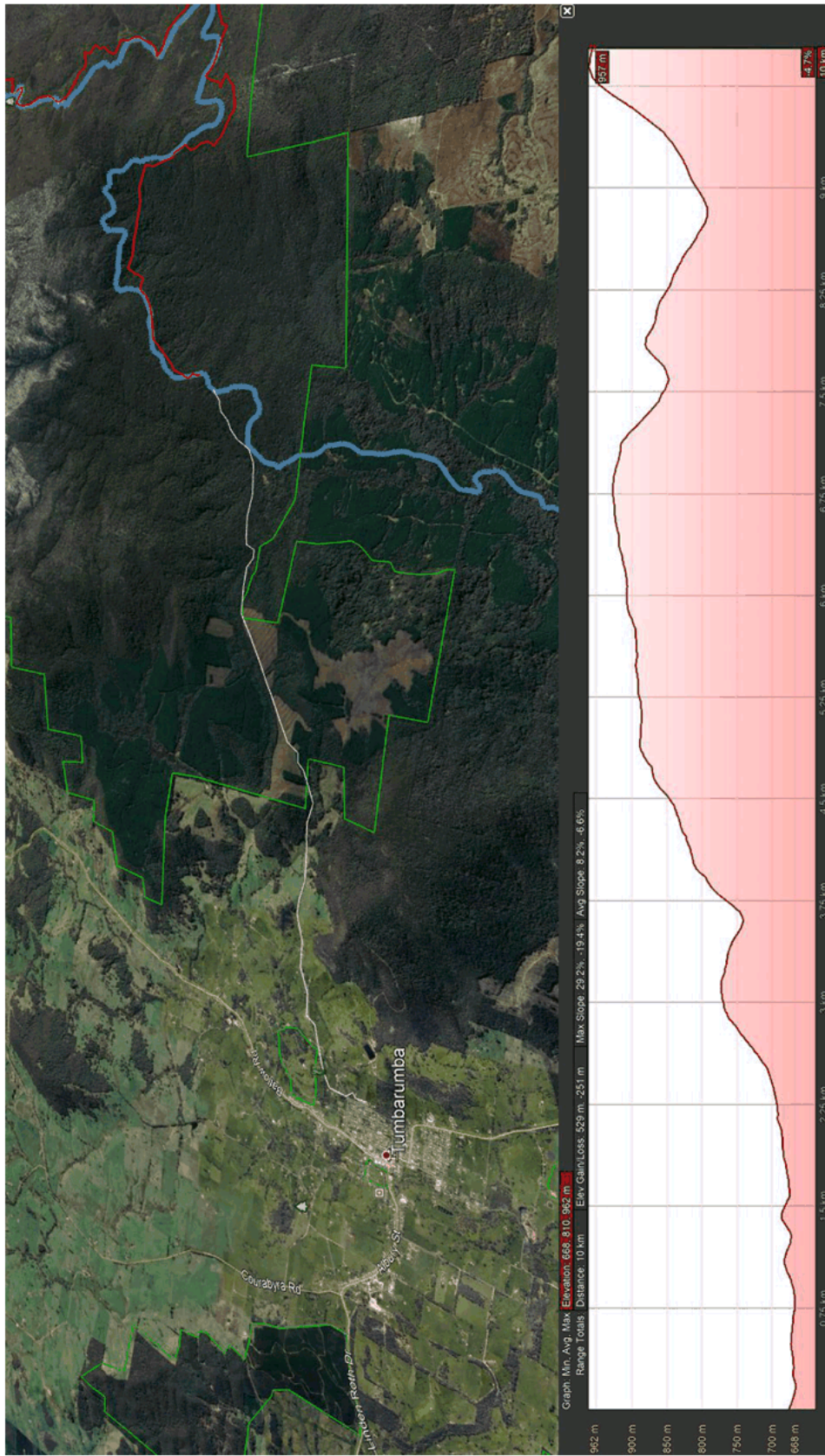




Figure 29. Profile 7. Hume and Hovell Track to Tumbarumba via West Burra Creek Road

