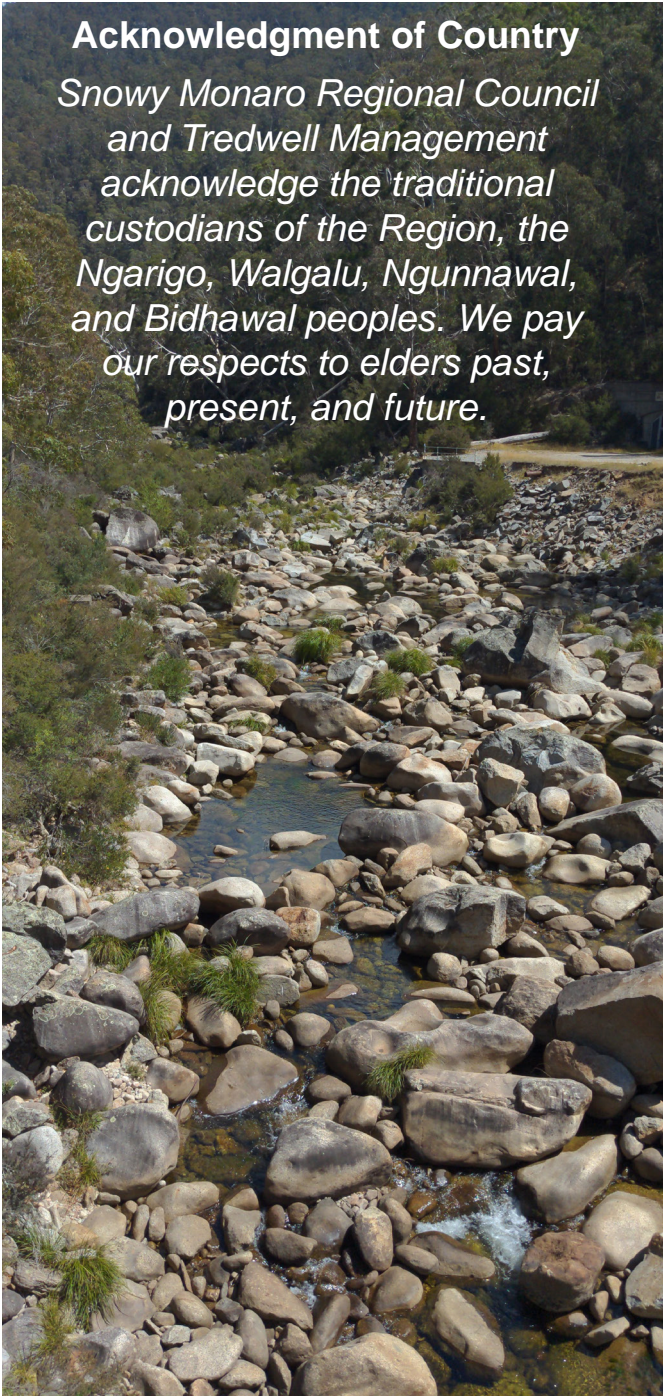# SNOWY MONARO REGIONAL TRAILS MASTERPLAN

MT GLADSTONE, COOMA

TREDWELL

SNOWY MONARO
REGIONAL COUNCIL

Acknowledgment of Country

Snowy Monaro Regional Council and Tredwell Management acknowledge the traditional custodians of the Region, the Ngarigo, Walgalu, Ngunnawal, and Bidhawal peoples. We pay our respects to elders past, present, and future.

Contents

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Executive Summary

The Snowy Monaro Regional Trails Masterplan (the Masterplan) presents the opportunity for the Snowy Monaro Regional Council (SMRC), with its partners and community, to embrace and build upon the region's recreational trail network to achieve the Snowy Monaro Regional Trails Vision:

+ *A regional network of recreational trails that encourages the discovery of the natural wonders and outdoor adventures of the Snowy Monaro region, contributing to connected communities with healthy lifestyles, thriving year-round economies and protected environments.*

Trails and natural areas are an integral component of the lifestyle on offer across the Snowy Monaro region, and are a key drawcard for visitors. Spending time in the region offers the opportunity to establish a connection with the natural environment surrounded by spectacular mountains, rivers and forests.

Through the merging of the Bombala Council, Cooma-Monaro Shire Council and Snowy River Shire Council in 2016, SMRC has inherited a suite of trails requiring strategic review and analysis to assist in the distribution of resources in a strategic and equitable manner across the vast and diverse region.

The Masterplan addresses the critical need to undertake strategic planning for trails across the region to assess the existing network and determine the opportunities that have the greatest potential to create benefits for the community and the economy. This in turn will also benefit the natural environment through facilitating sustainable opportunities for exploration of natural areas. The *Snowy Monaro Destination Management Plan* (2019) identified the need for a Regional Trails Masterplan as a high priority.

The region is subject to significant change, with projects such as Snowy 2.0, the Snowy Mountains Special Activation Precinct (SAP) and a growing demand for properties in some rural villages. The Snowy Mountains tourism sector is in a process of diversification, as the region increasingly builds upon its summer tourism offerings such as bushwalking, cycling, mountain bike riding, horse riding and water-based experiences.

Significant investment has been made toward construction and planning of the region's trail network. Key recent projects have included:

- Construction of the Thredbo Valley Track and the Snowies Alpine Walk (by NPWS)
- Construction of the Lake Jindabyne Shared Trail (by SMRC, planned completion by 2024)
- Construction of the Mount Gladstone Mountain Bike Trails (by SMRC, completed in 2018)
- Feasibility Study for the Monaro Rail Trail
- Development of the Thredbo Mountain Bike Park (commercial operator on NPWS estate).

The Masterplan relates to the region's recreational trail network, with a focus on those that are Council-managed and cater for walking (excluding urban footpaths), trail running, mountain bike riding, road cycling, and horse riding. The Masterplan aims to:

- Create a positive and collaborative culture for all trail users
- Strengthen the perception of the region as a destination of choice for mountain bike riding, cycling, trail running and walking
- Determine the optimal visitor trail experiences and iconic tourism opportunities
- Increase visitation, contributing to the local economy, and
- Enhance the sustainability and liveability for local communities.

The Masterplan has been prepared by Tredwell Management for the SMRC, utilising the following six stage approach:

1. Commencement & Background Review
2. On-ground Trail Assessments
3. Consultation
4. Discussion Paper
5. Draft Masterplan
6. Final Masterplan.

With a regional approach and increased investment, the Snowy Monaro Regional Trails Network offers incredible potential as an iconic, cohesive and interconnected trails network incorporating benefits across the triple bottom line with positive environmental, economic and social outcomes.

The Masterplan provides an overview of the project's strategic context and alignment with other planning initiatives, a review of relevant trends, outlines best-practice trail planning and management, and highlights the findings from community consultation.

23 existing trails were identified across the SMRC Regional Trail Network, and 13 key future trail opportunities, as well as the extensive trail networks on NPWS estate and some key trail opportunities in state forests.

The Snowy Monaro Regional Trails Vision is supported by the following principles:

Sustainable: Trails that are planned, managed and maintained to be socially, economically, and environmentally sustainable, and have sustainable financial resources to ensure this.

Collaborative: Effectively managed and resourced network of trails where roles and responsibilities are clearly articulated and facilitated by effective partnerships.

Quality and Iconic: Iconic, high quality trail experiences which are unique to the Snowy Monaro region.

Connected: A connected network of trails which connects the key towns and features across the Snowy Monaro region, offering a range of integrated trail experiences.

Diverse: Trail experiences that offer opportunities accessible to a diverse range of people and showcase the region's variety of attractions, landscapes and heritage.

Safe and Enjoyable: Trails that are safe and manage risk while maintaining the opportunity for users to undertake challenging experiences in nature.

The Strategy and Action Plan provides prioritised actions toward the achievement of the SMRC Regional Trails Network Vision.

The high priority strategies, under each of the five strategic outcomes are:

Strategic Outcome A: Integrated Planning and Management

A1 Integrated Framework: Implement an integrated framework for the planning and management of recreational trails across the Snowy Monaro region.

A2 Standardised Trail Planning, Management and Maintenance: Ensure that consistent, comprehensive and best practice processes are utilised in the planning, management and maintenance of the SMRC trail network.

Strategic Outcome B: Quality, Safe, and Sustainable Network of Existing Trails

B1 Lake Jindabyne Shared Trail (Southern Section): Complete construction and maintain the Lake Jindabyne Shared Trail (Southern Section) between Kalkite and Creel Bay.

B2 Tyrolean/Mill Creek Trail Network: Upgrade and maintain the Tyrolean/Mill Creek Trail Network.

B3 Bicentennial National Trail: Ensure a secure and accessible route for the Bicentennial National Trail to traverse through the SMRC region.

B4 Snowy Mountains Cycling Routes: Enhance and maintain the region's roads to provide a National-level road cycling network.

B5 Mount Gladstone Trail Network: Review, upgrade and maintain the Mount Gladstone Reserve Trail Network.

B6 Lambie Gorge Walking Track: Work with Crown Lands Trustee to enhance the Lambie Gorge Walking Track and promote 'Lambie Gorge-Coolamatong' for its cultural heritage significance.

B7 North Ridge Trail Network: Review, enhance and formalise the recreational trail network in North Ridge Reserve.

B8 Platypus Reserve: Enhance and promote the walking trails at Platypus Reserve.

Strategic Outcome C: Sustainable, Responsible & Relevant Trail Developments

C1 Monaro Rail Trail: Pursue the staged development of the Monaro Rail Trail between Queanbeyan and Bombala

C2 West Jindabyne Mountain Bike and Adventure Park: Support the development of the West Jindabyne Mountain Bike and Adventure Park.

C3 Lake Jindabyne Water-Based Transport Link: Undertake investigations into the financial and technical viability of establishing a water based transport service on Lake Jindabyne with the primary objective to connect the Lake Jindabyne Shared Trail.

C4 Equine Trail Network: Protect, enhance and formalise the region's network of strategic connections for equine trail users.

C5 Bundian Way: Engage with Traditional Custodians to review options for the concept known as 'Bundian Way' on Ngarigo and Bidawal Country.

Strategic Outcome D: Information & Marketing

D1 Trail Information: Provide consistent and reliable signage, maps and supporting information for all trails across the region.

D2 Promotion and Marketing: Enhance promotion and marketing of trail opportunities across the region.

Strategic Outcome E: Community, Tourism & Economic Development

E1 Community, Tourism and Economic Development: Use trail development and provision as a community, tourism and economic development tool.

Economic Impact Modelling has been undertaken using REMPLAN Economy to quantify the anticipated impacts of the proposed investment in the region's trail network, in relation to:

- Regional economic impact, as a result of the direct investment in the region
- Regional tourism, as a result of the additional visitation to the region.

Modelling is based on various inputs derived through REMPLAN Economy, as well as estimates of visitors per annum and expenditure per visitor per day, as well as a total direct investment figure.

It is estimated that over the ten years between 2021 and 2031, comprehensive implementation of the Strategy and Action Plan would require capital investment of $116M. This includes major projects such as the Monaro Rail Trail (estimated investment of $64M) and the West Jindabyne Adventure and Mountain Bike Park (estimated trail-related expenditure of $30M as part of the broader SAP precinct).

It is anticipated that a significant level of capital funds will be available from external sources such as Commonwealth and NSW Government funding programs, such as the Snowy Hydro Legacy Fund, as well as contributions from SMRC.

This investment will deliver a regional trail network which will support the Snowy Monaro region to achieve long-term social and economic success through establishing a four-season visitor destination which leverages the region's natural beauty and unique climate.

This investment has been estimated to result in an economic benefit of $221.7M and 120 jobs during the development phase and a further economic impact of $1,406.5M over 10 years from increased visitor numbers attracted to the regional trail network.

In addition, this investment will bring benefits to the community and the environment, and support the region to address increasing demand for quality trails, increasing community expectations and industry standards, and rapidly advancing technology impacting trail management and usage.

01
# Introduction

BOMBALA PLATYPUS RESERVE

The Snowy Monaro Region

The Snowy Monaro region is located in south-eastern New South Wales, about 100kms south of Canberra, and 400kms south-west of Sydney. The Snowy Monaro Regional Council (SMRC) was formed in 2016 as a result of the merging of Bombala Council, Cooma-Monaro Shire Council and Snowy River Shire Council, and covers 15.162 square kilometres, of which 28% is National Parks and Wildlife Service (NPWS) estate.

The majority of the Snowy Monaro is the traditional lands of the Ngarigo people and their stories. The region also includes Bidhawal Country (south eastern area around Delegate), the Walgalu Country (western areas of the region), and the southern Ngunnawal Country (far north east area).
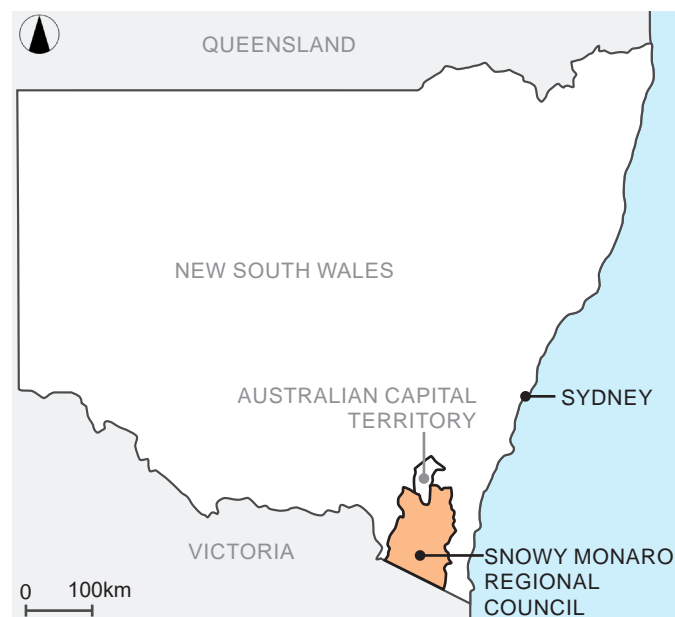
The SMRC area has an estimated resident population of the 20,997 (Profile.id, 2020), with the majority of the population located in the towns of Cooma (7,462), Jindabyne (4,333), Bombala (1,325) and Berridale (1,197), and the remainder spread across villages and rural areas.

The area is characterised by rolling plains and rugged mountain ranges. The region includes numerous State and National Parks, including the Kosciuszko, Deua, South East and Wadbilliga National Parks and numerous nature reserves, state forests and heritage conservation areas. Vast areas of the region are occupied by agricultural land, with a predominant focus on sheep and cattle farming.

The region's industry is primarily driven by tourism and agriculture. The winter snow season has a significant impact on the region's economy and tourism-focused businesses and infrastructure are common. Both Cooma and Jindabyne operate as service towns for Australia's highest ski resorts - Perisher, Thredbo and Charlotte's Pass.

Snowy Hydro Limited is one of the largest employers and land owners in the region, with the headquarters in Cooma and assets located across the Snowy Mountains region. The hydroelectricity scheme is currently undergoing significant expansion with the project known as *Snowy 2.0*.

The region is subject to significant change, with projects such as Snowy 2.0, the Snowy Mountains Special Activation Precinct (SAP) and a growing demand for rural properties in rural villages (e.g. Michelago). The Snowy Mountains tourism sector is in a process of diversification, as the region increasingly builds upon its summer tourism offerings, such as bushwalking, cycling, mountain bike riding, horse riding and water-based experiences.

Trails and natural areas are an integral component of the lifestyle on offer across the Snowy Monaro region, and are a key drawcard for visitors. Spending time in the region offers the opportunity to establish a connection with the natural environment, surrounded by spectacular mountains, rivers and forests.

Significant recent investment has been made toward construction and planning of the region's trail network. Key recent projects have included

- Construction of the Thredbo Valley Track and the Snowies Iconic Walk (by NPWS)
- Construction of the Lake Jindabyne Shared Trail (by SMRC, planned completion by 2024)
- Construction of the Mount Gladstone Mountain Bike Trails (by SMRC, completed in 2018)
- Feasibility Study for the Monaro Rail Trail (commissioned by SMRC in 2020)
- Development of the Thredbo Mountain Bike Park (commercial operator on NPWS estate).

Project Overview

Background

Through the merging of the Bombala Council, Cooma-Monaro Shire Council and Snowy River Shire Council in 2016, SMRC has inherited a suite of trails which require assessment and analysis to assist in the distribution of Council resources in a strategic and equitable manner across the vast and diverse region.

The region is home to a diverse variety of trail experiences and users, with a range of landscapes and heritage features offering great potential as destinations for trail developments. Local and state government authorities, along with other land managers across the region, have contributed to the development of recreational trails in recent years, and a wide range of concepts have been proposed to Council by the community.

There is a critical need to undertake strategic planning for trails across the region to assess the existing network and determine the opportunities that have the greatest potential to create benefits for the community and the economy. This in turn will also benefit the natural environment through facilitating sustainable opportunities for the community and visitors to explore natural areas.

The *Snowy Monaro Destination Management Plan* (2019) identified the need for a Regional Trails Masterplan as a high priority. It also notes that there will not be enough resources to see all trails which have been proposed either constructed or maintained.

Scope and Objectives

The Snowy Monaro Regional Trails Masterplan (the Masterplan) relates to the region's recreational trail network, with a focus on those that are Council-managed and cater for the following activities:

- Walking (excluding urban footpaths)
- Trail running
- Mountain Biking
- Road Cycling
- Horse Riding

The Masterplan aims to:

- Create a positive and collaborative culture for all trail users,
- Strengthen the perception of the region as a destination of choice for mountain biking, cycling, trail running and walking,
- Determine the optimal visitor trail experiences and iconic tourism opportunities,
- Increase visitation, contributing to the local economy, and
- Enhance the sustainability and liveability for local communities

Approach

The Masterplan has been prepared by Tredwell Management for the SMRC, utilising the following six stage approach:

1. Commencement & Background Review
2. On-ground Trail Assessments
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Benefits of Sustainable Trails

Trails and natural areas are an integral component of the lifestyle on offer across the Snowy Monaro region, and are a key drawcard for visitors. Spending time in nature in the picturesque region offers the opportunity to establish a connection with the natural environment, surrounded by spectacular mountains, rivers and forests, taking in the scenery and fresh air.

A sustainable trails network facilitates a wide range of benefits across the triple bottom line incorporating positive environmental, economic and social outcomes.

ENVIRONMENTAL

- Encouraging appreciation & awareness of the natural environment, leading to advocacy, stewardship & protection
- Mitigating impacts of humans exploring natural areas
- Providing access to natural areas for conservation
- Protection of sensitive environments

SUSTAINABLE TRAILS

SOCIAL

- Encouraging physical activity in nature which contributes to social, mental, spiritual, and physical well-being
- Providing practical active transport corridors
- Raising cultural and heritage awareness through sharing & storytelling
- Creating opportunities for social connectedness
- Education and experiences in nature
- Personal development - sense of challenge and achievement

ECONOMIC

- Easing the burden of health costs associated with increasingly inactive lifestyles
- Increasing the visitor economy, length of stay and attraction of high value travellers
- Economic activity associated with industries such as events, eco-tourism, recreation, food, hospitality and services
- Providing volunteer and employment opportunities

Regional Profile

Recognising the defining characteristics of the resident profile and visitor economy assists in the strategic development of a recreational trails network which meets the needs of residents and visitors. The table below outlines key relevant demographic indicators of the SMRC resident population and outlines the potential implication on planning for recreational trails. (Source Profile Id., 2020).