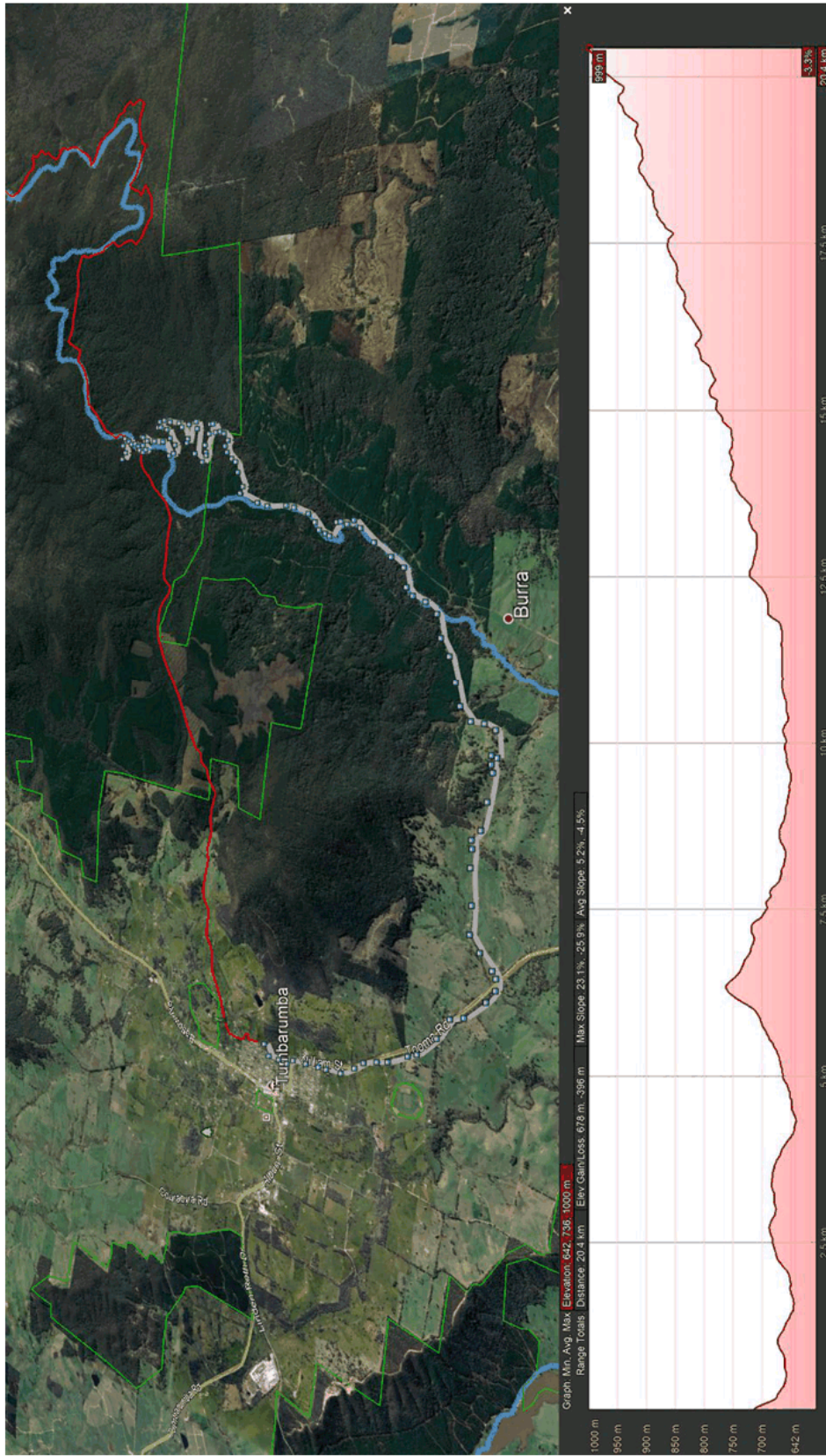
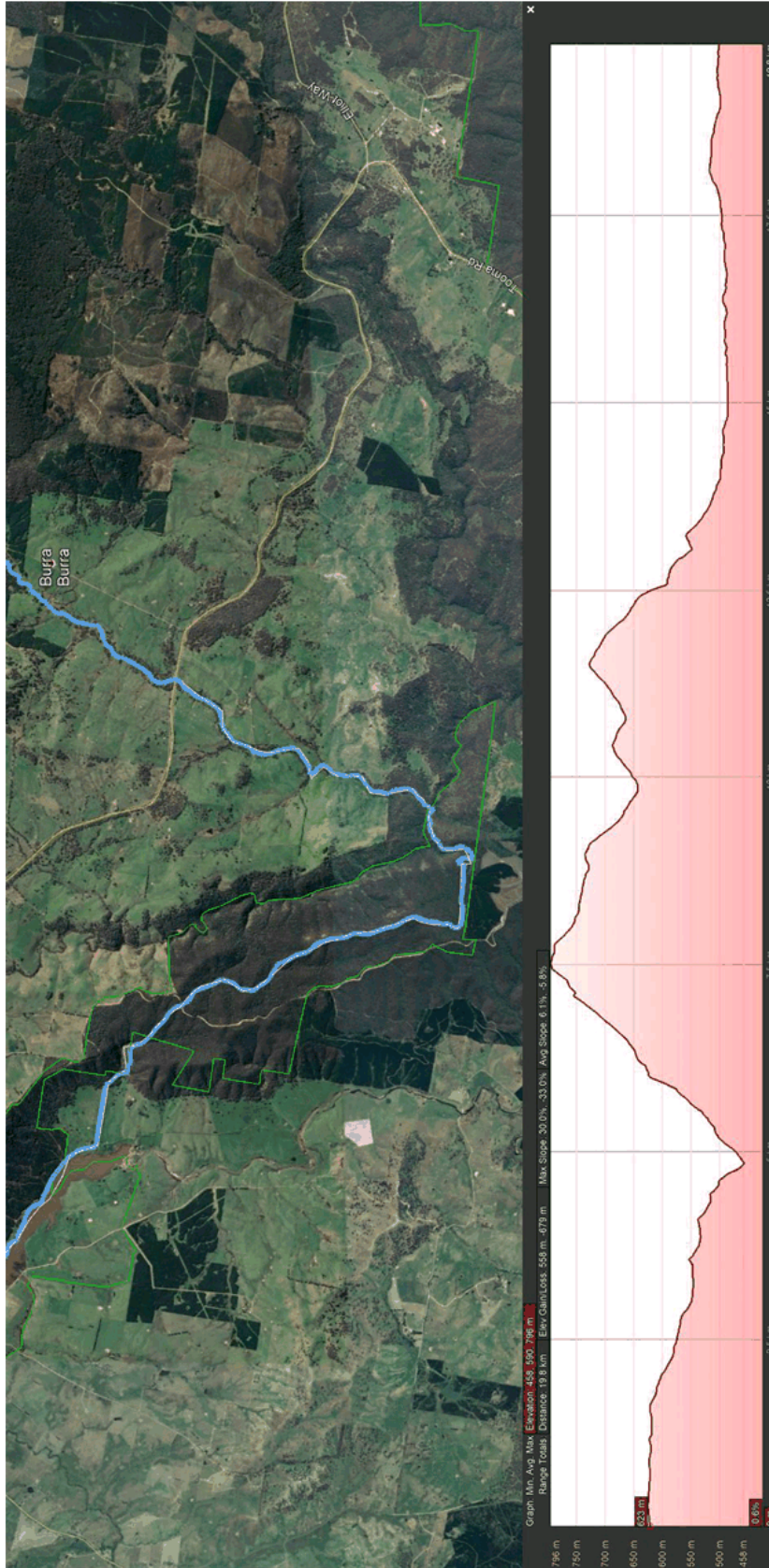


Figure 30. Profile 8 Henry Angel to Mannus Lake





**APPENDIX E – HUME AND HOVELL MTB TRAIL – ESTIMATING TRAIL USERS**

This would be a new trail so there is no data on current use. Therefore, estimates are needed to be built up from a series of assumptions. The following table shows assumptions and estimates for Year 1 of trail operations.

YEAR 1 TRAIL USERS (MTB)	% Of Riders	No of Riders	Ave No Rides Per Year	Total Rides	Assumptions
<b>Locals</b>					
	<b>Population (2016)</b>		<b>Ave No Rides Per Year</b>		
<b>Local Snowy Valleys (LGA) – Day Rides</b>	14,395	357	8	2856	Participation rate for cycling is 6.2% of population (ABS Survey 2013-14 Sport & Recreation Participation). For locals have assumed that 40% of 6.2% = 2.48% would use the trail. This % applied to LGA population of 14,395 to get number of riders. An average of 8 rides per year assumed. All are day rides
<b>Regionals (Wagga Wagga LGA)</b>					
<b>Day rides</b>	62,385	1547	4	6,189	2.48% applied to Wagga Wagga LGA population of 62,385 to estimate MTB riders. Assumed 4-day rides per year
<b>Overnight rides (1 night)</b>	62,385	1547	2	3,094	2.48% applied to Wagga Wagga LGA population of 62,385 to estimate MTB riders. Assumed 2 -1 night rides per year
<b>Total Regional</b>		<b>3094</b>		<b>9,283</b>	
<b>Overnight Visitors</b>					
<b>Total Overnight Visitors Snowy Valleys (2016) TRA LGA Profile</b>	133,250				Total overnight visitors to Snowy Valleys LGA (2016) = 133,250 Assumed 70% are intrastate visitors and 30% are interstate/internationals. MTB riders =2.5% of visitors
Intrastate Visitors			<b>No of rides on trip</b>		
Intrastate Visitors (70%)	93,275				Assumed 70% of overnight visitors
Bike riders (2.5%)	<b>2,332</b>				MTB riders 2.5% of visitors
<b>Overnight rides (1 night)</b>	933	933	1	933	Assume 40% 1 night stay
<b>Overnight rides (2 night)</b>	933	933	2	1,866	Assume 40% 2 night stay
<b>Overnight rides (3 night)</b>	466	466	3	1,399	Assume 20 % 3 night stay

YEAR 1 TRAIL USERS (MTB)	% Of Riders	No of Riders	Ave No Rides Per Year	Total Rides	Assumptions
Total Intrastrate		2,332	4,197		
Interstate/Internationals			No of rides on trip		
Interstate/International Visitors (30%)	39,975				Assumed 30% of overnight visitors
Bike riders (5%)	1000				MTB riders 2.5% of visitors
<b>Overnight rides (1 night)</b>	400	400	1	400	Assume 40% 1 night stay
<b>Overnight rides (2 night)</b>	400	400	2	800	Assume 40% 2 night stay
<b>Overnight rides (3 night)</b>	200	200	3	600	Assume 20 % 3 night stay
Interstate/International		1000		1800	
<b>Total Year 1</b>		<b>6,783</b>	<b>Total Rides</b>	<b>18,135</b>	

The following are growth assumptions over a 10 year period for number of rides on the trail. Based on these growth assumption annual rides increase from 18,135 in Year 1 to 34,713 in Year 10.

**Table 16.** 10 Year Estimates

Growth Rate Assumptions	Increase in rides in each category
<b>Year 2-4</b>	10.00%
<b>Year 5-7</b>	7.5%
<b>Year 8-10</b>	5%



**Table 17. Growth in Trail Use - Number of Rides (Annual)**

Rides on Trail (Annual)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Local Snowy Valleys</b>										
Day rides	2856	3142	3456	3801	4086	4393	4722	4958	5206	5467
<b>Regionals (Wagga Wagga LGA)</b>										
Day rides	6,189	6807	7488	8237	8855	9519	10233	10744	11282	11846
Overnight rides (1 night)	3,094	3404	3744	4119	4427	4759	5116	5372	5641	5923
Total Regionals	9,283	10,211	11,232	12,356	13,282	14,278	15,349	16,117	16,923	17,769
<b>intra-state</b>										
Overnight rides (1 night)	933	1026	1129	1241	1335	1435	1542	1619	1700	1785
Overnight rides (2 night)	1,866	2052	2257	2483	2669	2869	3085	3239	3401	3571
Overnight rides (3 night)	1,399	1539	1693	1862	2002	2152	2313	2429	2551	2678
Total Intra-state	4,197	4,617	5,079	5,587	6,006	6,456	6,940	7,287	7,652	8,034
<b>Interstate/International</b>										
Overnight rides (1 night)	400	440	484	532	572	615	661	694	729	765
Overnight rides (2 night)	800	879	967	1064	1144	1230	1322	1388	1457	1530
Overnight rides (3 night)	600	660	726	798	858	922	991	1041	1093	1148
Total Interstate/International	1,799	1,979	2,177	2,394	2,574	2,767	2,974	3,123	3,279	3,443
Total Annual										
<b>Total Rides</b>	<b>18,135</b>	<b>19,949</b>	<b>21,943</b>	<b>24,138</b>	<b>25,948</b>	<b>27,894</b>	<b>29,986</b>	<b>31,486</b>	<b>33,060</b>	<b>34,713</b>