Resident Community Profile

Demographic Indicator	NSW	Regional NSW	SMRC	Description	Implication on Trails
Median age	38	43	43	SMRC is in line with the broad trend across Australia for regional areas to generally have a relatively older population, lower number of couples with children and higher number of lone households than major cities.	Trends and preferences for active recreation vary across age groups and life stages. It is important that a range of trail experiences are provided which cater for people throughout their life stages. There is an increasing need to provide accessible and affordable physical activity opportunities to encourage healthy lifestyles.
Couples with children	32%	25%	21%		
Lone person household	22%	26%	25%		
Needing assistance with core activities	-	6.25%	4.4%		
Aboriginal & Torres Strait Islander	2.9%	5.5%	2.2%	Only 5% of SMRC residents speak a language at home other than English and 2.2% of residents were Aboriginal or Torres Strait Islander.	The region can capitalise on the multicultural communities across NSW as a target market for trail tourism by ensuring that trail opportunities across the region cater for people from different cultural backgrounds to ensure that trail based activities are welcoming and accessible to all. There is opportunity to celebrate the region's Aboriginal heritage, culture and stories.
Language at home other than English	25%	6%	5%		
Median weekly household income	$1,481	$1,166	$1,298	In the 2020 December quarter the unemployment rate in the SMRC area was 4%. Regional NSW was 5.9%, NSW 6.2% and Australia 6.5%.	The tourism industry makes a significant contribution to the overall level of economic activity and employment in the region. Tourism has been significantly impacted by the COVID pandemic with the restrictions having a significant impact on businesses and employment opportunities.
Unemployment rate	6.3%	6.6%	3.4%		
Socio-economic disadvantage (SEIFA)	1001	971	1008		
Volunteer work	-	20.8%	25.8%	The 2016 Census found that 25.8% of residents in the SMRC had engaged in volunteer work within the prior year. This rate increased from 20% in 2011 and is significantly higher than the average across Regional NSW.	Trails are often dependent on community leadership and volunteer efforts which are an invaluable resource. It is imperative that volunteers are effectively supported, recognised and valued enabling them to continue to contribute to the trails network.

Visitor Economy

Indicator	Implication on Trails
Number of Tourism Businesses: 567 Tourism Direct Share of GRP 12% Total Tourism GRP $526.4M	Tourism is a fundamental component of the SMRC regional economy which should be supported to diversify to build resilience through turbulent and changing tourism markets, particularly associated with impacts of COVID19. The need to build the region's tourism offerings to become a year-round destination have never been more evident than during travel restrictions during the 2020 and 2021 peak winter seasons. Developing the region's trail network is a key initiative toward this.
Top 5 activities for domestic overnight travelers: 1. Eat out / dine at a restaurant/cafe 2. Visit national / state parks 3. Sightseeing / looking around 4. Snow Skiing 5. Visit friends and relatives	Natural areas are a key drawcard to the SMRC region. Building upon the existing reputation of the region's iconic national parks, the region has the potential to offer a diverse range of trails through natural areas to complement the offerings in national and state parks. Many visitors are seeking short stops to sightsee and explore natural areas along a roadtrip which could be offered by developing a series of short walks across the region.
Domestic overnight traveler - average length of stay: 3.2 nights. Average spend for a domestic overnight traveler: $247 per night, $794 per visitor. Average spend for a domestic day trip traveler: $102 per visitor.	Domestic travellers are a key target market, likely to travel to the iconic Snowy Mountains Region and stimulate the regional economy through their visit. A key strategy to support the regional economy is to extend the length of stay of visitors, and draw them in to new, less explored tourism markets across the region. Recreational trails are an ideal opportunity to entice visitors into new parts of the region.
Tourism Consumption by visitor type • 3% International • 9% Domestic Day • 15% Interstate • 74% Intrastate	With the SMRC region being in such close proximity to the major population centres and airports at Canberra and Sydney, there is a huge opportunity to continue to attract intrastate visitors, but to also target interstate visitors. This is particularly relevant during times of international border closure which are seeing more Australians explore their own country.

02
Strategic Context

Background Review

A wide range of background information has been reviewed to inform the development of the Trails Masterplan and ensure alignment with wider objectives across the state, regional, and local areas. The key documents reviewed have been listed below.

National-level

- *The Australian Physical Literacy Framework, Sport Australia* (2019)

- *Blueprint for an Active Australia, Heart Foundation* (2019)

State-level

- *NSW Visitor Economy Strategy 2030* (NSW Government, 2020)

- *NSW Visitor Economy Industry Action Plan 2030* (NSW Government, 2018)

- *Sustainable Mountain Biking Strategy* (Office for Environment and Heritage, 2011)

Regional-level

- *South East and Tablelands Regional Plan 2036* (NSW Government, 2017)

- *Snowy Monaro Regional Council 2040 Community Strategic Plan*

- *Snowy Monaro Local Strategic Planning Statement* (2020)

- *Snowy Monaro Destination Management Plan* (2019)

- *Snowy Monaro Regional Economic Development Strategy 2018 - 2022*

- *Snowy Mountains Recreation Experience Implementation Plan* (2013)

- *Snowy Mountains Special Activation Precinct draft Master Plan* (June 2021)

Local-level

- *Draft Cooma MTB Masterplan* (2017)

- *Kosciuszko National Park Plan of Management* (2006) and Amendments (2010 and 2014) and draft Amendments (2021)

- *Kosciuszko National Park Cycling Strategy* (2017)

- *Jindabyne MTB Site Visit and Recommendation Report* (July 2019)

- *Draft Michelago Master Plan* (July 2021)

- *Go Jindabyne Mobility and Connectivity Study* (2019)

Trail-specific

- *Monaro Rail Trail Feasibility Study* (2019)

- *Murrumbidgee River Reserve Recreation Path Detail Design* (2019)

- *Lake Jindabyne Shared Trail Detail Design - Southern Route* (2019)

- *Lake Jindabyne Shared Trail Business Case* (2018)

- *Lake Jindabyne Recreation Trail* (2010)

- *Independent Assessment of Cultural Landscape(s) extending from the Great Divide to Eden* (2021)

Documents of key strategic relevance for the region have been detailed over the following pages. Trail-specific documents have been reviewed to inform the inventory of existing trails and potential future trail opportunities.

A number of concepts/proposals/submission from community members and groups have also been reviewed, as part of the community consultation process.

Key Strategic Documents

NSW Visitor Economy Strategy 2030

The NSW Visitor Economy Strategy 2030 provides a vision for the NSW Government

To be the premier visitor economy in the Asia Pacific contributing $65 billion in total visitor expenditure by 2030, with $25 billion in regional expenditure.

Five Strategic Pillars underpin the Vision:

1. Road to Recovery

A targeted and agile response to the cumulative effects of the COVID-19 pandemic, drought, floods, bushfires on the NSW visitor economy is essential for NSW to recover quickly and elevate its status as the premier visitor economy in the Asia Pacific.

2. Build the Brand

Compelling new brands will be developed for Sydney and NSW. They will provide a strong foundation for differentiation, consumer messaging and competitiveness, turbocharging the recovery and growth of the visitor economy. The brands will be the essence of why domestic and international visitors choose to visit NSW.

3. Showcase our Strengths

NSW is a state of breathtaking diversity and bucket list visitor experiences.

Our Strengths Today include Icons and hidden gems; Small town charm; Vibrant contemporary culture; Reconnect in nature; World-class food and drink. Reconnecting in nature, notes National Parks; Bush and outback stargazing; Up close with marine life; Iconic walk; rail and mountain bike trails and cycling; Changing colours of the season; Luxury stays/glamping; Caravan and camping.

4. Invest in World-Class Events

Signature sporting, arts, screen and cultural events such as the 10 World Cups, the Sydney Biennale and Vivid will help position Sydney and NSW as the events capital of the Asia Pacific.

5. Facilitate Growth

Investing in world-class infrastructure, future planning, and better ways to do business will ensure the continued growth and future prosperity of the NSW visitor economy.

Regional NSW will be key to the future of the state's visitor economy and a focus of the strategy. The Government will strengthen its commitment to the regions with dedicated funding programs and industry support and continuing investment in visitor economy infrastructure through Special Activation Precincts like the one in the Snowy Mountains to create a new alpine and adventure tourism playground.

The NSW Government will plan, coordinate and deliver the SAP by making land ready for investors and building enabling infrastructure.

South East and Tablelands Regional Plan 2036

The *South East and Tablelands Regional Plan 2036* is a blueprint reflecting community and stakeholder aspirations and opportunities for balanced growth, while protecting the region's amazing natural environment. It encompasses the vision, goals and actions that will deliver greater prosperity for those who live, work and visit the region.

Vision:

A borderless region in Australia's most geographically diverse natural environment with the nation's capital at its heart

Key components of the Plan that have an application to trails include:

Goal 1 - A connected and prosperous economy

- *Direction 3: Develop the Snowy Mountains into Australia's premier year-round alpine destination.*

This can be partly addressed by promoting an extended tourism season with will make the Snowy Mountains and Snowy River, like Queenstown New Zealand, a year-round destination for mountain biking, bushwalking, horse riding, kayaking, cultural and educational tourism, and recreational fishing.

- *Direction 9: Grow tourism in the region*

The promotion of the diversity of experience in the broader 'Canberra region' will recognise the South East Tablelands as an important component of the ACT's visitor economy.

- *Direction 10: Strengthen the economic self-determination of Aboriginal communities*

OCHRE (Opportunity, Choice, Healing, Responsibility and Empowerment) is the NSW Government's plan for Aboriginal affairs.

Goal 2 - A diverse environment interconnected by biodiversity corridors

Direction 14: Protect important environmental assets

Direction 15: Enhance biodiversity connections

Direction 17: Mitigate and adapt to climate change

Communities need skills and knowledge to deal with the effects of climate change. The NSW Climate Change Policy Framework and the draft Climate Change Fund Strategic Plan set policy directions and prioritise investment to reduce carbon emissions and adopt and mitigate the impacts of climate change.

Goal 3 - Healthy and connected communities

- *Direction 22: Build socially inclusive, safe and healthy communities*

The design and location of recreation facilities, sporting infrastructure, parks and public buildings should encourage people to be physically active where they work and in their neighbourhoods. Neighbourhood communities will reconnect with the surrounding landscape via walkways, cycleways and public transport.
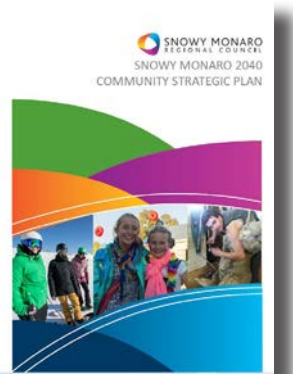
- *Direction 23: Protect the region's heritage*

Goal 4 - Environmentally sustainable housing choices

- *Direction 25: Focus housing growth in locations that maximise infrastructure and services.*

Snowy Monaro 2040 Community Strategic Plan

The Community Strategic Plan outlines Council's Organisational Vision:

A trusted community partner.

Corporate Values:

- *Solutionary*
- *Together*
- *Accountable*
- *Innovative*
- *Caring*

The future direction is based on four key themes with associated outcomes and strategies. Those of key relevance are listed below.

1. Community
- Recreation, sporting and leisure facilities encourage all ages to live an active and healthy lifestyle
- Our culturally diverse heritage is preserved and celebrated for the richness it brings to our regional identity
- Develop, maintain and promote safe spaces and facilities that are enabling accessible and inclusive for all.

2. Economy
- Attract diverse businesses and industries to the region, supporting their establishment and retention
- Foster and support adaptive, sustainable industries
- The Snowy Monaro Region is a destination that offers a variety of experiences, attractions and events year-round
- Encourage and promote vibrant towns and villages, acknowledging and celebrating the unique heritage and character of each town.

3. Environment
- Our natural environment is protected and sustainable
- Our built infrastructure is attractive and fit for purpose
- Our community is connected through efficient transportation networks, technology and telecommunications services.

4. Leadership
- Planning and decision making are holistic, integrated, and have due regard for the long term cumulative impacts
- Our community is informed and engaged in decision making.

Snowy Monaro Local Strategic Planning Statement (2020)

The Local Strategic Planning Statement (LSPS) plans for the Snowy Monaro community's environmental, social and economic land use needs over the next 20years. The plan has been prepared in accordance with section 3.9 of the *Environmental Planning and Assessment Act 1979*.

The LSPS aligns with Council's Community Strategic Plan (CSP) and complements the *Regional Economic Development Strategy*, the *Destination Management Plan* and local land use strategies.

20 Year Vision:

By 2040 the Snowy Monaro will be a region of five key growing towns and many villages all of which will have their own distinct character reflected in their diverse landscape settings, architecture, community and recreation facilities and main streets. Tourism, agriculture and forestry will continue to provide the foundation for the region's prosperity supported by the protection of our unique scenic landscape and biodiversity.

Innovation and forward thinking will characterise our community as we adapt to the changing world through nurturing new and emerging industries and capitalising on renewable energy generation championed by Snowy 2.0. Our region will be better connected and more accessible than ever before and will enhance the benefits of wider regional connections, especially to surf, snow and city.

The Snowy Monaro will be a desirable region for people of all ages to live, offering an unmatched regional lifestyle in a picturesque and unique landscape.

Planning Priorities:

1. Protect and enhance the cultural and built heritage of the Snowy Monaro
2. Protect and enhance the scenic landscape of the region
3. Identify, protect and encourage restoration of environmental values in the SM region
4. Move towards a carbon neutral future
5. Promote, grow and protect agricultural production and industry
6. Maximise potential for business growth and efficiency
7. Support development of the Snowy Mountains as Australia's premier year-round alpine destination

   Action 7.5 - Develop a Regional Trails Masterplan
8. Use appropriate evidence based planning controls to respond to a diverse region and provide for the recreational needs of the community and tourists

   Action 8.9 - Prepare a Recreation Strategy
9. Provide a variety of housing options throughout the region
10. Identify and integrate transport corridors and connections with the right types and levels of development
11. Foster resilient, enduring and safe local communities using land use planning controls which address local and regional natural hazards.

Snowy Monaro Destination Management Plan (2019)

The *Snowy Monaro Destination Management Plan* (2019) outlines the vision for the Snowy Mountains as a visitor destination is to be: 'The best nature adventure destination in Australia'.

The region's existing target markets are:

- Nature Tourism:
  A market segment based around outdoor and nature experiences

- NSW Family Market:
  Travel fulfills a key role in busy family lives by offering a chance for families to reconnect, recharge and have a break from normal routine. A domestic holiday is often a weekend break or a short break (2 to 4 days) providing an opportunity for families to relax and to open lines of communication between adults and children without time pressures.

The region's new target markets are:

- Road Trippers:
  A market segment attracted to a destination by strong positioning for drive tourism supported by planned itineraries and high-quality experiences.

- International Backpackers:
  A market segment seeking a diversity of experiences often with an active and adventure focus. An increase in adventure product, especially in summer and better transport to and within the region will underpin growth for this market. *It is noted that with current international border closures associated with COVID-19 the Snowy Mountains is not accessible to international tourists).*

The *Destination Management Plan* identifies 15 projects as 'Game Changers' for the region as a visitor destination. These are:

1. Ensure effective governance, funding & marketing for tourism
2. Develop a regional transport & access strategy
3. Understand the accommodation needs
4. Improve visitor services
5. Embrace & use the positioning
6. Boost nature based and adventure experiences
7. Revitalise Lake Jindabyne & regional waterways
8. Develop a trails master plan for the region
9. Revitalise drive tourism around the region
10. The Monaro Rail Trail
11. The Snowy Heritage Centre
12. Bombala commercial activation
13. Strengthen the food and agritourism offerings
14. Invest in the night-time economy
15. Align event to the region's positioning.

Snowy Mountains SAP Draft Master Plan (June 2021)
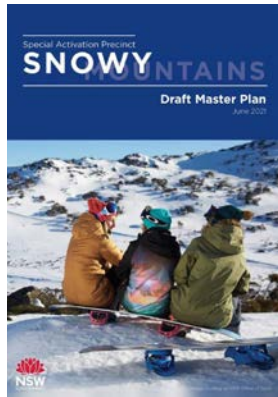
A 40 year plan which aims to grow the visitor economy into a year-round destination by stimulating economic development and investment, and leveraging the region's natural beauty and unique climate.

Vision:

The Snowy Mountains is the rooftop of Australia where an unspoiled alpine landscape meets a dramatic climate that is unfound elsewhere on the continent. This is Australia's high country where visitors are drawn to our everchanging seasons, and with them, endless opportunities to experience the great outdoors. The rich culture and authentic character of our region is sewn through the patchwork of local experiences that inspire exploration and provoke adventure.

Key principles underpin the draft Master Plan:

1. Environmental resilience
2. Place and Landscape
3. Connection to Country
4. Carrying capacity
5. Housing diversity
6. Social infrastructure
7. Economy and industry
8. Transport and connectivity
9. Infrastructure and services

Key components of the draft include:

- Jindabyne Mountain Bike and Adventure Park: A nationally significant Mountain Bike and Adventure Park that caters for all abilities with a range of trail types, with beginner, leisure, cross country, flow and gravity trails ensuring a broad spectrum of trail users are attracted to the region. As a world class facility comparable in size to well-known national and international mountain bike parks, it will be a significant driver of tourists year-round.
- Southern Connector Road: A two lane connector road with shared use path connecting Jindabyne east to west and north and south and enabling the transformation of Kosciuszko Road. See page 56 of the draft Master Plan for more information.

- Jindabyne Foreshore: Easy to access Lake Jindabyne Foreshore Park to leverage this iconic public space and allow multiple user groups to benefit from its proximity to the town. Snowy Valley Walk: A proposed walking trail along the Snowy Valley from Guthega to Lake Jindabyne.
- Sports and Education Precinct: The Sports and Education Precinct will deliver full-scale education facilities and flexible community recreation spaces alongside world-class sports infrastructure, positioning the site as Australia's most significant elite sports training hub. This will create a diverse asset that can be enjoyed year-round by visitors and the growing Jindabyne community alike.
- Barry Way South: Future development of this sub-precinct will support the growth of tourism in Jindabyne within the existing country setting with a focus on providing pedestrian and cycling connectivity.
- Island Bend (Kosciuszko National Park): Campers, hikers and cyclists alike will arrive at Island Bend seeking natural connections to the Snowy River and uninterrupted access to diverse recreation activities. The site's trail network will enable visitors to appreciate its rich history, connection to the Snowy scheme, and unique connection to Country.

03
Trends

Participation Rates

Trails are an important type of recreational facility which enable people to participate in physical activity and lead healthy lifestyles, whether in their home location or visiting other regions.

The Ausplay Participation Survey, administered by Sport Australia, provides regularly updated data on participation rates in physical activities across each state and territory of Australia. The following table provides participation rates for the top ten physical activities among adults in New South Wales during 2019 and 2020.

It is evident that, in 2020, walking (recreational) remains the most popular physical activity among New South Wales adults with a participation rate of 45.7%, increasing from 42.6% in 2019. Athletics (including jogging and running), cycling (not including mountain bike riding) and bushwalking also featured among the top ten physical activities in both years, each experiencing a significant increase over this period.

These increases are in line with trends published in Sport Australia's report entitled AusPlay Focus: Early Impact of COVID-19 on Sport and Physical Activity Participation (October 2020). This increase demonstrates that provision of high quality recreational trails is of key importance to community wellbeing.

	Activity	NSW Adult Participation Rate	
		Jan - Dec 2019	Jan - Dec 2020
1	Walking (Recreational)	42.6%	45.7%
2	Fitness/Gym	36.4%	41%
3	Swimming	17.7%	19.1%
4	Athletics*	16.2%	18.8%
5	Cycling**	9.9%	11.3%
6	Bushwalking	6.7%	9.0%
7	Yoga	6.1%	7.4%
8	Football/soccer	6.7%	7.3%
9	Golf	4.6%	6.0%
10	Tennis	5.0%	5.8%

*Includes jogging and running
**excludes mountain bike riding

Social and Tourism Trends

Society, and the tourism sector, are continually evolving. Trail planning and management needs to consider the changes that are occurring and lie ahead. Understanding trends will help ensure that the SMRC regional trail network appeals to future users. Key relevant trends are highlighted over the following pages.

Popularity of nature-based tourism and eco-accommodation

As societies around the globe become increasingly urbanised, people may suffer from a phenomenon known as 'nature deficit'. Research from Tourism Australia into the Australian travel mindset found that getting away from crowds is more important than ever before, as holidays provide the opportunity for people to take the time to reconnect with the natural world. Nature-based tourism, where people can immerse themselves in the natural environment, is a key tourism draw card. Recreational trails enable people to 'escape crowds' and reconnect with the natural environment, however, this must be curated to ensure that visitation is sustainable and does not lose the basis of its appeal. It is important that trails provide true nature-based experiences which are distinct from urban activities.

Consumer interest in ecotourism has sustained strong demand for appropriately located eco-accommodation in the Australian marketplace, particularly those that cater to the luxury market.