**Table 18.** Number of Riders (Annual)

Trail Users - Riders	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Local Snowy Valleys										
<b>Trail Users -Riders</b>	357	393	432	475	511	549	590	620	651	683
Regionals (Wagga Wagga LGA)										
<b>Day rides</b>	1,547	1,702	1,872	2,059	2,214	2,380	2,558	2,686	2,820	2,961
<b>Overnight rides (1 night)</b>	1,547	1,702	1,872	2,059	2,214	2,380	2,558	2,686	2,820	2,961
Total Regionals	3,094	3,404	3,744	4,119	4,427	4,759	5,116	5,372	5,641	5,923
Intrastate										
<b>Overnight rides (1 night)</b>	1,166	1,283	1,411	1,552	1,668	1,793	1,928	2,024	2,125	2,232
<b>Overnight rides (2 night)</b>	816	898	988	1,086	1,168	1,255	1,350	1,417	1,488	1,562
<b>Overnight rides (3 night)</b>	350	385	423	466	500	538	578	607	638	670
Total Intrastate	2,332	2,565	2,822	3,104	3,337	3,587	3,856	4,049	4,251	4,464
Interstate/International										
<b>Overnight rides (1 night)</b>	500	550	605	665	715	769	826	868	911	956
<b>Overnight rides (2 night)</b>	350	385	423	466	500	538	578	607	638	670
<b>Overnight rides (3 night)</b>	150	165	181	200	214	231	248	260	273	287
<b>Total Interstate/International</b>	<b>1000</b>	<b>1,099</b>	<b>1,209</b>	<b>1,330</b>	<b>1,430</b>	<b>1,537</b>	<b>1,652</b>	<b>1,735</b>	<b>1,822</b>	<b>1,913</b>
Total Annual										
<b>Total Riders</b>	<b>6,783</b>	<b>7,461</b>	<b>8,207</b>	<b>9,028</b>	<b>9,705</b>	<b>10,432</b>	<b>11,215</b>	<b>11,776</b>	<b>12,364</b>	<b>12,983</b>

**Table 19. Spending by Riders**

Spending by Trail Users (\$ Annual)	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
<b>Local Snowy Valleys</b>										
<b>Trail Users</b>	367,133	403,847	444,231	488,655	525,304	564,701	607,054	637,407	669,277	702,741
<b>Regionals (Wagga Wagga LGA)</b>										
<b>Day rides</b>	662,951	729,246	802,170	882,387	948,566	1,019,709	1,096,187	1,150,996	1,208,546	1,268,973
<b>Overnight rides (1 night)</b>	368,372	405,209	445,730	490,303	527,076	566,607	609,102	639,557	671,535	705,112
<b>Total Regionals</b>	1,031,323	1,134,455	1,247,900	1,372,690	1,475,642	1,586,315	1,705,289	1,790,553	1,880,081	1,974,085
<b>Intrastate</b>										
<b>Overnight rides (1 night)</b>	222,085	244,294	268,723	295,596	317,765	341,598	367,218	385,578	404,857	425,100
<b>Overnight rides (2 night)</b>	444,171	488,588	537,447	591,191	635,531	683,196	734,435	771,157	809,715	850,201
<b>Overnight rides (3 night)</b>	333,128	366,441	403,085	443,394	476,648	512,397	550,826	578,368	607,286	637,650
<b>Total Intrastate</b>	999,384	1,099,323	1,209,255	1,330,181	1,429,944	1,537,190	1,652,479	1,735,103	1,821,858	1,912,951
<b>Interstate/International</b>										
<b>Overnight rides (1 night)</b>	95,179	104,697	115,167	126,684	136,185	146,399	157,379	165,248	173,510	182,186
<b>Overnight rides (2 night)</b>	190,359	209,395	230,334	253,368	272,370	292,798	314,758	330,496	347,021	364,372
<b>Overnight rides (3 night)</b>	142,769	157,046	172,751	190,026	204,278	219,599	236,068	247,872	260,265	273,279
<b>Total Interstate/International</b>	428,308	471,138	518,252	570,077	612,833	658,796	708,205	743,616	780,796	819,836
<b>Total Spending</b>	2,826,148	3,108,763	3,419,639	3,761,603	4,043,723	4,347,002	4,673,028	4,906,679	5,152,013	5,409,614

**Table 20.** Spending Assumptions

The spending assumptions used are from the Local Government Area Profile 2016 for Snowy Valleys LGA and an assumption of average spending on transfers per day/night by overnight visitors of \$100. For overnight visitors a total average spending of \$238.10 per night/day was used and for day visitors \$85.70 per day.

Spending Assumption	Overnight Visitors	Day Visitors
Average spend per night (\$)	\$138.10	
Spend per trip (\$)		\$85.70
<b>Source: Local Government Area Profiles, 2016, Snowy Valleys LGA, New South Wales</b>		
Ave Transfers per day (\$) Assumption	\$100	
Total Spend per night/day (4)	\$238.10	\$85.70



**APPENDIX F – ASSESSMENT OF POTENTIAL TRAIL SECTORS AGAINST MOUNTAIN BIKE CRITERIA**

Section	Landscape/ diversity of environment	Appropriate distance between overnight nodes	Avoidance of high volume nodes	Track/trail quality or potential	Overall appeal	Comment
<b>Day 1</b>	<b>Tumut to Sandy Creek – Talbingo</b> Blowering Reservoir, Gurkeroo Ridge, forest and lake views and water sports.	55 km form Tumut with some road riding, alternate start points shortening ride e.g. start at Tumut River.	Blowering Dam has several secluded camp sites with limited vehicle access.	High percentage on forest tracks with reservoir views and some road travelling. Re-route through Gurkeroo Ranges adds single track experience.	Provides good lakeside views and Gurkeroo Range single track. Initial stage from Tumut has limited appeal due to road riding and will attract local riders and those without transport.	This section provides a link from the busy town of Tumut. Visitors would prefer to drop off on Tumut River or Blowering Dam. New bridge to Talbingo would change the dynamics providing quick links and access to services and accommodation.
<b>Day 2</b>	<b>Blowering Dam Site to Paddys River Dam</b> Possibly the best landscapes and environment on the route with climbs and views from the Snubba Range, Buddong Falls, Buddong Creek, perched swamps and forest. Paddys River Dam is a highlight.	40 km to Paddys River Dam including 15 km climb to Buddong Falls which makes this distance appropriate.	Option chosen to develop single track climb near to the Boundary Road which takes cyclists off the steep Boundary Road with its vehicles and dust. Paddys River Dam is a busy camp site, some modification and alternate separated camping needs to be provided.	Further assessment of the single-track option needs to be undertaken for the best alignment, but it promises to be a quality ascent track with views and forest experiences.	The appeal of a purpose-built ascent track is much better than the vehicle Boundary Road, the reward at the end is the Buddong Falls and provides the best scenery on the track. There is appeal for a descent loop, but this will have to be on existing vehicle tracks due to costs of building an ascent single track	Option of the ascent track fits with the north-south flow of the track. The ascent should be an average of 10%, whilst the road has steep pinches and water diversions making cycling unpleasant. The falls and Buddong Creek are attractions and lead on to great forest trails to Paddy River Dam.