Increasing participation in individualised activities

Increasingly busy, time fragmented lifestyles mean that people are becoming more involved in individualised recreational activities (such as walking, jogging, cycling, yoga and gym) rather than traditional, structured sports. Trail activities can generally occur at any time of day, individually or in groups. It is important for governments and planning agencies to be aware of this shift to ensure that reserves, trails and associated infrastructure can sustainably cater for projected increases in demand.

Loss of biodiversity & heritage

Around the world, valuable ecosystems and heritage sites are under pressure from urban expansion, unsustainable tourism practices and agricultural clearing, and the effects of climate change. It is important that trails are planned for in suitable areas and that threats to the loss of biodiversity and heritage are effectively mitigated and managed.

Public critique of parks management

Management of natural areas is increasingly under analysis and in the public eye in areas from commercialisation through to fire and weed management. Building connections and understanding within the community continues to be critical. This includes encouraging local community use and stewardship of parks and reserves and balancing the desires of locals who may wish to be able to visit quiet, undisturbed sites.

Increased intensity and frequency of bushfires

The Australian climate is changing, and warmer and longer fire danger seasons are likely. The SMRC region is likely to become hotter and drier in the future. Rising temperatures and extreme weather events (i.e., bushfires), which are attributed to climate change, impact directly on trail management procedures and safety protocols. It is important that the region's trails are subject to regular risk mitigation measures.

Increasingly high standards & expectations

Today's society places high expectations upon community facilities including recreational infrastructure and there are increasing standards for public safety, risk mitigation and environmental/cultural management measures. Trail managers are required to exercise due diligence relating to trail planning, maintenance and management.

There is increasing pressure to provide high quality trail experiences which meet expectations and are compliant with Australian Standards, manage risk, and protect the natural environment.

Need for long-term strategic planning

The community, businesses and governments are increasingly realising the need for, and value of, long-term strategic planning. Long terms strategies are becoming more common and actions to manage tourism, not just drive growth, are emerging. For example, the Snowy Mountains SAP includes the development of a 40 year Master Plan which allows for big-picture, long-term goals to be developed.

Ageing people are increasingly active

Populations across Australia, and the world, are increasingly ageing. Australians between 60-64 years are a standout group for their elevated participation rates in trail-based activities, particularly bushwalking. Opportunities for recreation and physical activity will need to be diversified and expanded to meet the needs of the growing cohort of older Australians. For example, trails that clearly identify their level of difficulty so that potential users can assess their suitability.

As the 'baby boomer' population retire from the workforce there is potential to engage this generation in activities such as bushwalking and cycling, and also to embrace their skills and experience through volunteer roles associated with the stewardship of trails and natural areas.

Attracting and retaining volunteers

Organisations are finding it increasingly difficult to attract and retain volunteers. This is due to a range of factors such as increasingly busy lifestyles, increasing standards/processes and competing priorities.

Technology advancements

Use of trails is continually diversifying in line with technology advancements. Social technologies have created online communities (e.g. Strava) and fitness tracking technologies (e.g. Fitbit), and users are able to share their experiences in various formats (e.g. YouTube, Instagram, Relive). Technology is allowing people to 'virtually' walk trails across the world and discover new places. For example, the promotion of trail experiences in NSW National Parks utilising the 'Google Trekker' to upload routes onto Google Street View.

Desire to stay connected

In a world of increased connectivity, individuals, communities, governments, and businesses are immersed into the virtual world to a much greater extent than ever before. There is a growing dependence on online services as people explore and connect in virtual spaces. Digital communications, user generated content and imagery will continue to play a larger role in travel planning and decision making. The blur between work and leisure, with working remotely and semi-retirement becoming common, means many visitors need to stay connected to work while they travel.

E-Bikes

Bikes, and the ways people use them, are changing rapidly as technology advances. The latest electric bikes (e-bikes) can generate tremendous power. Sales of e-bikes are increasing every year, and the technology behind them is advancing rapidly. E-bikes make cycling more accessible to riders who may be less experienced and/or physically fit, and increase ride duration for more experienced riders. This is likely to increase rates of participation and trail usage. It is important that trail planning and management is responsive to this change.

Globalisation and localisation

While globalisation is not disappearing, there is also a concurrent shift towards localisation occurring across society - from politics to food and social connections. Many people have adopted a more local way of life and are seeking connectedness and fulfillment in their local area. Communities have become increasingly appreciative of their local natural areas. The rise of localisation has been heightened through the COVID19 pandemic during times of travel restrictions, working from home and social distancing.

People seeking experiences over products, and transformational travel

There is a consumer, societal, demographic and cultural megatrend towards the rising demand for experiences over products and the rising importance of social relationships. Experiences rather than things/products are the key to travel. Stories help create the experience and personalise and customise it, to make a place relevant to each individual. Visitors want to connect with locals, know they are welcome and feel their trip was positive for the community. For example, the strong trends toward 'live like a local' and 'fostering connections'. Visitors are increasingly seeking an experience that encourages personal reflection and change, such as a long-distance hike or long-distance road trip to celebrate a life milestone such as significant birthdays, overcoming illness, or retirement.

Recognising trails as achieving numerous policy objectives

Governments (federal, state and local level) and companies are increasingly utilising recreational trails to achieve various policy objectives, such as to help address a range of issues from childhood obesity through to social inclusion, as well as economic development, tourism and conservation.

Trails can be used a tool to engage wider sectors of the community. Programs involving trail-based activities can stimulate interest in topics such as active lifestyles, protection of natural areas, wider social inclusion. A great example occurring across various sites in Australia is the program operated by the First Hike Project which takes young refugees on weekend hiking and camping to provide connection to their new country. These opportunities should not be looked at in isolation, particularly when objectives of such initiatives can support each other.

04
Trail Standards & Planning
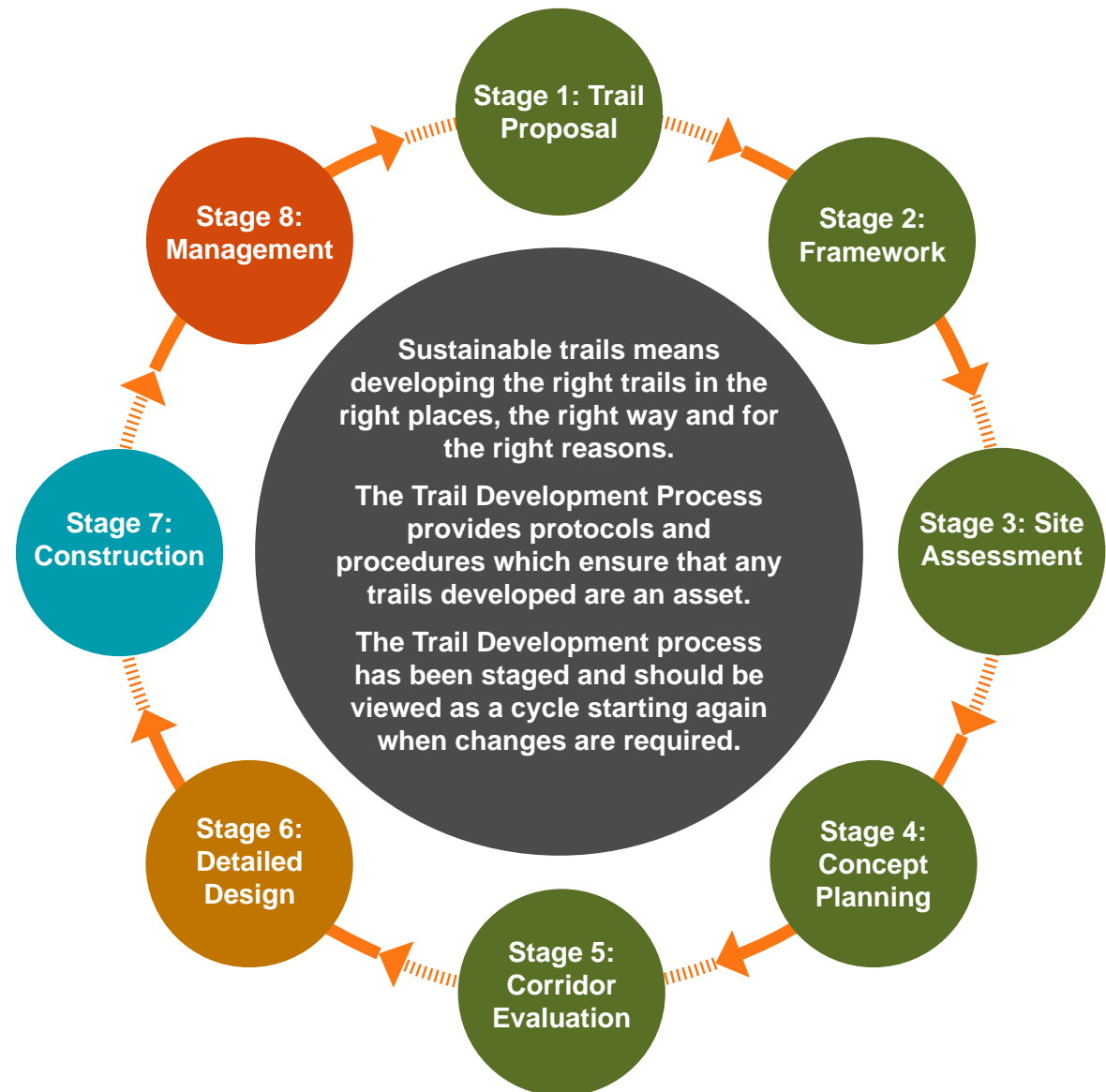
THREDBO VALLEY TRACK, GADEN

The Western Australia Government in 2019, published a *Trails Development Series, Part A to D* comprehensively detailing the trail planning process for all types of recreational trails. It is referenced in many contemporary trail planning guidelines and strategies across Australia.

Trails are like any other asset or facility development and as such, are subject to a formal planning and approval process. A robust trail development process moves trail development away from a purely design and construction approach to a more considered and planned approach. Working within a standardised methodology is especially important for trails with numerous stakeholders and those in high conservation areas. Building rigour into the development process will ensure that project proposals are transformed into professionally built and sustainable assets.

The Trail Development Process encompasses a constant evaluation, review and improvement process as trails are being developed, maintained, extended or renewed.

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Stage 1: Trail Proposal

Stage 2: Framework

Stage 3: Site Assessment

Stage 4: Concept Planning

Stage 5: Corridor Evaluation

Stage 6: Detailed Design

Stage 7: Construction

Stage 8: Management

Sustainable trails means developing the right trails in the right places, the right way and for the right reasons.

The Trail Development Process provides protocols and procedures which ensure that any trails developed are an asset.

The Trail Development process has been staged and should be viewed as a cycle starting again when changes are required.

Source: *Trails Development Series (*WA Government, 2019*)*

Trail Devleopment

The eight stage trail development process and the expected outcomes associated with each stage are outlined in the table below. Trail Development Process recommends engaging expert knowledge at various stages.

	Stage	Outcome		
1	Trail Proposal	The proposed area is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. The purpose of a proposal could be to identify potential suitable areas for consideration.	Desktop	
2	Framework	A project outline, developed by project steering group (stakeholders), including: project objectives, project management model, stakeholder roles, target market, requirements, standards, execution, and ongoing trail management model.	Desktop	
3	Site Assessment	Undertake a broad scale study of the area and identify constraints, soil types, vegetation etc.	Desktop	Field
4	Concept Planning	Identify opportunities and conceptual trail plan including infrastructure requirements produced. Broad trail corridors are physically flagged in the field.	Desktop	Field
5	Corridor Evaluation	Detailed assessment of trail corridors for use in determining the final trail alignment.		Field
6	Detailed Design	Detailed trail design produced and physically flagged in the field, including: trail classifications, technical trail features, construction types and specifications.		Field
7	Construction	Trail is constructed in line with the detailed design.		Field
8	Management	Management plan implemented detailing maintenance and monitoring requirements		Field

Trails Development Series, Part A to D published in 2019 by the Western Australian Government

Trail Hierarchy

A successful regional trails network requires trails of varying levels of significance in order to meet the needs of different user group and market segments. The trails hierarchy provides a guide for the level of infrastructure required for trails to meet the needs of their intended users to ensure that an appropriate standard of facilities is provided.

A trail's level on the hierarchy indicates the partnerships required to successfully manage the trail, the level of promotion likely to be appropriate and the infrastructure which can be expected by users.

As there is currently no state-level Trails Strategy to guide the management of trails in NSW, the trails hierarchy relevant to the SMRC trails network has been adapted from Victoria's Trails Strategy 2014-2024.

Trails can be categorised according to their significance on the hierarchy, as outlined below:

International/National

World-class trail experiences located within the natural and cultural landscapes, with the highest standard of management & promotion. Attract visitors to Australia.

State

Significant trail experiences which represent NSW's varied landscapes, with a high standard of management & promotion. Attract visitors to NSW.

Regional

A major trail or trail network that services a population centre or large regional community, with facilities and services of a standard and appeal that could attract visitors from outside the region.

Local

A trail that services the local community and provides facilities suited to local use. Some local trails may have potential for development to regional status.

Risk Management

AS ISO 31000:2018 Risk Management Guidelines is an International Standard which provides principles and generic guidelines on risk management. This International Standard should be used as the basis for risk assessments relating to recreational trails.

Users of trails are exposed to various risks, many of which can be identified through a risk assessment process. It is important to ensure that a trail, at a minimum, provides for a reasonable standard of safety and that the level of difficulty and skills required to ensure safe use of the trail are clearly communicated.

The level of intervention required will be based on the overall risk level determined and the classification of the track (i.e. Grade 1 - 5 for walking trails) that is desired.

Risk Management is a four-step process involving:

1. Identify hazards
2. Assess risks
3. Control and manage risks
4. Review

Trail Management Plans should be regularly updated and include assessment of risks and identification of appropriate mitigation measures. The following Risk Assessment Matrix can be used to determine the overall risk rating for trail users.

	CONSEQUENCES				
Health & Safety	Fatality or permanent disability or cost of injury more than $100,000	Serious Injury or illness resulting in more than 31 calendar days absence from work or cost of injury between $10,000 and $100,000	Significant injury or illness > 7 days to < 31 calendar days absence from work or cost of injury between $1,000 and $10,000	Moderate injury or illness < 7 calendar days absence from work or cost of injury between $100 and $1,000	Minor injury or illness first aid needed not time lost or cost of injury less than $100.
Corporate Financial Loss	$10 million to $100 million	$1 million to $10 million	$100,000 to $1 million	$12,000 to $100,000	Up to $12,000
Natural Environment	Catastrophic & irreversible environmental damage. Full clean up not possible.	Major but reversible environmental damage. Full clean up extremely difficult and expensive	Significant local impact on or off work site requiring longer term clean up	Moderate environmental impact. Issue affects more than just the worksite. Quick clean up possible	Minor environmental damage. Contained on worksite. Quick clean up possible.
Social/ Cultural/ Heritage		Ongoing serious social issues. Significant damage to structures/sections of cultural significance		Ongoing social issues. Permanent damage to sections of cultural significance	Minor medium term social impacts on local population. Mostly repairable
Community/ Government/ Reputation/ Media		Serious public or media outcry (international coverage)	Significant adverse national/media/ public/Local Government attention	Attention from media and/or heightened concern by local community. Criticism by Local Government	Minor adverse local public or media attention or complaints
Legal	V. Serious breach. Prosecution including class actions and/or potential culpability/ manslaughter implications. Loss of Licence to operate	Major breach of regulation. Major investigation by authority with litigation and/or potential criminal charges or major compensation implications	Significant breach of regulation with investigation or report to authority with possible prosecution and/or significant fine	Minor legal issues, non compliance and breaches of regulation	

		A	B	C	D	E
		Catastrophic /Fatality	**Major/Serious**	**Significant**	**Moderate**	**Minor**
LIKELIHOOD	**A** Almost Certain (at any time)	EXTREME	EXTREME	HIGH	MEDIUM	LOW
	B Very Likely (in most circumstances)	EXTREME	HIGH	HIGH	MEDIUM	LOW
	C Likely (may happen at some time)	HIGH	HIGH	MEDIUM	LOW	LOW
	D Unlikely (could happen)	HIGH	MEDIUM	MEDIUM	LOW	INSIGNIFICANT
	E Very Unlikely (probably wont happen)	MEDIUM	MEDIUM	LOW	INSIGNIFICANT	INSIGNIFICANT

Risks associated with trails in the SMRC region are likely to include:

- Fall heights, cliff edges, falling objects
- Unpotable water
- Bites/stings (e.g. snakes and spiders)
- Trips, slips and falls
- Unstable land formations (e.g. erosion)
- Trail user conflict
- Traffic (e.g. road crossings)
- Impacts on sensitive environments
- Unsafe built elements
- Getting lost in remote environments
- Unpredictable water bodies and tides
- Bushfire, flooding
- Alpine weather conditions (e.g. ice on trails, rapidly changing conditions)

By understanding the potential risks and finding ways to minimise their impacts, trail managers can confidently respond should an incident occur. Key components of risk management are related to ensuring that:

- Users are aware of the risks involved in the trail they choose to use
- The level of risk is kept consistent with that outlined in the trail information
- The trail manager is in a position to adequately and rapidly respond to hazards such as bushfire and flooding.

Ongoing trail and infrastructure maintenance require ongoing allocations of financial and human resources. The costs associated with maintenance will vary depending on track characteristics such as slope, weather, soil types, construction standards and usage patterns.

Trails can also be subject to natural events such as flooding and bushfires which can destroy trail surfaces and infrastructure. Future maintenance costs can be alleviated through effective design and construction of tracks, and proactive management involving a regular maintenance schedules in-line with the trail's classification, which determine the appropriate inspection and maintenance intervals.

Inspections should be undertaken at a frequency in line with the inspection interval for the trail's classification level. For example, Class 1 walking trails require a high duty of care and so inspection intervals of 30 days or less are recommended.

Whereas a Class 4 trail is recommended to be inspected every 6 - 12 months and after major natural events such as floods and fires.

Hazard inspections should include assessments of:

- The condition of the track surface noting erosion or damage, slippery rock or clay sections and obstructions/trip hazards
- The condition of built elements
- Adequacy of signage
- Consideration of overhanging limbs or overgrown vegetation
- Fall heights and trip hazards.

Emergency+ Mobile App

The Emergency+ mobile app is considered the best practice emergency location system across Australia and is endorsed by state and territory governments. To increase the safety of reserve users, it is recommended that trailhead signage advises users to download the (free) Emergency+ mobile app. The app guides users as to when they should call Triple Zero (000) and who to call in different non-emergency situations. It also helps dial the number and shows the phone's GPS coordinates for the caller to read out to the operator. The app is available in numerous languages.

Trail Classification Systems

Trail classification systems provide a consistent framework for land managers across Australia to develop trails that are appropriately designed for the anticipated trail users and to provide appropriate levels of service. These systems are a primary means of informing people about the features of trails and of ensuring appropriate risk management, marketing and promotion.

The classification systems are designed to assist people to make informed decisions on route selection to ensure they match their skill level to the difficulty of the trail.

Trail classification systems for horse riding, bushwalking and mountain bike riding are outlined over the following pages.

Horse Riding Trails

The Horse Trail Difficulty Rating System includes a description of horse trail classifications, as outlined below.

Class	Description
Easy	Most suitable for novices seeking a relatively short distance trail requiring a basic level of skill and horse & rider fitness.
	Most likely to be fire roads or wide single tracks with a gentle grade (not exceeding 10%) and a relatively obstacle free, hardened natural surface.
	Likely to be shared-use.
Intermediate	Most suitable for riders seeking a short to medium distance trail requiring moderate levels of skill/fitness.
	Most likely to be a combination single trail and/or fire road with obstacles, variable surface, and a moderate slope.
	Likely to be shared-use.
Difficult	Suitable for riders seeking a very challenging trail requiring a high level of skill, fitness, and basic navigation skills.
	Most likely to consist of challenging single trail and/or fire road with many obstacles, variable surface, and steep sections. Some trail routes may not be marked at all.
	Likely to be shared-use, however may located in remote areas where encounters with others may be minimal.

Walking Trails

Walking trails are classified according to the *Australian Standard 2156.1-2001 Walking Tracks – Classification and Signage* and are graded on a difficulty scale of 1 to 6.

Class	Description	Track Conditions	Experience Level	Risk Management Recommendation
Class 1	No bushwalking experience required. Flat even surface with no steps or steep sections. Suitable for wheelchair users with assistance. Walks no greater than 5km.	Generally, a broad, hardened surfaced track suitable for wheelchair use. Width: 1200mm or more. Well maintained with minimal intrusions. Grades in line with AS1428. Steps must have alternate ramp.	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	Inspection interval: 30 days or less.
Class 2	No bushwalking experience required. The track is a hardened or compacted surface, may have gentle hill section or sections and occasional steps. Walks no greater than 10km.	Generally, a modified or hardened surface. Width: 900mm or more. Well maintained with minimal intrusions. Generally, no steeper than 1:10. Minimal use of steps.	Users need no previous experience and are expected to exercise normal care regarding their personal safety.	Inspection interval: 90 days or less.
Class 3	Suitable for most ages and fitness levels. Some bushwalking experience recommended. Tracks may have short steep hill sections a rough surface and many steps. Walks up to 20km.	Generally, a modified surface, sections may be hardened. Width: Variable and generally less than 1200mm. Kept mostly clear of intrusions/obstacles. Gradient may exceed 1:10 but generally no steeper than 1:10. Steps may be common.	Users need no bushwalking experience and a minimal level of specialised skills. May encounter natural hazards such as steep slopes unstable surfaces and minor water crossings. Users responsible for their own safety.	Inspection interval: 6 months or less.
Class 4	Bushwalking experience recommended. Tracks may be long, rough, and very steep. Directional signage may be limited.	Generally distinct without major modification to the ground. Encounters with fallen debris and other obstacles are likely.	Users require a moderate level of specialised skills such as navigation skills. May require maps & navigation equipment. Users need to be self-reliant, particularly for first aid/weather hazards.	Inspection interval: 6 to 12 months.
Class 5	Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. Tracks are likely to be very rough, very steep and unmarked. Walks may be more than 20km.	Limited modification to natural surfaces and track alignment may be indistinct in places. Minimal cleaning. Debris along the track.	Users require a high degree of specialised skills, may require maps and navigation equipment. Users need to be self-reliant, particularly for first aid/ weather hazards.	Inspection interval: 6 to 18 months.
Class 6	Very experienced bushwalkers with specialised skills, including navigation and emergency first aid. No defined track.	No modification of the natural environment.	Experience in the outdoors and a high level of specialised skills/equipment required. Need to be self-reliant, particularly for first aid/weather hazards.	Tracks will not be managed for public risk.

Mountain Bike Trails

The International Trail Marking System is used universally on ski fields and has been adapted by the International Mountain Bicycling Association (IMBA) for classifying mountain bike trails. The *Australian Mountain Bike Management Guidelines* (2019) adopted the IMBA system with some additions and further interpretations, as outlined below.

Class		Description
Very Easy		Wide trail, no obstacles. Suitable for beginners.
Easy		Wide trail, some obstacles. Suitable for beginners with off-road bikes.
Easy with Intermediate Sections		Single trail, some obstacles. Suitable for mountain bike riders.
Intermediate		Single trail, obstacles. May include steep sections. Suitable for skilled mountain bike riders.
Intermediate with Difficult Sections		Challenging & variable, some steep climbs/descents, loose surfaces, & unavoidable obstacles. Suitable for competent mountain bike riders.
Difficult		Dangerous & unavoidable obstacles, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders.
Extreme		Dangerous, severe trails & unavoidable obstacles, extreme levels of risk, some sections will be easier to walk. Navigation & personal survival skills are highly desirable. Suitable for experienced mountain bike riders.

E-Bikes on Trails

While traditional bike technology is likely to continue to stabilise, the rapid emergence of the e-bike is likely to have a profound impact on recreation trail use. As technology improves the bikes will become a much more common feature on trails, making cycling activities more accessible to more people. Being able to cycle at higher average speeds, cover longer distances and ride up hills more easily makes e-bikes an attractive option for both commuting and recreation, including mountain bike riding.

Adapting regulations to address the requirements of managing this constantly evolving and increasingly popular technology will be an ongoing challenge for trail managers into the future. State legislation for e-bikes is also likely to evolve over time as usage and management considerations change.

The NSW Roads and Maritime Service's *Vehicle Standards Information (VSI) No. 27* (published in 2014) outlines the differences between mopeds and power-assisted pedal cycles, and the respective registration and licensing requirements for their use on roads or road-related areas in NSW. It also explains the rules for bicycles fitted with petrol and other internal combustion engines.

A power-assisted pedal cycle is a bicycle that:

- Is designed to be propelled solely by human power, and
- Has one or more auxiliary (electric) propulsion motors attached to assist the rider.

This means that it must be possible to propel the bicycle only by the rider pedaling it. The primary driving force should be the rider, and the motor simply provides support, such as when going uphill or cycling into a headwind, or to cycle at a speed they cannot maintain solely by pedaling.

There are two types of power assisted pedal cycles, described as follows:

1. Power-assisted pedal cycle - maximum power output 200 watts.
   The auxiliary motor/s must not be capable of producing a combined maximum power output exceeding 200 watts, whether or not the motor is operating.
2. Power-assisted pedal cycle - maximum power output 250 watts (a 'Pedalec')
   A 'pedalec' is a vehicle complying with the requirements of European Standard EN 15194:2009 or EN 15194:2009+A1:2009: 'Cycles –Electrically power assisted cycles'.

To comply with EN 15194:

- The motor must be electric
- The maximum continuous power output of the motor cannot exceed 250 watts at the wheel
- The rider must pedal to activate the motor
- The motor must cut-off once the vehicle reaches 25 km/h, or sooner if the rider stops pedaling
- The vehicle must be certified by the manufacturer, and labeled as complying with EN 15194.

There is no standard approach to management of e-bikes in natural areas across Australia and many existing trail management policies and signs were established prior to e-bikes being available. For example, signs which prohibit the use of 'motor vehicles', which can be ambiguous.

The NSW National Parks and Wildlife Service (NPWS) considers power-assisted pedal cycles - commonly known as e-bikes or pedelecs - up to the output of 250 watts, to be bicycles for the purpose of riding on management trails in parks. All conditions for cycling and bicycles in wilderness areas and nature reserves also apply to e-bikes.

It is recommended that Council's management of e-bikes aligns with NPWS, allowing e-bikes to ride on trails where bikes are permitted.

Cycling Infrastructure Standards

The design and implementation of bicycle infrastructure is guided by National and State based infrastructure standards. These include:

- *Cycling Aspects of the Australian Roads*
- *Austroads Guide to Traffic Management Part 10: Traffic Control & Communication Devices*
- *Australian Standards AS1742.9*
- *Australian Standards AS2890.3 - Bicycle Parking Facilities*
- *Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths*

This guide describes the types of paths and their location, provides guidance on alignment, width and other geometric path and facility requirements, as well as information on the design of treatments such as path intersections and terminals. The Guide also provides an introduction to roadside design, detailed guidance on roadside safety (e.g. hazard identification, mitigation and treatment) and the use and design of safety barriers.

Paths are provided to meet the transportation and recreational needs of pedestrians and cyclists, and to provide safe and convenient routes and facilities for pedestrians and cyclists. The Guide makes note of the characteristics that contribute to a path network and serve the needs of both pedestrians and cyclists. These include paths that are safe, connected, legible, comfortable, convenient, universal, and pleasant.

Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles

This guide incorporates the agreed national guidelines for provision of road and path facilities for cyclists. The document provides an overview of planning for cyclists in relation to the different levels of government and includes discussions on the role of cycling in transport and integrated land use planning. It details the technical requirements for designing roads and paths for safe and efficient cycling.

The document also covers a wide range of design guidelines for cyclists including:

- The choice of bicycle facilities
- The design of road and road/path intersections
- Traffic control devices
- Pavement design
- Provision for bicycles at structures
- Provisions associated with the construction and maintenance of roads and paths in relation to cycling
- Requirements for bicycle parking and other 'end of trip' facilities.

Cycleway Design Toolbox - Designing for cycling and micromobility

This toolbox provides practitioners with a range of design tools, being a comprehensive suite of best practice designs across a range of typical on - and off-road environments that can be tailored to their specific environment. It can be used to justify the planning, design and delivery of high-quality cycling infrastructure by demonstrating the positive impact on level of service for people cycling.

There are five internationally-recognised design principles that cycling-friendly infrastructure needs to meet:

1. Safe

Ensure that bicycle riders and other road users are provided with safe facilities

2. Connected

Enable bicycle riders to reach their destinations easily via routes that are connected across the network

3. Direct

Provide people cycling with the most direct route

4. Attractive

Deliver safe and attractive surroundings that help to deliver well designed public spaces

5. Comfortable

Ensure that riders of all ages and abilities can ride at a speed they are comfortable

Signage Considerations

Key elements for consideration when developing signage for recreational trails are outlined below.

Adherence to Recognised Standards
Information conveyed will comply with Australian standards, thereby ensuring a high quality and safe experience for all trail users. Key standards include:
- *Walking tracks Part 1: Classification & signage*
- *Walking tracks Part 2: Infrastructure design*
- *Design for access and mobility Part 1: General requirements for access - new building*

Consistency and Uniformity
All signs will conform to accepted standards and will maintain a consistent theme along the entire trail.

Quality Information
Quality on-trail information is provided as well as brochures and mapping. It is important that users are confident in the information provided.

Location
Design and placement of signs is determined with consideration to the user's approach speed, impact on the scenic amenity and ability to be seen without obstruction of vegetation etc.

Visually Attractive and Simple
Signs are visually attractive, easy to comprehend and suitable to the natural surroundings.

Materials
Signs are designed to be resistant to factors such as vandalism and extreme weather events.

Acknowledgment of Country
Best practice trailhead signage includes recognition of Traditional Custodians.

The *NSW Government Plan for Aboriginal Affairs* (2013) promotes the following five principles which can be applied in the development of trail signage content: Opportunity; Choice; Healing; Responsibility; and Empowerment. Trail signage can be a key tool in recognising the importance of healing, truth-telling, storytelling and connection to country.

Accessibility
Inclusion of information about trail features which enables prospective users to make decisions for themselves about access/constraints. E.g. 'Naturally Accessible' is a modern framework that sits on top of the traditional grading system (AS2156.1), empowering people with accessibility constraints to access more natural areas.

Cross-Tenure Trails
Trail users are not always aware of crossing land tenures, and should be provided with a consistent trail experience across land management boundaries. For cross-tenure trails, it is important that land managers collaborate and cooperate to determine the appropriate trail name and trail signage (including content, style and branding).

Trail Naming
Trail names play an important role in facilitating:
- Visitors to identify and understand the nature of the trail
- Management to promote and maintain the trail
- Emergency services to access the trail and identify specific locations.

Trail names are to be determined by the land manager in consultation with key stakeholders (i.e. traditional owners, friends of group). A trail's name should reflect the distinct natural and/or cultural features of the trail.

Types of Trail Signs
There are a range of different types of recreational trail signage. These can be classified into the following:
- Trailhead
- Waymarker
- Directional
- Interpretive
- Management/Warning

Key information and examples of each type of trail sign is provided on the following pages.
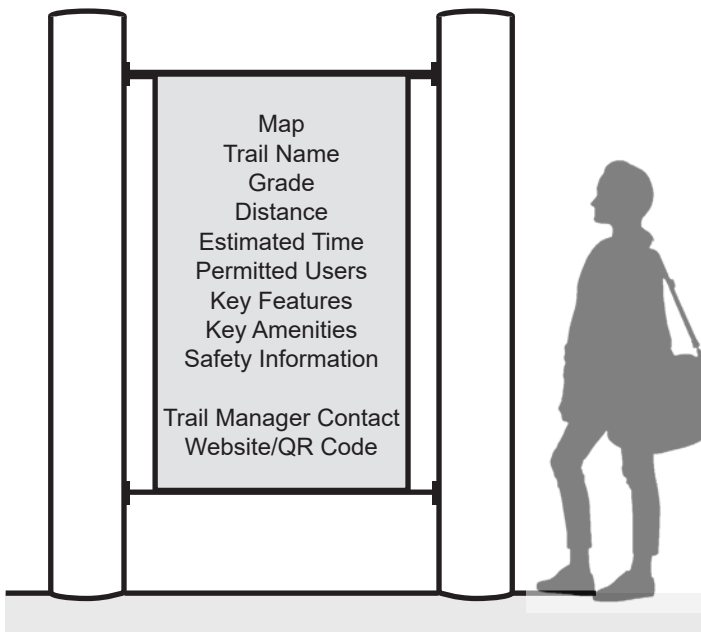
Trailhead Signs

Trailhead signs are important points of reference and provide trail information at locations where users can access a trail, or a network of trails. A primary trailhead sign is located at the primary trailhead, which usually has a significant level of infrastructure such as off-street car parking, amenities and picnic facilities. Secondary trailhead signs provide key trail information at secondary access points.

It is important that trailhead signs are professionally displayed, simple to comprehend and contain key information, as detailed on the illustration below.

Map
Trail Name
Grade
Distance
Estimated Time
Permitted Users
Key Features
Key Amenities
Safety Information

Trail Manager Contact
Website/QR Code

High quality trailhead signs can enhance the trail experience through providing information about features that can be found along the trail, as well as to promote other trails in the region. Many trail users take photographs of the trailhead sign to refer to whilst using the trail, or (where network coverage allows) scan a quick response (QR) code which provides the trail map on a personal phone/device.
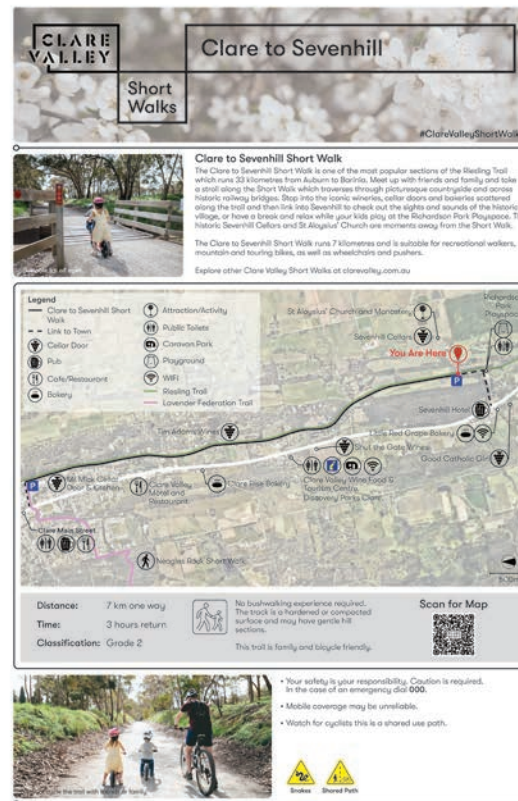
Waymarker

Waymarking signs provide trail users with reassurance that they are following the correct alignment. The amount of waymarking necessary is dependent on the classification of trail.

- Grade 1 & 2 - waymarkers at intersections and at regular intervals along the route
- Grade 3 - limited waymarkers may be used
- Grade 4 - trails: minimal signage for management and directional purposes
- Grade 5 - signage is limited and only for management purposes
- Grade 6 - signage is generally not provided.

Where one section of alignment is used for multiple trails, all trails should be waymarked on the same signpost with corresponding colours or symbols, as shown on the image below.

Directional

Directs users to or from the trailhead and other features, such as a nearby town, road or car park facility. These signs are particularly relevant at intersections where users are required to choose between a number of routes. It is usually appropriate to indicate the distance to/from the identified feature/s. Directional signage from a trail to a town can have positive economic impacts as users are more likely to impulsively visit the town if they are aware of its close proximity.

Interpretive

Interpretation signs conveys educational material about the natural and/or cultural heritage features along a trail. This signage is designed to attract more users to the trail, engage trail users and provide for a well-rounded trail experience. Interpretive information can be provided at a trailhead and at points of interest along a trail.

Management/Warning

Management/warning signs are used to advise trail users of dangers, risks or management policies.

As outlined in AS2156.1, management/warning signs should include a statement of:

• Danger
• Consequence
• Precautionary Actions
• Pictogram

These signs play an important role for both users and trail managers in risk management of a recreational trail.

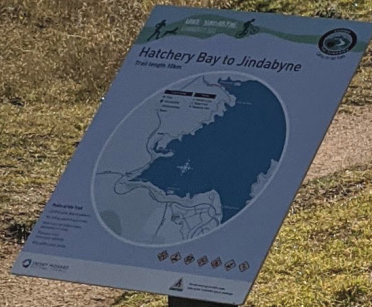Alligator Gorge (SA)

Roley Pools Reserve (WA)

Kings Canyon (NT)

05

Trail Management & Funding

MOUNT GLADSTONE NATURE RESERVE

Key Considerations

There is no one-size-fits-all management and funding model which addresses the ongoing requirements for recreational trails. Each trail or trail network has its own context and stakeholders which need to be considered in determining the opportunities, constraints and most appropriate capital and operational funding sources. For example, the requirements for the proposed development and operation of a major cross-tenure, state-level trail such as the Monaro Rail Trail will differ significantly from the requirements of upgrading an existing, local-level trail such as the Bombala River Walk.

The relevant management and funding model should be determined in 'Stage 2: Framework' of the 8-Stage Trail Development Process and clearly articulated through a Trail Management Plan. These are to be reviewed and updated as new opportunities or constraints arise.

Ongoing management requirements (beyond the trail development phase) are a particularly important consideration to ensure that any trail project which attracts capital investment can also be sustainably maintained with appropriate resources available.

An effective trail management model must:

- Have clear governance and accountability

- Be legally allowed under State and National regulations and legislation

- Support and maintain the visitor experience

- Be supported by funding sources with potential to create self-generated revenue streams to enable investment back into the trail

- Recognise the strengths and expertise offered

- Allocate and define roles and responsibilities.

There are various models which could be applied to trail management, as outlined over the following pages.

Roles and Responsibilities

The roles and responsibilities involved in trail management are to be agreed upon and documented in a Trail Management Plan. The allocation of roles and responsibilities should be formally documented, such as in a Memorandum of Understanding (MoU).

Two of the key roles in trail management are the trail owner and the trail operator. These can be defined as:

- Trail Owner: the entity that owns the physical structure of the trails and is usually the owner or manager of the land the trails are on. The trail owner carries the liability for the health and safety of all trail users.

- Trail Operator: the entity that maintains the trails to the agreed standards of the owner.

Responsibilities involved in trail management include:

- Planning and Coordination
  Trail network planning; consultation and collaboration; policy development.

- Advocacy, Funding and Partnerships
  Advocating for the trail or trail network; partnering with stakeholders; capital investment; revenue generation; funding attraction.

- Trail Development
  Trail planning and design; impact assessment; trail construction.

- Trail Management and Maintenance
  Trail inspections and maintenance; hazard control measures; invasive species management; vegetation management; volunteer attraction/management; trail user compliance; management of funds; legal responsibility/duty of care.

- Information Provision
  Information collation; map creation and updates; brochure design and updates; website design and updates; social media; promotional material approval; brochure distribution; monitoring online information sources.

Sole Agency Trail Management

By default, the manager of the land a trail is located on is the entity responsible for trail management. Many trails are managed solely by the land manager, which is often a local or state government agency, such as SMRC or NPWS. This model places all roles and responsibilities with the land manager. While community groups and members may be consulted regarding management initiatives, they do not take on any responsibility for trail management.

Trail managers are often eligible to apply for external grant funding for capital investments, however, this often does not extend to trail operation and maintenance.

A key disadvantage of this management model is that land managers, such as local governments, often have numerous parcels of land and recreational assets to manage which results in management of the trail being one of many competing priorities for budget allocations and management efforts. This model does not recognise or embrace the opportunities and additional skills and resources which may be available through partnerships.

Trail Management Partnerships

Trail management partnerships can bring many benefits to both trail users and managers, and optimise use of resources available for trail management and maintenance.

Partnerships may involve two or more stakeholder groups, such as the land owner/manager, state and local government agencies, trail user/ stewardship groups, funding providers/sponsors and other interest groups.

Owners and operators are often the same entity, however, they can also be different organisations.