Section	Landscape/ diversity of environment	Appropriate distance between overnight nodes	Avoidance of high volume nodes	Track/trail quality or potential	Overall appeal	Comment
Day 3	<p><b>Paddys River Dam to Henry Angel</b> follows from the previous section with forest and creek lines with ferns. The more challenging section from Henry Angel to Mannus Lake in Bogandyera Nature Reserve section and the Burra Creek is in a pleasant natural setting although the steep grades detract from the enjoyment.</p>	<p>From Paddy River Camp is appropriate distance to Henry Angel is a comfortable ride. More challenging riding to Mannus Lake would suit only more experienced riders seeking a challenge due to the steep climb into Bogandyera Nature Reserve. The alternative route to Tumarumba via the gravity descent is 20 km which is short but intended to provide a day ride option and to link to future mountain bike trails in the forest.</p>	<p>The forest section provides a remote experience and once the trail meets the private forests the trail becomes an enjoyable free flowing trail until the and farmland, where the mining history is in view until the sometimes-busy Henry Angel Campsite is reached.</p>	<p>Good sections of track in the forested area and ferns gullies however realignment is required to make the trail more interesting. The existing track in the old mining area is a fall line trail. For sustainability and user enjoyment this section needs realignment to provide a pleasant flowing and sustainable track.</p>	<p>This section has appealing sections in the forest and if modified the track will also be enjoyable. Links to future mountain bike trails will make this section a significant attraction for day riders on free-flowing trails. The area south through Junction Campsite and Henry Angel is less appealing but the descent adds to what is lacking in the landscape. The tough climb out of Burra Creek in Bogandyera is for more experienced riders seeking a challenge.</p>	<p>This section has some appeal but needs to be linked to future mountain bike experiences and new free flowing trails. It also requires realignments to bring this section up to the overall standard.</p>

## APPENDIX G – IMBA RULES OF THE TRAIL

### Sharing the Trail

[https://www.imba.com/sites/default/files/Team\\_IMBA/RulesOfTheTrail.pdf](https://www.imba.com/sites/default/files/Team_IMBA/RulesOfTheTrail.pdf)

### Rules of the Trail

1. These guidelines for trail behaviour are recognised around the world. IMBA developed the “Rules of the Trail” to promote responsible and courteous conduct on shared-use trails. Keep in mind that conventions for yielding and passing may vary, depending on regional traditions, traffic conditions and the intended use of the trail.
2. Ride on Open Trails Only. Respect trail and road closures – ask a land manager for clarification if you are uncertain about the status of a trail. Do not trespass on private land. Obtain permits or other authorisation as may be required. Be aware that bicycles are not permitted in areas protected as state or federal Wilderness.
3. Leave No Trace. Be sensitive to the dirt beneath you. Wet and muddy trails are more vulnerable to damage than dry ones. When the trail is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Don’t cut switchbacks. Be sure to pack out at least as much as you pack in.
4. Control Your Bicycle. Inattention for even a moment could put yourself and others at risk. Obey all bicycle speed regulations and recommendations, and ride within your limits.
5. Yield to Others. Do your utmost to let your fellow trail users know you’re coming – a friendly greeting or bell ring are good methods. Try to anticipate other trail users as you ride around corners. Bicyclists should yield to all other trail users, unless the trail is clearly signed for bike-only travel. Bicyclists travelling downhill should yield to ones headed uphill, unless the trail is clearly signed for one-way or downhill-only traffic. Strive to make each pass a safe and courteous one.
6. Never Scare Animals. Animals are easily startled by an unannounced approach, a sudden movement or a loud noise. Give animals enough room and time to adjust to you. When passing horses, use special care and follow directions from horseback riders (ask if uncertain). Running cattle and disturbing wildlife are serious offences.
7. Plan Ahead. Know your equipment, your ability and the area in which you are riding – and prepare accordingly. Strive to be self-sufficient: keep your equipment in good repair and carry necessary supplies for changes in weather or other conditions. Always wear a helmet and appropriate safety gear.

Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling. For more information, visit [www.imba.com](http://www.imba.com).