Various partnership approaches are outlined in the Institute of Public Works Engineering Australasia's (IPWEA) Practice Note 10.6 Parks Management - Paths Trails and Tracks (2021), including:

- Volunteer/User Group Support
- Committee of Management
- Memorandum of Understanding (MoU)
- Incorporated Society/Association, Trust or Public Company
- Public-Private Partnership

These approaches are not necessarily mutually exclusive.

Volunteer/User Group Support

Increasingly, trail managers are establishing and/or partnering with community programs, such as volunteer Trail Care groups, to leverage community volunteer support, skills and enthusiasm for trails. Such programs engage with the trail user community and foster a sense of pride and responsibility for the trail network. These organisations often assist with trail user education and reinforce positive trail behaviours.

Through these arrangements, trail managers benefit from hours of volunteer resources which would otherwise need to allocated through budgets, and empowered trail users who take on roles as stewards of the trail/trail network and the surrounding environment.

The establishment of a Trail Care program needs to consider liability and insurance requirements for use of tools and tasks required to be undertaken by volunteers. Management of the volunteer program must be allocated to a member of staff and budgeted for.

In some cases, the development of a Trail Adoption Agreement can help to formalise roles and responsibilities, and empower volunteers to work more autonomously.

Committee of Management

Councils can appoint a committee of local citizens to exercise a function on behalf of Council with respect to a park, reserve, hall or facility or undertaking under the control of the Council, and delegate to the Committee the care, control and management of the work or activity, and the expenditure of such monies as the Council may vote.

In NSW, this is vested through a S355 Committee of Management (under s.355 of the Local Government Act 1993 (NSW)). The powers, duties, functions and delegations of s.355 committees necessary to manage the facility are to be set out in the committee's charter.

Advisory committees are different to Committees of Management, and are established to provide advice and recommendations to Council.

Memorandum of Understanding

Collaborative trail management approaches can be agreed upon and documented through an 'umbrella agreement' known as a Memorandum of Understanding (MoU). This allows for two or more partnership bodies to clearly understand the terms of the agreement, including roles, responsibilities, and processes for income and expenditure.

Incorporated Society/Association, Trust or Public Company

A common partnership model for trail management is for an incorporated society/ association, trust or public company to be established to provide support for management and marketing of the trail.

An incorporated society/association is operated for the benefit of its members in line with its constitution.

A trust operates under the rules of a trust deed, and trustees are appointed. Funds generated are used for the purpose of the trust to be fulfilled. The trust may or may not be charitable.

A public company has appointed directors (some who may receive a directors' fee) and the purpose is to operate in a business-like manner making profits and either re-investing in the trail project or declaring dividends to project investors.

As a separate entity to Council, such organisations may be eligible to access a different range of funding sources, and are usually responsible for their own insurances and finances.

Public Private Partnerships

With this approach, the land manager/s work with the private sector to invest in income generating infrastructure which the private sector then operates, usually under a lease or term contract arrangement. This is a relatively common model used in the operation of recreation facilities (such as private sector management of recreation/ aquatic centres) and is likely to be most effective for trails which offer a significant tourist/business opportunity.

The specific business model for such a partnership would need to be determined in close collaboration between partners to ensure the arrangement will be mutually beneficial.

Business models to be considered for such a partnership may include fee for use/user pays, user subscriptions/annual pass, sponsorships/ contributions from beneficiaries.

Trail Funding Sources

It is important to recognise both the capital investment required for trail development/ upgrade, as well as the ongoing operational costs associated with the trail. Funding for general trail maintenance is often more difficult to source as the outcomes are more difficult to quantify and are not seen as being as 'appealing' to funding bodies as new developments.

Potential sources of revenue for trails include:

- Rates and charges
- State and Federal government grant funding
- Private sector funding
- User fees
- Commercial operator fees
- Sponsorship programs
- Trail event proceeds
- Fundraising/Donations
- Merchandise and information sales

Rates and Charges

Rates and charges are a primary source of revenue for local governments. In NSW, this power is governed by the Local Government Act 1993 (NSW). Trails are often managed with funds allocated from internal budgets, such as those generated through Council rates. This funding can be allocated to resources such as staff positions which undertake trail management and maintenance, as well as to procure required resources such as contractors, volunteers, tools and materials.

Levies are a mechanism for Councils to obtain additional funding for specific projects. As outlined in s.495 of the Local Government Act 1993 (NSW), a council may make a special rate for or towards meeting the cost of any works, services, facilities or activities provided or undertaken, or proposed to be provided or undertaken, by the council. Levying of funds through special rates could be considered for contributions to recreational trails. For example, the funds raised through Ku-Ring-Gai Council's Environmental Levy contributes to the provision of recreational trails. Levying of funds in addition to Council's rates would require comprehensive consideration with respect to legislation and broader implications.

State and Federal Government Grant Funding

State and Federal Governments regularly operate funding programs which can be applied to trail developments. Due to the wide ranging benefits of recreational trails, trail projects may be eligible for funding through programs from different sectors of government. For example, through sport and recreation, health and wellbeing, environmental conservation, cultural heritage, community development or tourism and economic development etc. However, this funding is in most cases only applicable for use in the upfront capital investment for the development and enhancement of trails and associated infrastructure and not ongoing trail management and maintenance.

Private Sector Funding

Commercial and private sector funding is often used by organisations to assist with trail developments and ongoing operations. Opportunities such as facility naming rights and in-kind donations of labour and materials are a potential resource for new developments and upgrades, as well as specific funding programs. For example, the Australian Rail Track Corporation (ARTC) Community Partnerships program, Jetstar's Flying Start Program and Sunsuper's Community Grants Program.

User Fees

Some trails raise revenue by charging a fee for use which contributes to the facility's management and maintenance costs. Various options may be offered to trail users such as one-off passes, seasonal passes/subscriptions, membership fees etc. Fees are also frequently imposed for use of other publicly-owned recreation assets such as swimming pools and recreation centres. User fees are usually only appropriate where an iconic and very high quality experience is offered. For example, user fees are charged through the sale of walker permits for iconic trails such as the Larapinta Trail (Northern Territory) and the Three Capes Track (Tasmania).

Commercial Operator Fees

Commercial operators which provide services associated with recreational trails (e.g. tour companies, equipment hire, shuttle services, food/beverage providers) can be required to pay a fee to the trail manager, often in the form of a permit, licence or rent. This offers the opportunity for the operator's revenue sourced from trail users to contribute towards the ongoing funds required for a quality trail product. For example, Break O'Day Council rent key sites at the trailhead of the St Helen's Mountain Bike Trail Network to businesses which complement the trail network, such as cafes and bike hire.

Sponsorships

Sponsorship programs are an effective way to engage with the local business community, create a profile for the trail network and to raise funds for trail management and maintenance. Local businesses may be willing to contribute to trail networks in their local area if they can see the benefit that this brings their business and broader community.

In return for sponsorship funds, sponsors are promoted and gain recognition in their community. Providing different tiers of sponsorships with capped numbers (e.g. platinum, gold, silver, bronze) allows for exclusivity and supports a higher profile for those contributing larger funds. For example, the Jindabyne Trails Stewardship offers the opportunity for local businesses to become financial partner and/or sponsor specific trail sin the network. Such sponsorships are recognised on prominent signs and online.

Trail Event Proceeds

A portion of proceeds from trail-related events can be allocated towards trail management and maintenance. For example, the Dragon Trail Event in Tasmania helped raise funds for the Break O'Day Trails Collective for management and maintenance of the trail networks.

Fundraising/Donations

Fundraising initiatives such as programs, events, raffles and donation boxes/machines, offer the opportunity for the community to contribute to the management and maintenance of their local trail network. Using technology advancements, such as 'tap and go' EFTPOS machines, QR codes/smart phones, and online apps reduces the administration required. For example TrailForks, a global source of mountain bike trail information, has established a system called 'Trail Karma' which allows trail users to donate directly to their local trail association.

Merchandise and Information Sales

A common revenue source for iconic trails is the sale of trail merchandise (e.g. badges, stickers, hats, post cards, passports/stamps) and trail information (e.g. guidebooks, apps, maps). For example, the Bibbulmun Track Foundation sells merchandise through their website, with proceeds going towards maintaining the track. Items for sale include branded caps, rocktape, snake bite kits, tea towels, keep cups, water bottles, stickers, magnets and guide books.

Trail Funding Sources

A wide range of different management models and funding sources have been implemented for recreational trails across Australia and internationally. The following examples are outlined over the following pages:

- Otago Central Rail Trail Charitable Trust, New Zealand
- The Bibbulmun Track Foundation, Western Australia
- Friends of the Riesling Trail, Clare Valley, South Australia
- Darling Downs Residents Association, Western Australia
- Rotorua Trails Trust, New Zealand
- Queenstown Trails Trust, New Zealand
- Break O'Day Trails Collective, Tasmania
- Dragon Trail Event, Tasmania
- NT Parks Fee Structure, Larapinta Trail, Northern Territory
- Ku-Ring-Gai Council Environmental Levy, New South Wales
- Recreation Trails Officer and Partnership, Sunshine Coast Council, Queensland.

Otago Central Rail Trail Charitable Trust, New Zealand

The Otago Central Rail Trail Charitable Trust was formed in 1944 to help raise funds to develop the Otago Central Rail Trail. The Trust now actively works to help sustain and promote the Rail Trail and aims to facilitate greater public interest and involvement in the work including encouraging the support of local communities along the trail.

The 150km Rail Trail was opened in 2000 and is now supported by a wide range of local accommodation, tour, food, equipment and transport services.

The Otago Central Rail Trail's success in attracting visitors and improving the local economy is attributable to the Trust's development, coordination and promotion of the trail, as well as contributions by the Department of Conservation, and collaboration of more than 70 local businesses.

otagocentralrailtrail.co.nz

The Bibbulmun Track Foundation, Western Australia

The Bibbulmun Track Foundation is an incorporated, not-for-profit organisation established to provide support for the management, maintenance and marketing of the Bibbulmun Track. As an incorporated organisation, the Foundation is managed by a ten person volunteer Board of Management, bound by the Constitution.

Whilst the Western Australian State Government is the managing authority, the Bibbulmun Track Foundation is recognised as the primary focal point for community-based support and involvement, and has primary responsibility for promoting and maintaining the Track through the Newmont Boddington 'Gold Eyes on the Ground' volunteer maintenance program. The partnership, with key roles and responsibilities, is outlined in a Memorandum of Understanding.

bibbulmuntrack.org.au

Friends of the Riesling Trail, Clare Valley, South Australia

The Riesling Trail is managed by the not-for-profit group of volunteers known as the Friends of the Riesling Trail, in collaboration with various stakeholders including Council, State Government and businesses.

The trail was instigated by the Clare Valley Winemakers with funding support from the South Australian Government through the Office for Recreation and Sport, as well as from South Australian Tourism. The mining company BHP donated a significant amount of steel to repair bridges and volunteers donated hundreds of hours to work on the trail.

Various grants have been received over time for development, maintenance and marketing. The South Australian Government regularly contributes to the maintenance costs of the trail.

rieslingtrail.com.au

Darling Downs Residents Association, Western Australia

The Darling Downs Residents Association Incorporated is a not-for-profit volunteer organisation, which is primarily focused on engaging and supporting residents living within the Darling Downs Equestrian Estate, which is about 35km south east from Perth in the Shire of Serpentine Jarrahdale.

The Darling Downs Residents Association takes on the role of initiating, implementing and facilitating appropriate maintenance and developments for the public land within the Equestrian Estate, including the bridle trails. The DRRA and the Shire collaboratively maintain a Strategic Development Plan which is updated annually, and reported on quarterly. Financial support, in line with the Strategic Development Plan, is provided by the Shire.

This partnership is agreed upon through a Memorandum of Understanding which was initiated in 2017 and renewed in 2020.

ddra.org.au

Rotorua Trails Trust, New Zealand

Rotorua Trails Trust works to enhance the value of existing trails in the region by linking them together and improving them, for multi-use where possible. This includes collaborating with various landowners and stakeholders including Councils, Government agencies, recreational and environmental groups.

The Trust develops and manages the multi-use trails network, and seeks funding, sponsorships and contracts to resource this. The Trust is comprised of volunteers, and also hires staff and engages contractors to help manage the trails.

The Trust members are all volunteers who have accepted the challenge of extending and improving the trail network for mountain bike riders, walkers/trampers and horse riders.

rotoruatrailstrust.co.nz

Queenstown Trails Trust, New Zealand

The Queenstown Trails Trust lead the development of Queenstown's trail network which commenced in 2004, in partnership with the Department of Conservation, the Queenstown Lakes District Council, the tourism industry and local cycling and walking groups.

Effective partnerships for planning and management of the trail network have been critical to its success including through:

Building an extensive trail network collaboratively across different land tenures.

Fundraising and income generation through grant funding, investments and events.

Partnerships with the Department of Conservation, local community and recreation groups, landholders and businesses for trail development, experience development and trail maintenance.

Queenstown is now a premier cycling and walking destination with a global reputation noted for its extensive and world-class trail networks.

queenstowntrail.org.nz

Break O'Day Trails Collective, Tasmania

The Break O'Day Trails Collective have worked with Council to seek innovative approaches to financially sustaining the region's trail networks.

The Trail Ambassador Program is the primary revenue source for the trail network and has gained great levels of support. It provides 'exclusive' participation with promotional opportunities for ambassadors.

EFTPOS Donation Machines are located at the point of sale in a range of local businesses which provides an easy and accessible option for community members provide trail donations.

Rental of space at the trailhead to trail-related businesses (e.g. cafes, equipment hire, transport services) has created another revenue stream, which also helps to create high quality and supported trail experiences.

All funds raised through these streams are directly deposited into an account specifically for the Break O'Day Trails Collective for the ongoing maintenance and management of the trail network.

sthelensmtbtrails.com.au

Dragon Trail Event, Tasmania

The inaugural Dragon Trail Event in March 2021 was a three day cross-country event with 300 competitors riding an average of 50km a day through the Tasmanian Wilderness. Trails included those at Blue Derby and Bay of Fires Trails, as well as the Dreaming Pools Trail. The event was run by Geocentric outdoors, who involved local businesses for food, shuttle and accommodation services. Council provided support for approvals, infrastructure and services. All funds raised went directly to the Break O'Day Trails Collective to put towards the ongoing maintenance and development of the trails.

The event brought over $83,000 to the local economy with 90% of competitors staying in St Helens for 2-4 days, around a third staying in Tasmania for more than 14 days, and 80% travelling with 2-4 people. Almost 40% of competitors spent $51-99 per day and100% said they plan to return to St Helens. 96% said they would recommend St Helens to friends and family.

(*Break O'Day Council Annual Report 2020-2021*)

dragontrail.com.au

NT Parks Fee Structure, Larapinta Trail, Northern Territory

The Larapinta Trail, established in 2002, winds 223 kilometres across the Yeperenye (caterpillar) Dreaming country of the Western Arrernte people, tracking the spine of the Chewings and Heavitree ranges through the Tjoritja/Western MacDonnell Ranges National Park. Since it opened, the trail has evolved from a favourite local walk to a world-renowned trek with up to 5000 walkers each year.

In 2021, Northern Territory Parks established a user fee for the iconic Larapinta Trail through sale of walker permits purchased online.

The fee provides much needed revenue to effectively manage the cultural and biodiversity values of the area, and also helps with maintaining infrastructure, servicing the trail (including cleaning of facilities) and providing reliable water supplies.

The trail walking fee starts at $25 for a two-day walk and caps at $125 for 6+ days of walking. Camping fees are paid in addition to the walking fee.

depws.nt.gov.au

Ku-Ring-Gai Council Environmental Levy, New South Wales

Ku-Ring-Gai Council's Environmental Levy is levied at 5% of Council's total rate revenue. It funds around $3 million worth of environmental programs and works every year. The levy has also secured an additional $12 million in grants from other government agencies.

The average residential ratepayer in 2022 pays around $80 as part of their annual rates, while the average business ratepayer pays around $65.

The Environmental Levy delivers a range of environmental works and programs across the key themes of energy, water and catchments, biodiversity, sustainable transport and community recreation, and community engagement and environmental education. This has included the creation of cycle ways, provision of infrastructure for recreational pursuits (such as Jubes Mountain Bike Park) and the construction and maintenance of walking tracks. In 2019, Council was successful in its application for the permanent continuation of the Environmental Levy.

krg.nsw.gov.au

Recreation Trails Officer and Partnership, Sunshine Coast Council, Queensland

Sunshine Coast Council employs a full-time Recreation Trails Officer who focuses on the development and activation of the region's recreational trail network. This role includes a wide range of responsibilities relating to trails such as strategic planning, stakeholder liaison, data collection/research and marketing/promotion.

Council's Recreation Trails Partnership Funding Program provides up to three-year funding towards operational expenses for community organisations whose operations or services contribute to the development, maintenance, and activation of publicly accessible trails and associated nature based recreation infrastructure within the Sunshine Coast, and whose activities are closely aligned to Council's vision for the future. Up to $15,000 per annum is available to support the organisation's contribution to the region's trails.

sunshinecoast.qld.gov.au

06
Consultation

MOUNT GLADSTONE NATURE RESERVE

Consultation Process

The following consultation mechanisms have been used to engage with the wider community and key stakeholders through the development of the SMRC Regional Trails Masterplan.

Stage 3: Consultation:

- Online Community Survey and Mapping Tool (Feb/March 2021)
- Community Trails Workshops (9 - 18 March 2021, in person and via Zoom) in Michelago, Jindabyne, Adaminaby, Bombala & Cooma.
- Key Stakeholder Meetings/Emails.
- A *YourSay Snowy Monaro Regional Council* web page was established in February 2021 as the project's community engagement hub. Information was also provided to stakeholders and the wider community through the distribution of an information flyer and via social media.

Stage 4: Discussion Paper:

- Workshop with SMRC Staff
- Targeted Stakeholder Interviews

Stage 5: Draft Master Plan:

- Public Exhibition of Draft Masterplan (December 2021 - January 2022).

Regional Trails Master Plan
Snowy Monaro | Have Your Say!

We need your local knowledge!

The Regional Trails Master Plan will identify sustainable trail opportunities on Council land which have the greatest potential to create benefits for the community, economy and environment. The success of this project relies on contributions from the community.

PROJECT BACKGROUND
The project aims are to:
- Create a positive & collaborative culture for all users
- Strengthen the perception of the Snowy Mountains region as a destination of choice for mountain biking, cycling, trail running & walking
- Determine the optimal visitor trail experiences & iconic tourism opportunities
- Increase visitation that contributes positively to the local economy
- Enhance the sustainability & liveability for local communities.

A key component of this project is to further explore and assess the feasibility of the Lake Jindabyne Shared Trail.

ONLINE COMMUNITY SURVEY
To contribute to the project, please share your knowledge by completing the online survey.
https://yoursaysnowymonaro.com.au/snowy-monaro-regional-trails-masterplan

The survey will be open until Monday 22 March 2021.

PROJECT PARTNERS

COMMUNITY WORKSHOPS
The Community Workshops will be held in-person at the venues and dates identified below, with an option for attendance via Zoom.
Registration for each workshop is compulsory. Please register at: https://yoursaysnowymonaro.com.au/snowy-monaro-regional-trails-masterplan

Michelago
When: Tuesday 9 March, 5:30 - 7pm
Where: Michelago Memorial Hall, Ryrie St, Michelago

Jindabyne
When: Thursday 11 March, 6 - 7.30pm
Where: Rydges Horizons Summit Room, 10 Kosciuszko Rd, Jindabyne

Adaminaby
When: Tuesday 16 March, 6 - 7.30pm
Where: Memorial Hall, 21 Denison St, Adaminaby

Bombala
When: Wednesday 17 March, 6 - 7.30pm
Where: Bombala Library, 163 Maybe St, Bombala

Cooma
When: Thursday 18 March Cooma, 6 - 7.30pm
Where: Cooma Ex-Services Club, 106 Vale St, Cooma

Please note: If COVID-19 government regulations restrict in-person attendance, all workshops will be held via Zoom only.

Further information
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Online Community Survey

The online community survey received 261 responses. Key findings are outlined below:

Top five Summer trail activities:

1. Walking
2. Mountain Biking
3. Cycling
4. Nature Appreciation
5. Jogging/Trails Running

Top six types of trails used:

1. Walking trails between 4-12km
2. Mountain bike trails - half day rides
3. Off-road cycling trails - short, easy rides suitable for the whole family
4. Walking trails - short walks, less than 4kms
5. Walking trails - day walks between 12-20km
6. Mountain bike trails - full day rides

Since Winter last year people had participated in trail activities on average:

- 25% A few times per month
- 22% A few times per week
- 17% A few times
- 12% Monthly
- 10% Weekly
- 9% Daily
- 5% Never, or less than a few times.

Key motivators for using recreational trails:

- Exercise
- Being in Nature
- Mental Wellbeing
- Socialising / Shared Experiences
- Sense of Achievement

Rating key trail components

Respondents were asked to rate key components associated with trails in the SMRC region. The table below details the rating levels and highlights the two categories which have the highest percentage.

Key Components	Excellent	Good	Neutral	Poor	Very Poor
Signage	5%	31%	35%	22%	7%
Wayfinding	5%	26%	42%	21%	6%
Information provision (maps, brochures, website)	2%	18%	41%	31%	8%
Accessibility	4%	32%	42%	16%	6%
Support facilities (i.e. toilet, shelter, seats)	1%	19%	30%	38%	12%
Car parking	3%	27%	41%	20%	9%
Safety and security	5%	32%	48%	10%	5%
Trail user conduct	12%	46%	33%	6%	3%
Connection between trails, towns and attractions	3%	18%	38%	23%	18%

Lake Jindabyne 'Around the Lake' Trail

Respondents were asked to indicate their levels of support for 3 options of the Lake Jindabyne 'Around the Lake' Trail Experience.

Council have recently made a significant investment into planning for the extension of the Lake Jindabyne Shared Trail. Grant funding has recently been approved for the construction of the Southern Network (shorter route option) connecting Jindabyne through to Kalkite on the East and the Thredbo Valley Track and Creel Bay on the West.

The feasibility is being explored for the provision of a 'Round the Lake' experience. This may incorporate a water taxi between Kalkite and Creel Bay, and/or (over the long-term) a Northern Trail around the northern extend of the lake.

Please indicate your level of support for each of the following options being explored for the Lake Jindabyne Shared Trail:

A) Southern Network: Creel Bay to Kalkite (funding received): Connects with Thredbo Valley Track, Gaden Trout Hatchery, Hatchery Bay, Jindabyne Boat Ramp, Jindabyne, Tyrolean and East Jindabyne.

B) 'Round the Lake' Trail incorporating Southern Network + Northern Trail around all of Lake Jindabyne.

C) 'Round the Lake' Trail incorporating Southern Network + Water Taxi between Kalkite and Creel Bay.

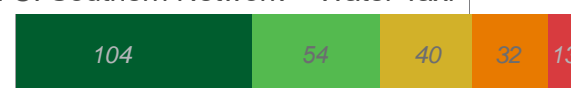Levels of Support   *(n-243)*

- Definitely Supportive
- Somewhat Supportive
- Neutral
- Somewhat Unsupportive
- Definitely Unsupportive
- Do Not Know

Option A: Southern Network

| 170 | 37 | 18 | | |

Option B: Southern Network + Northern Trail

| 146 | 41 | 25 | 16 | 11 |

Option C: Southern Network + Water Taxi

| 104 | 54 | 40 | 32 | 13 |

0   20%   40%   60%   80%   100%

Responses on this topic are detailed further in Vol II: Lake Jindabyne 'Around the Lake' Trail Experience Feasibility Study.

Trail Importance

The following percentage of respondents nominated that they definitely agree with the following question:

- Recreational trails are important to facilitate healthy, active lifestyles (93%)
- Recreational trails are important component of the region's economy (89.4%)
- Recreational trails are important to facilitate environmental awareness (64.2%)
- I feel safe when using trails provided by Council (38.2%)
- Trails provided by Council are generally good condition (21.7%)
- Trails are accessible and welcoming to visitors, and people who are new to trail activities (15.9%)
- There is a good balance of trails provided for a variety of trail activities (13.5%)
- Signage is sufficient to meet the needs of recreational trail users (9%)
- Trails across the region are generally well promoted (8.9%)
- Trails across the Snowy Monaro Regional Council Area are generally well connected (4.8%).

Positive Feedback

Key words/phrases depicting the positive sentiment around trails provided by SMRC included:

- Natural Beauty, Spectacular
- Great Scenery, Terrain
- Variety, Diversity
- Accessible, Shared
- Clean, Well Maintained
- Jindabyne Trail Stewardship do a great job of building and maintaining trails

Key Trail Issues

The key issues raised relating to trails provided by SMRC were:

- Lack of facilities (i.e. toilets, water, bins, shelter, car parking)
- Lack of maintenance (i.e. trail degradation, infrastructure, vegetation encroachment etc)
- Lack of information (i.e. signage, online content, maps)
- Trails not meeting Australian Standards (i.e. shared use paths too narrow)
- Trail user conduct (i.e. conflict, trail etiquette)
- Focus on mountain bike trails to the detriment of other users.

Future Trail Experiences

The question asking 'what type of trail experiences would you like to see in the SMRC region in the future?' was dominated by responses relating to support for the concept of developing the Monaro Rail Trail (MRT).

Many comments centered around the stimulation of the regional area/towns and the tourism, health and economic benefits associated with the MRT.

The following other suggestions were also raised:

- Off road linkages (e.g. Cooma to Murrumbidgee River Reserve)
- Road cycling route improvements (e.g. safety, linkages, sealing roads)
- Formalised horse riding trails
- New mountain bike trails (e.g. Cooma, Tyrolean, West Jindabyne, Bombala, flow, jump, dedicated single track)
- Overnight trails (i.e. hikes/run/ride)
- Around the Lake (e.g. easy option for families, backcountry rides with campsites)
- Improved maps, brochures, signage.
- Trails for;
  - Adaptive use/universal access
  - Nature appreciation
  - Walkers (without bikes)
  - Trail runners (i.e. events such as 100km & 160kms)

Detailed below are a selection of comments that were included in this section of the survey:

"Build the rail trail and visitors will come. Just look at Thredbo over the last summer it was busier than the winter ski season".

"The Monaro Rail Trail should be completed to help strengthen tourist attractions in the area. Plus, many locals are excited at the prospect of the MRT as there is a large number of people interested in cycling and supporting the project".

"The rail trail would bring tourism dollars into the small communities on the Monaro".

"Build the trails and people will come!"

"Keep them natural. Keep them challenging"

"Do not ignore other parts of the area. Jindabyne should not be the sole focus".

Community Workshops

Community workshops were held in Michelago, Jindabyne, Adaminaby, Bombala and Cooma. The overall points for discussion where wide ranging and covered topic areas such as:

Tourism
- Ambition of year round tourism and events
- Snowy Monaro's unique environment
- Cultural appreciation (i.e. arts, Indigenous and European history, heritage trails)
- Eco Tourism

Information Provision/Infrastructure
- Trail signage and infrastructure differ significantly in quality and standard
- Increasing user generated content (i.e. online)
- Dated printed and promotional material

Walking
- Varying maintenance levels of existing trails
- Unauthorised MTB riding in reserves or on traditionally walker/runner only trails
- Improvements in trail linkages/connections

Road Cycling
- Road width issues (improve delineation)
- Lack of specific bike paths, concrete paths
- E-bikes (i.e. charging stations, ability to travel longer distance, new commuter standards)
- Safety (e.g. good example Bright, VIC)

Mountain Biking
- Enhancement of existing networks
- Proposed trails
- Sustainability

Trail Running
- Importance of connections/linkages
- Trail conflict (i.e. Mt Gladstone)

Trail User Conflict
- Shared trails can result in conflict (horse, walk, run, cycle, MTB)

Gravel bikes
- Utilise exiting trails or vehicle access tracks

Horse Riding
- Little awareness of existing trails
- Very few outside National Parks (NP)
- Difficult access into areas of NP (Pinch, Tom Groggin) to access Bicentennial Trail
- More information required (i.e. maps)
- Require suitable access points for towing and parking horse float

Connection/Access
- Monaro Rail Trail (connection with Canberra, link for villages and region)
- Stock Route links (biosecurity concerns)
- Trail network connections for all disciplines
- All ability

Maintenance
- Who is responsible
- Dollars required
- Volume (i.e. how many trails can we maintain?)
- Risk management
- Trail Stewardship (strategy required around Council employing trail maintainers & funding for stewardship)
- Governance models

Round the Lake
- Iconic/ Epic status
- Cost (i.e. development, maintenance, liability)
- Logistics (i.e. emergency services access points, large rivers, working Snowy Hydro infrastructure, toilets, water etc)
- Land ownership (Snowy Hydro, NP, Private)
- Economic growth (i.e. Kalkite growth v losing 'village feel')
- Who would use it? (i.e. horse riders, runners, MTB, walkers, e-bikes and multi-directional)
- Accommodation (i.e. cost v return, NP quota)
- Ferry

Other
- Vancouver has the world's longest uninterrupted waterfront path. We could set a goal to be the best 'hero tourism experience'
- SMRC Regional Trails Master Plan to be a 'live' document

The key topics discussed in each workshop were:

Michelago (9 March 2021, 3 attendees)
- Pros and cons of Monaro Rail Trail
- Michelago Master Plan and future developments.

Jindabyne (11 March 2021, 50+ attendees)
Need for strategic planning of trails
- Who will maintain all of the trails?
- Trails = Tourism = Economic Benefit
- Pros and cons of 'Around the Lake', Foreshore vs Back country vs Water Taxi
- Community support for Jindabyne Trails Stewardship
- Desire for walking tracks for nature appreciation
- Trail user conflict
- Contemplative and peaceful walking opportunities with a connection to nature
- Integration of Aboriginal culture
- Governance roles and models
- Road cycling routes - pinch points requiring address
- Limited formal off-road horse riding trails
- Need for reliable trail information
- Potential impact of trail maintenance costs on Council rates.

Adaminaby (16 March 2021, 10 attendees)
- Widespread support for Lake Eucumbene Shared Trail concept
- Adaminaby Heritage Trail - popular attractions, quality experience
- Desire for diversified local economy
- Opportunity to embrace growth in off-road cycling user markets
- Scenic and interesting locations to showcase surrounding Adaminaby and Lake Eucumbene
- Impacts on Adaminaby from Snowy 2.0
- Concerns with equity of public investment across the Council region.

Bombala (17 March 2021, 11 attendees)
- Widespread support for the Monaro Rail Trail
- Desire for formalised mountain bike trails in Bombala (Endeavour Reserve).
- Desire to provide more outdoor and recreational offerings for local youth in Bombala
- Bundian Way concept - opportunities and challenges
- Scenic and interesting locations to showcase surrounding Bombala
- Linking key locations
- Promoting and maintaining the River Walk.

Cooma (18 March 2021, 50+ attendees)
- Widespread support for the Monaro Rail Trail
- Mountain bike rider appreciation for quality trails at Mt Gladstone Reserve
- Trail user conflict at many locations, particularly North Ridge Reserve and Mt Gladstone Reserve
- Horse riding occurring on fire tracks at Mt Gladstone Reserve
- Need for balance of recreation and conservation i nature reserves
- Desire for off-road loop trails (for leisure bike riders/fitness)
- Pros and cons of trail linking Lions Park to Murrumbidgee Reserve.
- Widespread use of mountain bikes in nature reserves
- Desire to expand the formalised mountain bike network across Cooma (in line with Draft Cooma MTB Masterplan (Dirt Art 2017)).
- Need for strategic planning to preserve existing strategic links (e.g. unmade road reserves, stock routes) through residential development areas for trails (particularly horse riding trails)
- Trails = Tourism = Economic Benefit
- Concerns with equity of public investment across the Council region.

07
Trails Audit

MILL CREEK TRAIL, JINDABYNE

Audit Process

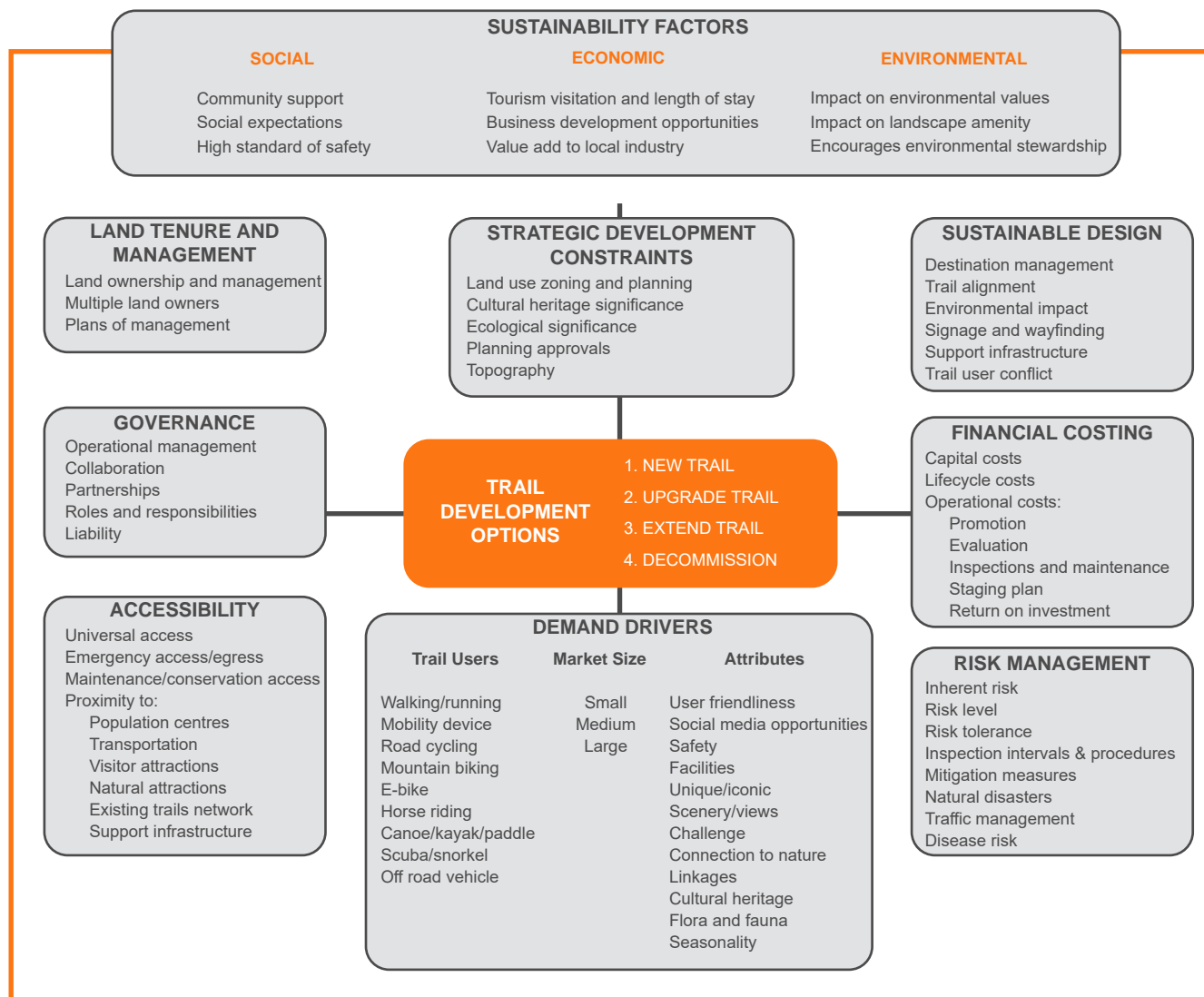### Inventories of Trails and Potential Opportunities

In order to strategically plan for the region's recreational trail network, it is important to have a comprehensive understanding of the trail experiences currently offered across Council's estate, and potential future opportunities. These were collated and formed the basis of the site visit itinerary and community consultation.

The inventories were informed by online trail information, Visitor Information Centre resources, community/stakeholder consultation and review of background documents.

The inventory of existing trails and the inventory of potential future trail opportunities are outlined over the following pages.

On-ground Trail Audits

The on-ground trail audits were undertaken over a two-week period in March 2021. Spatial information was collected to allow for mapping and desktop interpretation of findings. The trail assessment process incorporated consideration of the components of the Trail Planning and Assessment Model (T-PAM), shown to the right.

TRAIL PLANNING AND ASSESSMENT MODEL

SUSTAINABILITY FACTORS

SOCIAL	**ECONOMIC**	**ENVIRONMENTAL**
Community support	Tourism visitation and length of stay	Impact on environmental values
Social expectations	Business development opportunities	Impact on landscape amenity
High standard of safety	Value add to local industry	Encourages environmental stewardship

LAND TENURE AND MANAGEMENT
Land ownership and management
Multiple land owners
Plans of management

STRATEGIC DEVELOPMENT CONSTRAINTS
Land use zoning and planning
Cultural heritage significance
Ecological significance
Planning approvals
Topography

SUSTAINABLE DESIGN
Destination management
Trail alignment
Environmental impact
Signage and wayfinding
Support infrastructure
Trail user conflict

GOVERNANCE
Operational management
Collaboration
Partnerships
Roles and responsibilities
Liability

TRAIL DEVELOPMENT OPTIONS
1. NEW TRAIL
2. UPGRADE TRAIL
3. EXTEND TRAIL
4. DECOMMISSION

FINANCIAL COSTING
Capital costs
Lifecycle costs
Operational costs:
    Promotion
    Evaluation
    Inspections and maintenance
    Staging plan
    Return on investment

ACCESSIBILITY
Universal access
Emergency access/egress
Maintenance/conservation access
Proximity to:
    Population centres
    Transportation
    Visitor attractions
    Natural attractions
    Existing trails network
    Support infrastructure

DEMAND DRIVERS

Trail Users	**Market Size**	**Attributes**
Walking/running	Small	User friendliness
Mobility device	Medium	Social media opportunities
Road cycling	Large	Safety
Mountain biking		Facilities
E-bike		Unique/iconic
Horse riding		Scenery/views
Canoe/kayak/paddle		Challenge
Scuba/snorkel		Connection to nature
Off road vehicle		Linkages
		Cultural heritage
		Flora and fauna
		Seasonality

RISK MANAGEMENT
Inherent risk
Risk level
Risk tolerance
Inspection intervals & procedures
Mitigation measures
Natural disasters
Traffic management
Disease risk

Inventory of Existing SMRC Trails

| Area	Map Ref	Trail	Hierarchy	Key User Type/s
Cross Regional	1	Bicentennial National Trail*	National	Horse, Mountain bike
Cooma and surrounds	2	Mount Gladstone Trail Network	Regional	Mountain bike, Walk, Run, Horse
	3	North Ridge Trail Network	Local	Walk, Run, Mountain bike
	4	Lambie Bush Reserve Trails*	Local	Walk, Run
	5	Lambie Town Walk	Regional	Walk
	6	Lambie Gorge Walking Track*	Regional	Walk
	7	Lions Park Fitness Loop	Local	Walk, Run
	8	Cooma Road Cycling Routes	Local	Cycle
	9	Cooma Creek Path	Local	Walk, Run, Cycle
Berridale	10	Berridale Creek Walk	Local	Walk, Run
Jindabyne and surrounds	11	Lake Jindabyne Shared Trail	State	Walk, Run, Cycle
	12	Tyrolean/Mill Creek Trail Network	Regional	Mountain bike, Run, Walk
	13	Ridgeline Trail	Local	Mountain bike, Walk, Run
	14	Jindabyne Road Cycling Routes	Regional	Road Cycling
Adaminaby	15	Adaminaby Heritage Trail	Local	Walk
Nimmitabel	16	Nimmitabel Heritage Walk	Local	Walk
Bombala and surrounds	17	Endeavour Reserve Trail Network	Local	Walk, Mountain bike (informal)
	18	Platypus Reserve Trails	Regional	Walk
	19	Bombala River Walk	Local	Walk, Run
	20	Cathcart History Walk	Local	Walk
Delegate and surrounds	21	Federation River Walk	Local	Walk, Run
	22	Platypus Walk	Local	Walk
Dalgety	23	Dalgety Historic Town and River Walk	Local	Walk