## APPENDIX H – SNOWY VALLEYS 2028 – DISCUSSION PAPER – DRAFT COMMUNITY STRATEGIC PLAN

### Towns and Villages of the Snowy Valleys

Town	Population	Discussion
<b>Adelong</b>	900	<p>A beautiful town located 20 km west of Tumut, Adelong's main street is classified by the National Heritage Trust of Australia (NSW) with some buildings dating back to the gold rush.</p> <p>Its closer proximity to Wagga could make an ideal base if you are considering the needs of other family members keen to continue their career or independent school pathway.</p> <p>It has wide tree-lined streets, a fascinating heritage gold mining precinct, and the sparkling Adelong Creek provides a peaceful background to this lovely town.</p>
<b>Batlow</b>	1400	<p>Batlow is centrally located mid-way between the two council administration centres of Tumut and Tumbarumba.</p> <p>The town's high elevation (750 metres) provides ideal growing conditions for its famous apples.</p> <p>The township is often dusted with snow in the wintertime, with panoramic views across to the mountains.</p> <p>The grower owned Batlow Fruit Co-Operative markets and packs around one million cartons of apples each year. This is in addition to a growing apple cider market, as well as cherries, peaches, nectarines and truffles.</p>
<b>Brungle</b>	112	<p>Brungle is a small village situated 20 km north of Tumut. Rolling farmlands and hills are interrupted by the Tumut River with the village situated just a short distance from its banks. The area is a significant place for the local Aboriginal community. An Aboriginal Mission was established in 1887 in the village as one of the first Aboriginal Reserves in NSW. Much history and many stories form the fabric of the community. It has a relaxed rural lifestyle, with many great fishing and camping spots.</p> <p>An energised community, the residents of Brungle have recently undertaken a major upgrade of the Brungle Memorial Hall, the heart of the village along with the development of a traditional Yarning Circle, both vital hubs where the community come together to socialise and celebrate.</p>
<b>Jingellic</b>	61	<p>Jingellic is a picturesque village nestled on the banks of the upper Murray River. The surrounding countryside is prime agricultural grazing land and produces some of Australia's best beef.</p> <p>The heart of the village is the Bridge Hotel, and the nearby free camping ground on the riverbank is a popular spot for campers during the warmer months.</p> <p>The remains of the original Jingellic bridge are upstream of the current bridge and village and are deemed to be of significant heritage value for the community.</p> <p>Given the proximity to Victoria, the Jingellic community have strong economic and social connections across the river.</p>



Town	Population	Discussion
<b>Khancoban</b>	224	<p>Khancoban is the headquarters of Snowy Hydro's Murray region, overseeing the nearby Murray 1 and 2 power stations and Khancoban Pondage.</p> <p>Boasting breathtaking views across Khancoban Pondage, it makes an excellent base for enjoying a wide range of nature-based activities.</p> <p>Enjoy a relaxed round of golf at the Khancoban Country Club's 9-hole golf course, which features grass greens in a beautiful bushland setting.</p> <p>Khancoban is central to some of mainland Australia's best trout fishing waterways, and Khancoban Pondage is popular with both anglers and water-skiers. Nearby Geehi is a great location for 4WD enthusiasts, and mountain bike riders can explore the extensive network of tracks in the bushland adjacent to the town.</p> <p>In winter Khancoban is an ideal base for day trips to the snow fields at Thredbo, or cross-country skiing in the back country.</p>
<b>Rosewood</b>	214	<p>Rosewood is located just 23 kilometres from Tumbarumba and boasts an exceptional calendar of events.</p> <p>Central to the community is the Rosewood Golf Club, a small community Club, proudly operated and supported by our local volunteers.</p> <p>The Rosewood Golf Club provides budget camping options for visitors and hosts the annual Rosewood Country Roundup, Rosewood Rodeo, Rosewood Truck Show and Tractor Pull, events that continue to grow and add economic value back into the local community.</p>
<b>Talbingo</b>	200	<p>The birthplace of famous Australian novelist Miles Franklin, Talbingo is located on the shores of Jounama Pondage, on the north-western edge of the Snowy Mountains.</p> <p>Talbingo's close proximity to Selwyn Snowfields means that it is a popular accommodation base for family ski trips in winter.</p> <p>Around 45 minutes from Talbingo, the spectacular limestone formations of Yarrangobilly Caves can be explored on a tour or self-guided journey. Take a dip in the thermal pool, naturally heated to 27 degrees year-round. Closer to Talbingo, nearby Blowering Dam holds 3 times as much water as Sydney Harbour, and is a great place for fishing, water-skiing and camping.</p> <p>Play a round of golf on the 9-hole course at Talbingo Country Club, or have a hit of tennis at the nearby tennis courts. Bushwalkers will enjoy the walk to beautiful Buddong falls, located on the Hume and Hovell Walking Track, approximately 20kms from Talbingo.</p>
<b>Tooma</b>	104	<p>Tooma...indigenous for 'large gum tree'.</p> <p>The picturesque Tooma valley is highly regarded for beef cattle, dairying, sheep grazing and grass seed production. Grazing leases were first taken out in the 1830's in the area by Sir James Garland and Dr Thomas Bell. By the 1870's, a general store, school and the Tooma Hotel were built, and around 12 families lived within 3 miles of the village. Many of these families remain in the district to this day.</p> <p>In 1904 Tooma was short-listed as a possible site for Australia's new capital city.</p> <p>The Tooma Hall at the Tooma Recreation Reserve was built by local volunteers and opened in 1953. Around this time, several new families settled in the area when a section of Tooma Station and all of Maragle Station were acquired for soldier settlement blocks.</p> <p>The annual Tooma Easter Gymkhana is a popular family event that celebrates the tradition of skilled horsemanship passed down through generations. Nearby, the Southern Cloud Lookout provides stunning vistas across the foothills of the Snowy Mountains to the Main Range.</p>