*not owned or managed by SMRC.
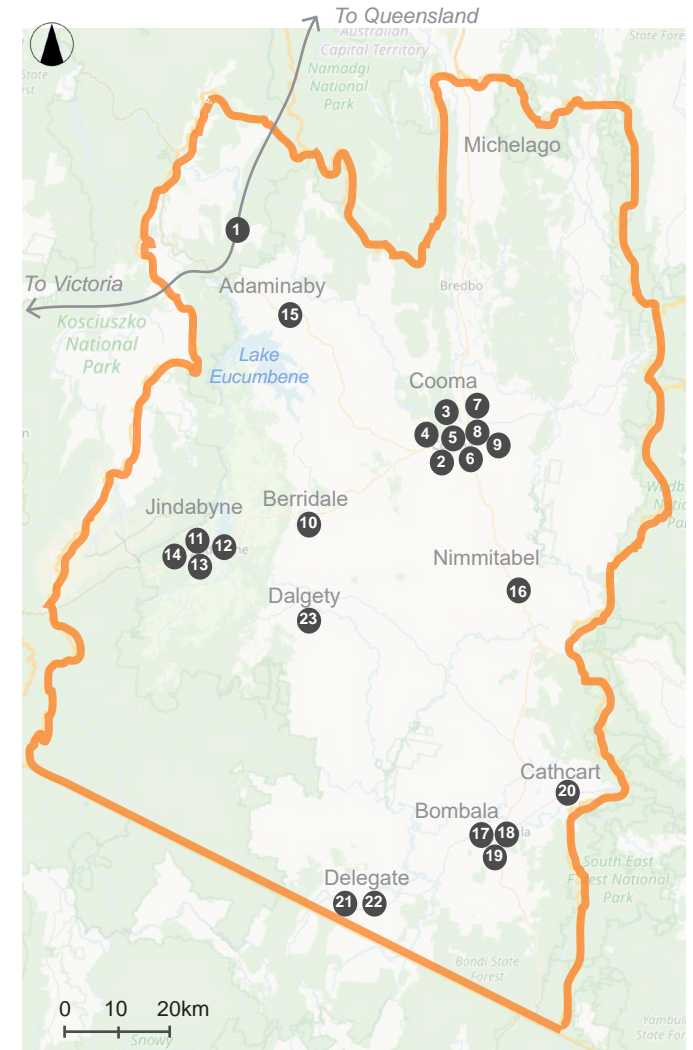
Potential Future Trail Opportunities

| Area	Map Ref	Trail	Proposed Hierarchy	Anticipated Key User Type/s
Cross Regional	1	Monaro Rail Trail	National	Walk, Run, Cycle, Horse
	2	Bundian Way	N/a	Walk
	3	Equine Trail Network	State	Horse
Cooma and surrounds	4	Murrumbidgee Reserve Trail	Local	Walk, Run, Cycle
	5	Nanny Goat Hill	Local	Walk
Berridale	6	Berridale Mountain Bike Trail Network	Local	Mountain bike
Jindabyne and surrounds	7	West Jindabyne Mountain Bike and Adventure Park	National	Mountain bike, Walk, Run
	8	Lake Jindabyne Loop	State	Walk, Run, Cycle
	9	Cobbin Creek Loop Walk	Regional	Walk, Run
Adaminaby and surrounds	10	Lake Eucumbene Trail	Regional	Walk, Run, Mountain bike
Canberra Corridor (Michelago/Bredbo)	11	Bredbo River Trail	Local	Walk, Run, Mountain bike
	12	Michelago Creek Loop Trail	Local	Walk, Run, Mountain bike
Lake Williams Trail	13	Lake Williams Trail	Local	Walk
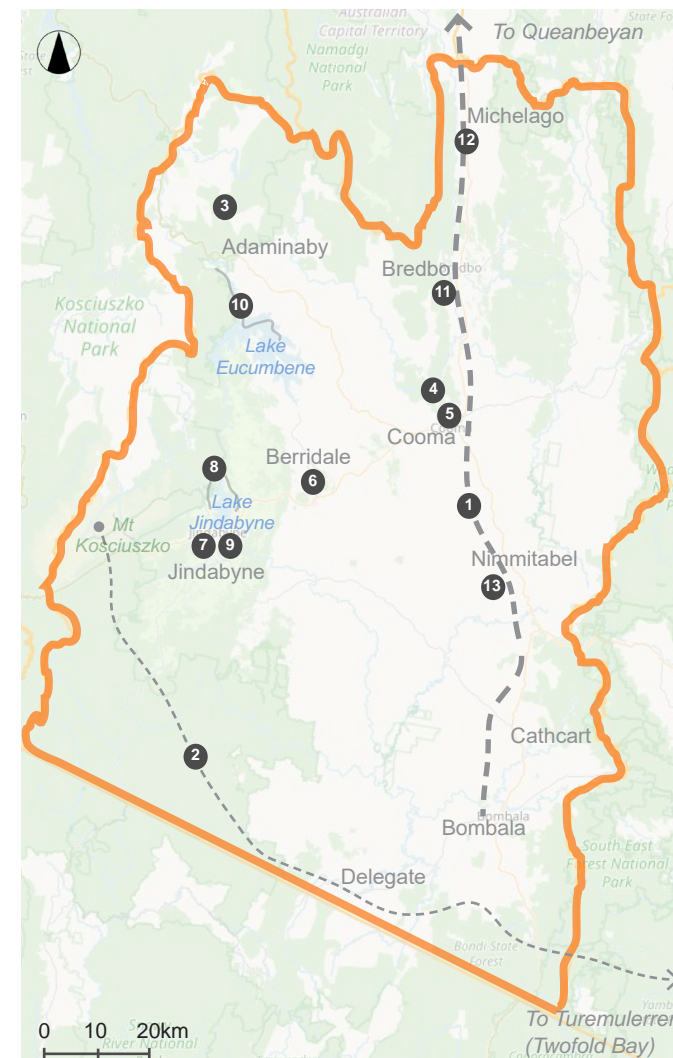
NPWS Estate and State Forests

Within the Snowy Monaro Regional Council area there are significant areas of NPWS estate and State Forests, as shown on the map to the right.

While trails which are not on Council land are not the focus of the Recreational Trails Masterplan, they have been considered for their strategic linkages and visitor offerings.

The two areas which are noted to provide trails which significantly contribute to the region's recreational trail network are Kosciuszko National Park and Bondi State Forest.

Kosciuszko National Park is Australia's largest and national parks and provides a range of recreational trail experiences, as outlined on the following page.

Bondi State Forest has a series of off road cycling trails which start and finish at the Bondi Forest Lodge.
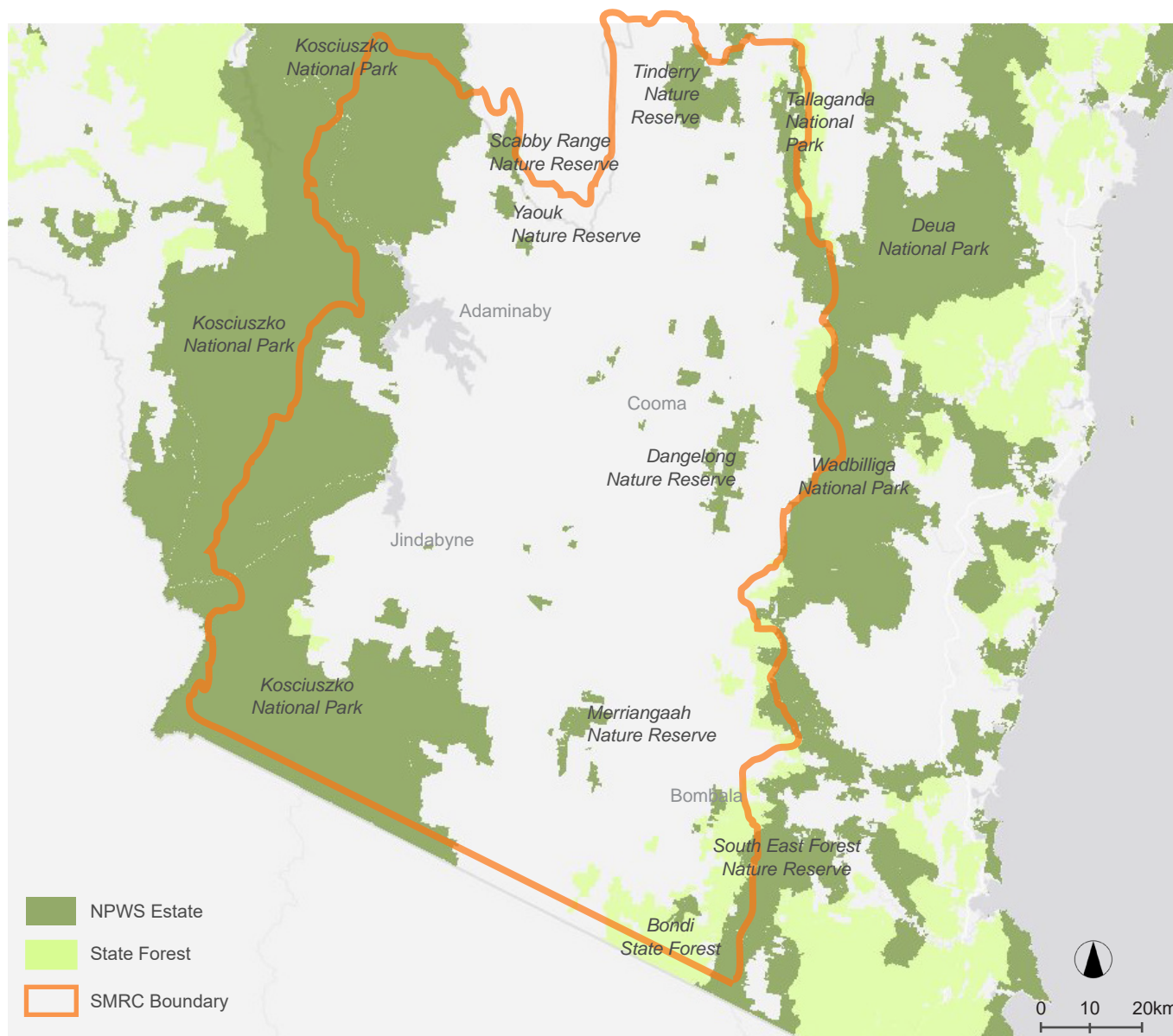
Trail Experiences in Kosciuszko National Park

Kosciuszko National Park is one of Australia's most iconic national parks and provides significant natural areas for conservation and recreation. Jindabyne is a key service town for Kosciuszko National Park, particularly for the Thredbo and Perisher areas.

The Park is known for winter snow activities, and has a growing reputation for summer tourism. It is home to the iconic Thredbo Mountain Bike Park which provides for gravity and cross-country mountain bike riding. The Thredbo Valley Track provides a key connection between the National Park and Jindabyne. NPWS promotes road cycling on sealed roads and off-road cycling on management tracks. Horse riding is known as an iconic way to discover the breathtaking beauty of the Park's legendary high country. There are 19 featured walking trails in the Thredbo-Perisher area (refer map to the right). This includes the Mt Kosciuszko Summit Trail, Main Range Walk and part of the iconic Australian Alps Walking Track.

Visitor experiences in Kosciuszko National Park are subject to planning through the Snowy Mountains SAP. This details the 40 year vision for the area, with a focus on a sustainable year-round economy. This includes proposals for new trails, such as the Snowy Valley Walk and the completion of the Snowies Iconic Walk.

Proposals for future trail developments must align to the Park's Plan of Management and be subject to NPWS' formal planning processes.

Further information on featured walking trails: https://www.nationalparks.nsw.gov.au.

08
Vision and Principles

LAKE JINDABYNE

Planning Pyramid

A common vision for trails across the Snowy Monaro Regional Trails Strategy provides a goal for the Councils, trail organisations and the wider community to coordinate initiatives towards.

As illustrated below, the vision facilitates the development of associated strategic outcomes, which in turn provide the framework for the development of Strategies (specific approaches to achieve the strategic outcomes and fulfill the vision).

Individual actions are then identified to deliver on each of the strategies and address the relevant issues and opportunities identified through research, on-ground audits and consultation.

Utilising this approach produces a clear and actionable implementation plan toward the achievement of the overall vision.

SMRC Regional Trail Network Vision

The Vision for the Snowy Monaro Regional Trails Network has been established to reflect the aspirations of the region's community. The Vision is:

A regional network of recreational trails that encourages the discovery of the natural wonders and outdoor adventures of the Snowy Monaro region, contributing to connected communities with healthy lifestyles, thriving year-round economies and protected environments.

The vision is illustrated and described on the following page.

Current Environment

Vision

Where we are now → → *Where we want to be*

Vision

Strategic Outcomes

Strategies

Actions

Trail Network Vision Map

In 2032, it is envisioned that the SMRC Regional Trails Network will play a major role in the discovery of the region's natural wonders. The connected and cohesive network of trails will offer various levels of adventure, for a wide range of trail users.
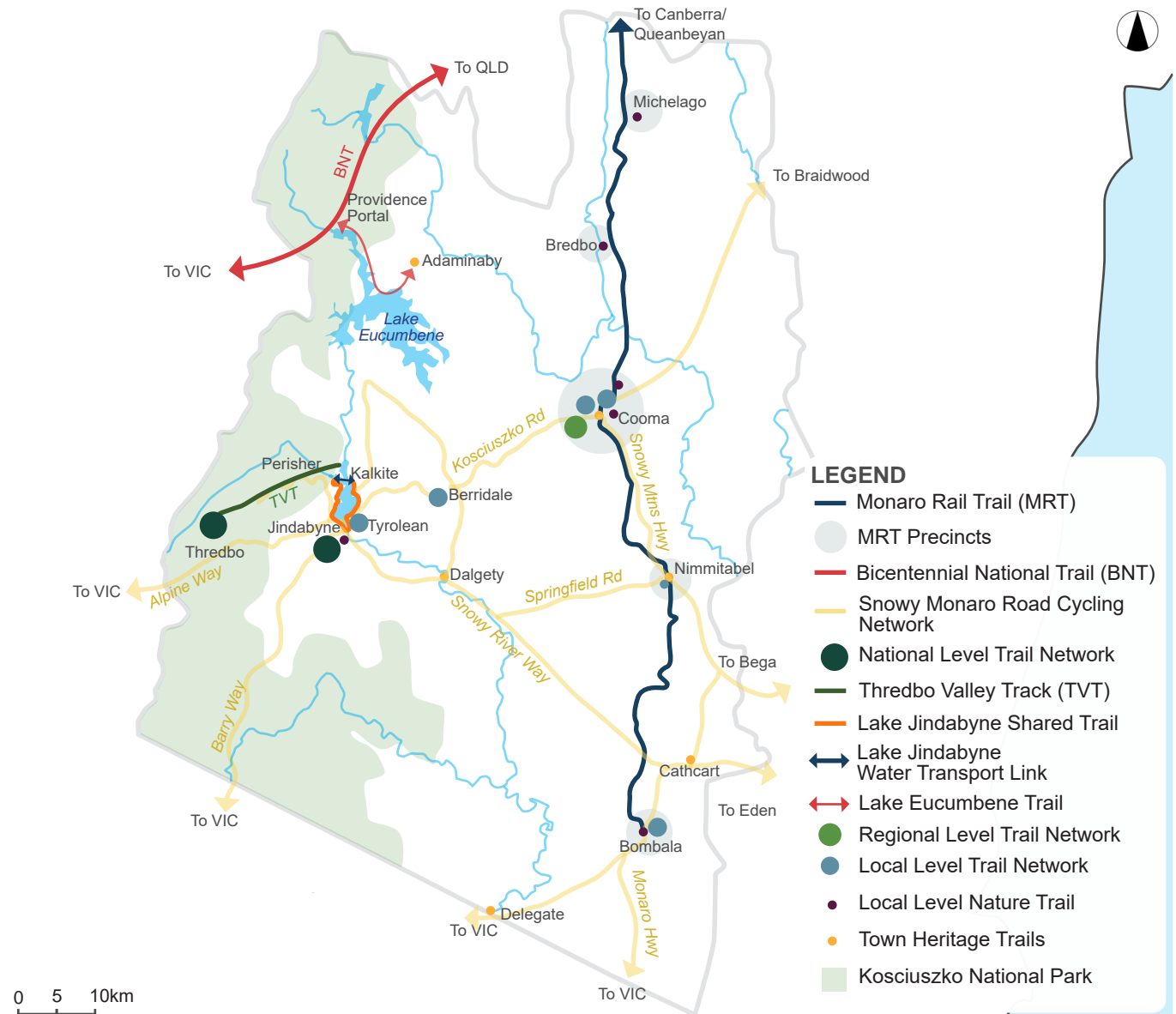
As Australia's premier alpine region, the Snowy Mountains will be known as a four seasons visitor destination. The region will be renowned for offering high quality, nature-based experiences from the mountains to the plains. SMRC's Regional Trail Network will complement the spectacular assets associated with Kosciuszko National Park.

The national level West Jindabyne Adventure and Mountain Bike Park, Thredbo Valley Track, Snowy Monaro Road Cycling Network and Bicentennial National Trail will draw users from across Australia for these iconic experiences.

Australia's longest rail trail (the MRT), will provide a spectacular trail experience, connecting the towns of the Monaro and highlighting their authentic character.

State and local level trails across the region will provide visitors and residents the opportunity to discover high quality experiences showcasing the region's outdoor adventure offerings and appreciation of the exceptional environmental values and rich heritage.

Trails will be deeply embedded into the thriving and resilient, year-round Snowy Monaro regional economy.

LEGEND

— Monaro Rail Trail (MRT)
⬤ MRT Precincts
— Bicentennial National Trail (BNT)
— Snowy Monaro Road Cycling Network
⬤ National Level Trail Network
— Thredbo Valley Track (TVT)
— Lake Jindabyne Shared Trail
↔ Lake Jindabyne Water Transport Link
↔ Lake Eucumbene Trail
⬤ Regional Level Trail Network
⬤ Local Level Trail Network
⬤ Local Level Nature Trail
⬤ Town Heritage Trails
Kosciuszko National Park

Strategic Outcomes

The Snowy Monaro Regional Trails Strategy aims to achieve the following strategic outcomes:
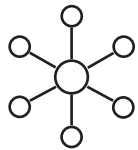
Strategic Outcome A: Integrated Planning & Management

Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.

Strategic Outcome B: Quality, Safe, and Sustainable Network of Existing Trails

Existing trails are enhanced to provide high quality, safe, and sustainable opportunities for residents and visitors with a range of interests and abilities.

Strategic Outcome D: Information and Marketing

Consistent and reliable trail information encourages recreational trail users to confidently, safely and sustainably explore the region's natural areas.

Strategic Outcome C: Sustainable, Responsible and Relevant Trail Developments

New trail developments are strategic, well-considered, responsive to community need and considerate of key stakeholders.

Strategic Outcome E: Community, Tourism & Economic Development

Trails contribute significantly to the region's community, tourism and economic development.

Principles

The following principles have been developed to guide the planning and management of trails across the Snowy Monaro Region. These principles underpin strategic outcomes, and the strategies and actions which are detailed in the Action Plan.
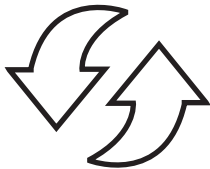
Sustainable

Trails that are planned, managed and maintained to be socially, economically, and environmentally sustainable, and have sustainable financial resources to ensure this.
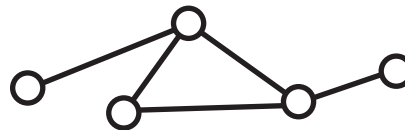
Quality and Iconic

A regional trail network offering high quality and iconic trail experiences which are unique to the Snowy Monaro region.

Diverse

Trail experiences that offer opportunities accessible to a diverse range of people and showcase the region's variety of attractions, landscapes and heritage.

Collaborative

Effectively managed and resourced network of trails where roles and responsibilities are clearly articulated and facilitated by effective partnerships.

Connected

A regional trail network which provides connections within and between key towns and features across the Snowy Monaro region.
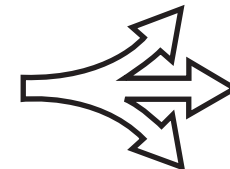
Safe and Enjoyable

Trails that are safe and manage risk while maintaining the opportunity for users to undertake challenging experiences in nature.

09
Action Plan

TYROLEON/MILL CREEK TRAIL NETWORK

Prioritisation

Strategies have been prioritised as 'High', 'Medium', or 'Low', based on:

- Benefit
  Overall benefit to the region and community (social, environmental, economic).