Town	Population	Discussion
<b>Tumbarumba</b>	1700	<p>Tumbarumba is a lovely country town with a friendly and welcoming ambience. It was established in the late 1850's when gold was discovered in the region, but agriculture and softwood timber are now the main sources of employment.</p> <p>It has a vibrant and strong community, partly due to its distance from other regional centres. The presence of the Hyne &amp; Son timber mill – the largest softwood processing mill in the Southern Hemisphere – contributes to the town's low unemployment rate (currently 3.4%).</p> <p>Tumbarumba is developing a reputation as one of Australia's premium cool climate wine growing regions, with an expanding food and wine tourism sector.</p> <p>Sample local produce and wine at one of the award-winning cellar doors, visit the community-based art gallery, or browse the cafes, gift and antique shops in the charming main street.</p>
<b>Tumut</b>	6000	<p>Tumut is a vibrant and attractive country town at the foothills of the Snowy Mountains. Tumut's name originates from an Aboriginal word meaning 'a quiet resting place by the river'.</p> <p>The rolling valleys, mountain streams, Yarrangobilly Caves and alpine mountain ranges make it popular for nature lovers and adventure enthusiasts. It has an action-packed activities list that includes bushwalking, water skiing, trout fishing, canoeing, boating, horse riding, mountain biking, golf and tennis.</p> <p>Tumut is a charmingly pretty town that changes dramatically with the seasons. Stroll along the 2 km Tumut River Walk and you'll be able to admire the bird life of the Tumut Wetlands.</p> <p>Tumut is well serviced by all of the health, education and community facilities you would expect from a regional hub. Housing prices are very affordable – the median house price is \$270,000.</p>

## APPENDIX I – BEST PRACTICE SHARED USE EXAMPLES

Examples from the Adelaide Hills where a shared use culture has been successfully promoted  
[www.environment.sa.gov.au/files/87c3d066.../psa-gen-craigburnfarmsharedtrails.pdf](http://www.environment.sa.gov.au/files/87c3d066.../psa-gen-craigburnfarmsharedtrails.pdf)

Anstey Hill Recreation Park


# Anstey Hill shared-use trails

Explore the Pink Gum and Long-Leaf Box plant communities and Blue Gum Grassy Woodlands of Anstey Hill by bike and on foot using the 25km network of sustainable, shared use trails.

These trails use the existing network of fire tracks and walking trails, which have been upgraded to accommodate a variety of activities.

Visit the Old Quarry, which has easy trails for children and novices, or get off the beaten track and explore some of the more difficult trails where you'll be rewarded with amazing views of the Adelaide Plains.

The tracks and trails identified are suggested routes only. Create your own route by following any of the designated tracks, including the link trails and maintenance tracks. Please obey signs, including sections where walking or cycling is not permitted. Observing the classification system will help ensure you select trails suitable to your ability.



Trail class	Trail name	Mountain Bike Classification	Distance	Highlights
<b>Grade 1 - Intermediate walk</b> No bushwalking experience required. For steady pace only. The track is a network of compact surfaces and fire tracks, well signposted and well maintained.	<b>Little Quarry Loop</b>		950 m	A short and easy trail for people of all abilities, suitable for parents and limited mobility access. Excellent for families with children to explore. The trail features a gravel surface with many easy but exposed trail corners and features. Try the two narrow sections onto the intermediate trails in the water park.
<b>Grade 2 - Intermediate hike</b> Suitable for older ages and fitness walk. No sign posted. Some trail walking experience recommended. Tracks may be steep, steep hill sections, a narrow surface and many steps.	<b>Geological Hike</b>		1000 m	Starting at Gate 6 off Lower North East road this trail offers superb views of Adelaide and into the geological feature known as 'The Gun's replacement'. No riding permitted.
<b>Grade 2 - Intermediate hike</b> Suitable for older ages and fitness walk. No sign posted. Some trail walking experience recommended. Tracks may be steep, steep hill sections, a narrow surface and many steps.	<b>Quarry Views Hike</b>		1000 m	Quarry Views Hike takes walkers high above the main quarry bowl offering great views of the area. It is best travelled in a clockwise direction. No riding permitted.
<b>Grade 2 - Intermediate hike</b> Suitable for older ages and fitness walk. No sign posted. Some trail walking experience recommended. Tracks may be steep, steep hill sections, a narrow surface and many steps.	<b>Wildflower Wander</b>		1150 m	Quarry Views Hike takes walkers high above the main quarry bowl offering great views of the area. It is best travelled in a clockwise direction. No riding permitted.
<b>Grade 3 - Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Grand Loop</b>		4200 m	The Grand Loop is Anstey Hill's most popular route for both groups and individuals. It explores many of the park's features including Bowen's Quarry pits. The Grand Loop is made of well-trodden tracks, which is great for 'rough & tuff' amongst friends.
<b>Grade 3 - Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Silver Mine Loop</b>		2450 m	Following many of the old quarry tracks including Rodda's, Sly and Hawthorn Tracks, the Silver Mine Loop passes historic mine shafts and old quarries.
<b>Grade 3 - Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Twin Valley Loop</b>		3400 m	The Twin Valley Loop is a great trail for keen trikes and mountain bike riders alike. It traverses a variety of landscapes and beautiful areas of scenic interest, created out by the traces of Anstey Hill. It is best travelled in a clockwise direction.
<b>Grade 3 - Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Eastern Loop</b>		4000 m	Eastern Loop takes visitors to some of the more remote parts of the park. Recommended for the experienced biker and mountain bike rider seeking adventure.
<b>Grade 3 - Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Challenge Loop</b>		3150 m	A challenging loop suited to bikers and trike riders. Try it in both directions but beware, it has large loose rocks at sections.
<b>Grade 4 - Very Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Grand Canyon Downhill</b>		1000 m	One-way downhill, descending only. The Grand Canyon Downhill trail has a great variety of features including jumps, drops of 5 and several turns. No walking permitted.
<b>Grade 4 - Very Hard Biker</b> Advanced mountain bikers recommended. No sign posted. Tracks may be steep, steep hill sections.	<b>Wildside Downhill</b>		1200 m	One-way downhill, descending only. The Wildside Downhill trail makes good use of the age of the land and features natural rock gardens, several corners, steep drops and sections of technical single track. No walking permitted.


**Mountain Bike Classifications:**

- Easy Trails** are most suitable for children, families or novices with a basic level of skill and fitness.
- Intermediate Trails** are most suitable for bikers with a moderate level of skill and fitness.
- Advanced Trails** are suitable for riders with a high level of skill. These trails should not be attempted unless the rider has the appropriate skills, experience and equipment to safely negotiate the trail features.

**For the safety of all visitors, riding is not permitted** on trails marked with this symbol

**For the safety of all visitors, walking is not permitted** on trails marked with this symbol

For more information please visit [www.parks.sa.gov.au](http://www.parks.sa.gov.au)



Anstey Hill Recreation Park

# I Share my trail

Shared-use trails throughout Anstey Hill Recreation Park allow walkers, runners and cyclists to connect with nature and experience the beauty of the local area.

✓ Keep left



✓ Ride slow



✓ Say g'day



### The National Parks Code

-  Dogs are permitted in the park, but must be kept on a lead at all times.
-  Bikes are permitted in the park but must remain on designated trails.
-  Take your rubbish with you. Doggy waste bags can be placed in bins provided outside near Gate 1 and Gate 6
-  Wood, gas and solid fuel fires are prohibited throughout the year.
-  Observe fire restrictions, usually 1 November to 30 April. Check CFS hotline 1300 362 361.
-  On days of Catastrophic Fire Danger the park will be closed to all visitors (and may be closed on days of Extreme Fire Danger)
-  Keep our wildlife wild. Do not feed or disturb animals, or remove native plants.
-  Horses and motorcycles are not permitted in the park.

**Report hazards and other issues to the Natural Resources Adelaide and Mt Lofty Ranges Gawler Office on 8523 7700.**

### Code of Practice for Trail Users

To protect the surrounding environment and to ensure the safety of all trail users, please be aware of the international Trail Users Code of Practice when using shared trails. Important points to remember include:

- Plan your ride or walk
- Comply with all signs
- Ride only on formed trails
- Do not take short cuts or form new trails.
- Avoid riding in wet, muddy conditions
- Tread or ride lightly and leave no trace or rubbish
- Control your bike and walk, run or ride within your limits.
- Clean your bike and/or shoes. Don't spread weeds or plant diseases
- Carry sufficient food and drinking water
- Respect the rights of others
- Tell others about the code.

### Become involved

To become involved with conservation activities in the park, visit the Friends of Anstey Hill Recreation Park website at [www.communitywebs.org/friendsofansteyhill/](http://www.communitywebs.org/friendsofansteyhill/)

**Thank you for leaving the bush in its natural state for the enjoyment of others.**

### Significant Bird habitat

Anstey Hill provides habitat for threatened bird species including Chestnut-Rumped Heath Wrens and Yellow-Tailed Black Cockatoos. Please respect this important habitat by complying with the National Parks Code.

### Phytophthora (Root-rot fungus)

Phytophthora (fy-TOFF-thora), otherwise known as root-rot fungus is killing our native plants and threatens the survival of animals depending on plants for food and shelter. This introduced fungus can be found in plant roots, soil and water.

Please help stop the spread by staying on tracks and trails and by complying with all Phytophthora management signs.



For more information please visit [www.parks.sa.gov.au](http://www.parks.sa.gov.au)






# I share my trail



✓ Keep left



✓ Ride slow



✓ Say g'day

Para Wirra Conservation Park allows walkers, cyclists and horse riders to connect with nature via a network of shared-use and walking only trails.

## The National Parks Code

-  Bike riding is only allowed on designated tracks in the central section of the park.
  -  Dogs are allowed in the park, but must be kept on a lead at all times.
  -  Take your rubbish with you, including doggy waste bags.
  -  Horse riding is only allowed on designated tracks in the Mack Creek section of the park.
  -  Camping is only permitted in designated campground areas.
  -  Registered motorcycles are only permitted on public roads.
  -  Wood and solid fuel fires are prohibited throughout the year. Exceptions apply in the campground.
  -  On days of Catastrophic Fire Danger the park will be closed to all visitors (and may be closed on days of Extreme Fire Danger or during serious storms).
  -  Keep our wildlife wild. Do not feed or disturb animals.
  -  Do not remove or disturb plants, rocks or cultural artefacts.
- Thank you for leaving the bush in its natural state for the enjoyment of others.**

For more information please visit [www.parks.sa.gov.au](http://www.parks.sa.gov.au)

## Code of Practice for Trail Users

To protect the surrounding environment and to ensure the safety of all trail users, please be aware of the international Trail Users Code of Practice when using shared trails.

Important points to remember include:

- Plan your ride or walk. Know which tracks you are allowed to ride on before you set off.
- Comply with all signs.
- Walk and ride on formed trails only.
- Do not take short cuts or form new trails.
- Avoid riding in wet, muddy conditions.
- Tread or ride lightly and leave no trace or rubbish.
- Control your bike and walk, run or ride within your limits.
- Clean your bike and/or shoes. Don't spread weeds or plant diseases.
- Carry sufficient food and drinking water.
- Respect the rights of others.
- Tell others about the code.

## Give way rules

Cyclists must give way to walkers. Everyone gives way to horse riders.



## Take the lead

Your dog must be on a lead, no longer than 3 meters, at all times when in the park.

This is for the safety of dogs. You don't know how other dogs will react to your pet, poison fox baits are often laid in parks, and snakes and other animals can seriously injure or kill dogs.



It also helps ensure that nesting birds, kangaroos, emus and other animals aren't disturbed by dogs.

Always clean up after your dog. Dog poo can carry diseases and is just plain yucky!


Avoid a fine by taking the lead and doing the right thing.

## Become involved

Friends of Para Wirra  
[www.communitywebs.org/parawirrafriends](http://www.communitywebs.org/parawirrafriends)

Barossa Goldfields Historical Society  
[www.communitywebs.org/BarossaGoldfieldsHistoric](http://www.communitywebs.org/BarossaGoldfieldsHistoric)

Walking Trails Support Group  
[www.walkingtrailssupportgroup.org.au](http://www.walkingtrailssupportgroup.org.au)

 In a life-threatening emergency call 000

Report hazards and other issues to the Gawler Natural Resources Centre on 8115 4600.





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