- Need/Demand
  Field observation, requirement to mitigate existing levels of risk, consultation findings.

- Strategic Context
  Contribution to broader objectives, alignment with state and regional planning initiatives.

- Feasibility
  Project size, resource requirements/cost, social, economic or environmental constraints, likelihood of successful implementation.

- Location
  Proximity to residential populations, proximity to existing trails networks, identified gaps in current provision, connectivity, proximity to significant visitor/tourist attractions.

It is anticipated that implementation of many actions will include further consultation with stakeholders and the wider community. Levels of community interest for a project should further inform prioritisation. A potential project that generates a high level of community support and is considered to be relatively easy to implement at reasonable cost should be prioritised above a project which requires substantial funding, has significant constraints and/or limited public interest.

Indicative Timeframes

Actions have been identified with indicative timeframes acknowledging that it is not feasible to deliver all of the identified actions at the same time.

Timeframes are indicated as follows:

- Short: 2021/22 - 2023/2024
- Medium: 2024/25 - 2027/28
- Long: 2028/29 – 2030/31
- Ongoing

These timeframes should be reviewed periodically acknowledging that the schedule of implementation will be influenced by funding priorities. The Snowy Monaro Regional Trails Strategy should be comprehensively reviewed and updated in 2030/31.

Major projects, such as those requiring initial feasibility studies, design development and/or cross-agency collaboration will likely take multiple years and will require a staged approach. Some actions will be reliant on the successful completion of other actions.

Cost Estimates

An estimate of the resources required to implement each action has been identified to inform Council with its budget processes. These are broad estimates and should be reviewed prior to implementation or as part of annual business and budget planning.

The following indicative cost estimates have been used in the Strategy & Action Plan:

- Low: <$50,000
- Medium: $50,000 - $100,000
- High: $100,000 - $500,000
- Major Project: >$500,000

Partners

Implementation will require collaboration between various stakeholders. Key partners have been identified for each action. These include:

- Snowy Monaro Regional Council (SMRC)
- Commonwealth Government (Fed Gov)
- NSW Government (NSW Gov)
  - National Parks & Wildlife Services (NPWS)
  - Planning Industry & Environment (DPE)
  - Transport for NSW (TNSW)
  - Aboriginal Affairs NSW (AANSW)
- Snowy Hydro Limited (SHL)
- Traditional Owners (TO)
- Visitor Information Centre/s (VIC)
- Bicycle Australia (BA)
- Jindabyne Trails Stewardship (JTS)
- Monaro Rail Trail Incorporated (MRT Inc.)
- Snowy Mountains Mountain Bike Club (SMMTBC)
- Jindabyne Cycling Club (JCC)
- Australian Trail Horse Rider Association (ATHRA)
- Queanbeyan-Palerang Regional Council (QPRC)
- Cooma North Ridge Reserve Committee (CNRRC)
- Cooma Landcare Incorporated
- Community
- Businesses
- Developers
- Private Landowners.

This indication of key partners is not exhaustive and it is important that stakeholder analysis is embedded into implementation, in line with the 8 Stage Trail Development Process.

Implementation and Review

This Masterplan will need to be adequately resourced for the successful implementation of the identified strategies and actions, ultimately delivering the overall vision for the region. Implementation has not been funded and will be subject to Council's usual business and budget planning processes.

An ongoing commitment of resources will be required to achieve the objectives of the Regional Trails Strategy. This will include Council budget allocations as well as external funding sources. For example, the Snowy Hydro Legacy Fund which has led to the planning for the Snowy Mountains Special Activation Precinct. Council should seek opportunities to form partnerships with key stakeholders, including other land managers or commercial entities with interests in trail development.

Progress of the Strategy & Action Plan should be continually monitored and reported annually, with periodic updates to respond to the changing circumstances and requirements of the region.

Actions may be amended, removed or re-prioritised at any given time. Community engagement is encouraged during this process to ensure that the evolving needs and aspirations of the community are identified and reflected.

The Snowy Monaro Regional Trails Masterplan should be reviewed and updated by 2031 (refer Action A1.14). This process is to include an audit of the status of each action within the Strategy and Action Plan.

Overview

The following table provides an overview of the Strategy and Action Plan. Columns highlight the Strategies, along with an associated priority level, hierarchy, cost estimate, indicative timeframe and geographic area.

The detailed Strategy and Action Plan follows the overview table.

Strategy and Action Plan Overview

Strategic Outcome A: Integrated Planning & Management Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.		Priority	Hierarchy	Cost	Timeframe	Area
A1	**Integrated Framework:** Implement an integrated framework for the planning and management of recreational trails across the Snowy Monaro region.	High	N/A	Low	Short	SMRC
A2	**Standardised Trail Planning, Management and Maintenance:** Ensure that consistent, comprehensive and best practice processes are utilised in the planning, management and maintenance of the SMRC trail network.	High	N/A	Low	Short	SMRC
Strategic Outcome B: Quality, Safe, and Sustainable Network of Existing Trails Existing trails are enhanced to provide high quality, safe, and sustainable opportunities for residents and visitors with a range of interests and abilities.		Priority	Hierarchy	Cost	Timeframe	Area
B1	**Lake Jindabyne Shared Trail (Southern Section):** Complete construction and maintain the Lake Jindabyne Shared Trail (Southern Section) between Kalkite and Creel Bay.	High	State	Major Project	Short	Jindabyne
B2	**Tyrolean/Mill Creek Trail Network:** Upgrade and maintain the Tyrolean/Mill Creek Trail Network.	High	Local	Major Project	Short	Jindabyne
B3	**Bicentennial National Trail:** Ensure a secure and accessible route for the Bicentennial National Trail to traverse through the SMRC region.	High	National	Medium	Short	Providence Portal
B4	**Snowy Monaro Cycling Routes:** Enhance and maintain the region's roads to provide a National-level road cycling network.	High	National	Major Project	Short	SMRC
B5	**Mount Gladstone Trail Network:** Review, upgrade and maintain the Mount Gladstone Reserve Trail Network.	High	Regional	Major Project	Short	Cooma
B6	**Lambie Gorge Walking Track:** Work with Crown Lands Trustees to enhance the Lambie Gorge Walking Track and promote 'Lambie Gorge-Coolamatong' for its cultural heritage significance.	High	Regional	Low	Short	Cooma
B7	**North Ridge Trail Network:** Review, enhance and formalise the recreational trail network in North Ridge Reserve.	High	Local	High	Medium	Cooma
B8	**Endeavour Reserve Trail Network:** Review, enhance and formalise the recreational trail network in Endeavour Reserve.	Medium	Local	High	Medium	Bombala
B9	**Platypus Reserve:** Enhance and promote the walking trails at Platypus Reserve.	High	Regional	Low	Short	Bombala
B10	**Lambie Bush Reserve Trail Network:** Support Crown Lands Trustees to review, enhance and formalise the recreational trail network in Lambie Bush Reserve.	Medium	Local	High	Medium	Cooma
B11	**Cooma Bike Ride Loops:** Review and enhance the Cooma Bike Ride Loops.	Medium	Local	Low	Short	Cooma
B12	**Bombala River Walk:** Enhance, maintain and promote the Bombala River Walk.	Medium	Local	Medium	Short	Bombala
B13	**Platypus Walk:** Enhance, maintain and promote the Platypus Walk.	Low	Local	Low	Medium	Delegate
B14	**Federation River Walk:** Enhance, maintain and promote the Federation River Walk.	Low	Local	Low	Long	Delegate
B15	**Ridgeline Trail:** Maintain Ridgeline Trail as a strategic off-road link.	Medium	Local	Low	Ongoing	Jindabyne
B16	**Lions Park Fitness Loop:** Complete construction of the Lions Park Fitness Loop.	Medium	Local	Low	Short	Cooma
B17	**Cooma Creek Path:** Upgrade the Cooma Creek Path to meet cycling infrastructure standards.	Low	Local	High	Long	Cooma
B18	**Myack Creek Walk:** Review the strategic connectivity of the Myack Creek Path and upgrade to meet cycling infrastructure standards.	Low	Local	High	Long	Berridale
B19	**Lambie Town Walk:** Review, enhance and promote the Lambie Town Walk.	Medium	Regional	Medium	Medium	Cooma
B20	**Adaminaby and Eucumbene District Heritage Trails:** Maintain and progressively enhance the Adaminaby Heritage Trail and Eucumbene District Heritage Trail.	Medium	Regional	Low	Medium	Adaminaby & Surrounds
B21	**Nimmitabel Heritage Walk:** Review, enhance and maintain the Nimmitabel Heritage Walk.	Medium	Regional	Low	Medium	Nimmitabel
B22	**Cathcart History Walk:** Review, enhance and maintain the Cathcart History Walk.	Low	Local	Low	Medium	Cathcart
B23	**Dalgety Historic Town and River Walk:** Review, enhance and maintain the Dalgety Historic Town and River Walk.	Low	Regional	Low	Medium	Dalgety

Strategic Outcome C: Sustainable, Responsible and Relevant Trail Developments New trail developments are strategic, well considered, responsive to community need and considerate of key stakeholders.		Priority	Hierarchy	Cost	Timeframe	Area
C1	**Monaro Rail Trail:** Pursue the staged development of the Monaro Rail Trail between Queanbeyan and Bombala.	High	National	Major Project	Staged (Short-Long)	Michelago, Bredbo, Cooma, Nimmitabel, Bombala
C2	**West Jindabyne Mountain Bike and Adventure Park:** Support the development of the West Jindabyne Mountain Bike and Adventure Park.	High	National	Major Project	Short	Jindabyne
C3	**Lake Jindabyne Water-Based Transport Link:** Undertake investigations into the financial and technical viability of establishing a water based transport service on Lake Jindabyne with the primary objective to connect the Lake Jindabyne Shared Trail.	High	State	Major Project	Short	Jindabyne
C4	**Equine Trail Network:** Protect, enhance and formalise the region's network of strategic connections for equine trail users.	High	State	Low	Short	SMRC
C5	**Bundian Way:** Engage with Traditional Custodians to review options for the concept known as 'Bundian Way' on Ngarigo and Bidawal Country.	High	N/a	Low	Short	Delegate
C6	**Lake Eucumbene Trail:** Pursue the development of a Regional-level recreational trail along the foreshore of Lake Eucumbene.	Medium	Regional	Major Project	Long	Adaminaby & Surrounds
C7	**Berridale Mountain Bike Trail Network:** Pursue the development of a Local level mountain bike trail network in Berridale.	Low	Local	High	Long	Berridale
C8	**Michelago Creek Loop Trail:** Pursue the development of a Local level recreational trail in Michelago	Medium	Local	Medium	Long	Michelago
C9	**Bredbo River Trail:** Formalise a Local level recreational trail incorporating the junction of the Bredbo and Murrumbidgee Rivers in Bredbo.	Medium	Local	Low	Medium	Bredbo
C10	**Lake Williams Trail:** Formalise a loop trail around Lake Williams in Nimmitabel.	Low	Local	Low	Long	Nimmitabel
C11	**Cobbin Creek Loop Walk:** Pursue the development of a Regional level nature-based walking trail loop along Cobbin Creek to the Snowy River	Medium	Regional	High	Medium	Jindabyne
C12	**Murrumbidgee Reserve Trail:** Reconsider options to deliver a trail between Cooma and Murrumbidgee River Reserve.	Low	Local	Low	Long	Cooma
C13	**Nanny Goat Hill Reserve:** Pursue the development of a Local level walking trail in Nanny Goat Hill Reserve.	Low	Local	Low	Long	Cooma
Strategic Outcome D: Information and Marketing Consistent and reliable trail information encourages recreational trail users to confidently, safely and sustainably explore the region's natural areas.		Priority	Hierarchy	Cost	Timeframe	Area
D1	**Trail Information:** Provide consistent and reliable signage, maps and supporting information for all trails across the region.	High	N/a	High	Short	SMRC
D2	**Promotion and Marketing:** Enhance promotion and marketing of trail opportunities across the region.	High	N/a	Medium	Short	SMRC
Strategic Outcome E: Community, Tourism & Economic Development Trails contribute significantly to the region's community, tourism and economic development.		Priority	Hierarchy	Cost	Timeframe	Area
E1	**Community, Tourism and Economic Development:** Use trail development and provision as a community, tourism and economic development tool.	High	N/a	Low	Short	SMRC
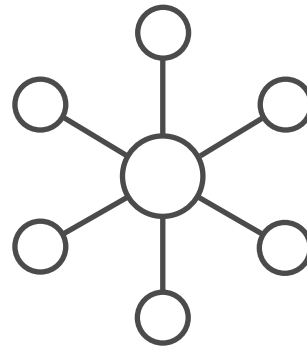
Strategic Outcome A:
Integrated Planning & Management

Underpinning a sustainable, integrated, and accessible trails network is a strategic framework and coordinated approach with prioritised investment and appropriate allocation of resources.

Strategy A1 Integrated Framework: Implement an integrated framework for the planning and management of recreational trails across the Snowy Monaro region.

Rationale

Integrated recreational trail networks offer synergies to achieve positive outcomes across various sectors such as health, recreation, transport and conservation. The Snowy Monaro Regional Trails Masterplan provides a framework for the ongoing development, maintenance and enhancement of trails to facilitate economic, social, and environmental benefit. It is important that an integrated approach is taken to allow for coordinated efforts between Council, the NSW Government (including NPWS), industry (including Snowy Hydro Limited) and the trail user community (e.g. clubs, trail user/stewardship groups, event organisers, progress associations, bushcare groups etc.).

The establishment of a Trail Planning and Development Officer role within SMRC will be a key resource to drive implementation of the Regional Trails Masterplan in collaboration with relevant council staff and external stakeholders. A key objective of this role would be to lead facilitation of a SMRC Trail Control Group which determines the ongoing approach for implementation, ensuring that key stakeholders are engaged where required for specific projects. For example, engagement as appropriate with NPWS, Snowy Hydro Limited, trail user and stewardship groups and Traditional Owners. The establishment of the Trail Development Officer Role and the Trail Control Group will enable a consistent and transparent process for systematic implementation of the strategies and actions with the this Regional Trails Masterplan. The Trail Control Group would also be in a position to work with the Trail Development Officer to ensure that the priorities outlined in masterplan are continually reviewed and that actions are re-prioritised to meet changing community needs.

As projects are progressed by the Trail Control Group, it is proposed that the Trail Development Officer establishes a Trail Working Group with representation from member/s of the Trail Control Group, key stakeholders and relevant trail user group/s. This will ensure an effective model of communication and a consistent and transparent hierarchy for governance of trail projects driven by SMRC.

There is likely be increased demand over time for further strategic trail developments across the Snowy Monaro region, as interest in trail-related activities continues to grow and the economic benefits of trail-related tourism become more apparent. Having a clear and transparent framework for the management and development of trails will empower council staff, key stakeholders and community members to take an appropriate role in trail development, and to be aware of the parameters of their role and their level of influence. The Trail Development Officer will offer a consistent channel for community and stakeholder liaison with Council relating to trail development and management. Establishing the clear framework will enable a transparent process where proposals are considered by the relevant departments within SMRC.

Trail development, management and maintenance need to be adequately resourced to ensure that Council's trails are kept to a standard which offer quality and safe experiences, and are able to be widely promoted. Adequate funds must be allocated from internal budgets for the ongoing maintenance and management of trails, and where external funds are required, compelling business cases need to be communicated. Risk management is an important component of trail management, and it is important that this is integrated into Council's management and maintenance systems for these important recreational assets.

Volunteer programs build capacity within the community to meaningfully and continually contribute to the region's trail network through encouraging volunteers to take on trail stewardship roles across all trail disciplines (i.e. walking/trail running, mountain bike riding, horse riding). The significant contribution of community volunteer resources into trail networks must be acknowledged and encouraged for the ongoing sustainability of the region's trail network.

Actions

Action		Timeframe	Cost	Partners	Priority
A1.1	**SMRC Trail Control Group:** Establish a Trails Control Group with representation from relevant departments within Council (i.e. recreation and sport, environment and heritage, economic development, operations and infrastructure) to ensure strategic development and ongoing sustainability of the SMRC trail network to meet the needs of all trail disciplines. Ensure engagement with key stakeholders (e.g. NPWS, Snowy Hydro Limited, Traditional Owners) as required.	Short	Low	SMRC	High
A1.2	**Dedicated Staff Position:** Seek funding for a role designated to trail planning, development and activation to drive implementation of the Regional Trails Masterplan in collaboration with the Trails Working Group and key stakeholders.	Short/ Medium	Medium	SMRC	High
A1.3	**Integrated Planning:** Embed trails into broader planning and budget processes (e.g. Recreation Plan, Snowy Mountains State Activation Precinct Master Plan, structure plans, tourism plans/ destination management plans, strategic plans, development plans, open space plans, transport plans).	Ongoing	Low	SMRC	High
A1.4	**Project Working Groups:** Establish Project Working Groups to progress initiatives determined by the Trail Control Group, with representation from SMRC and key stakeholders, including representatives of relevant trail user disciplines (i.e. walking, running, cycling, mountain bike riding and horse riding).	Ongoing	Low	SMRC, User Groups, Community	High
A1.5	**Volunteers:** Acknowledge the significant contribution of volunteer organisations to the ongoing sustainability of the SMRC trail network (e.g. Jindabyne Trails Stewardship, Friends of Groups, Bushcare/Landcare Groups, Service Clubs etc.). Encourage the involvement of new/other volunteer groups across the region contributing to stewardship of SMRC trails.	Ongoing	Low	SMRC	High
A1.6	**Funding and Resources:** Utilise the Trails Masterplan to advocate for funding and resources towards the implementation of the Strategy and Action Plan and the ongoing development and maintenance of the SMRC regional trail network.	Short	Low	SMRC	High
A1.7	**Cross-Tenure Collaboration:** Formalise mechanisms and continually strengthen partnerships with adjacent land managers for development of the regional trail network (e.g. NPWS, neighbouring councils, Snowy Hydro Limited, businesses, private landowners).	Short	Low	SMRC, NPWS, SHL, Neighbouring LGAs	High

	Action	Timeframe	Cost	Partners	Priority
A1.8	**NPWS Estate:** Continue to collaborate with NPWS to develop and maintain a cohesive network of trails connecting the region's population centres with recreation facilities in protected natural areas (e.g. Lake Jindabyne Shared Trail with sections in Kosciuszko National Park).	Short	Low	SMRC, NPWS	High
A1.9	**Trail User Code of Conduct:** Publish and promote a Trail User Code of Conduct to ensure that all types of trail users (e.g. walk, run, bike, horse ride) are informed about their expected behaviour and trail etiquette. Ensure that trail information (including trailhead signage) clearly states permitted trail user types.	Short	Low	SMRC	High
A1.10	**Recreation Plan:** Develop the SMRC Recreation Plan, ensuring alignment with the Regional Trails Masterplan. Ensure inclusion of planning for the development of park-based recreation facilities for trail users, such as pump tracks and mountain bike skills parks.	Short	Low	SMRC	High
A1.11	**Development Areas:** Ensure the inclusion of recreational trails in strategic and structure planning for new residential development areas, and incorporate associated costs into development contribution plans (e.g. Michelago).	Ongoing	Low	SMRC	High
A1.12	**Strategic Corridors:** Ensure that strategic corridors (i.e. Crown roads, paper roads, rail corridors) are considered and protected in the development of structure plans for new residential subdivisions. Consider the opportunity for the development of low-density residential areas which are specifically equine-friendly and attract horse owners. E.g. Byford, Shire of SJ, WA. Refer also Action C4: Equine Trail Network.	Ongoing	Low	SMRC	High
A1.13	**Trail Development Proposals:** Establish a centralised system for submission of trail development proposals from stakeholders and the community, for regular review and strategic consideration by the Trails Control Group. E.g. JTS proposal for a trail linking Cascade Trailhead (in Kosciuszko National Park) to Jindabyne.	Short	Low	SMRC	High
A1.14	**Regional Trails Masterplan:** Review and update the SMRC Regional Trails Masterplan to identified and reflect evolving needs and aspirations of the community and stakeholders.	Long	Low	SMRC	High

Strategy A2 Standardised Trail Planning, Management and Maintenance: Ensure that consistent, comprehensive and best practice processes are utilised in the planning, management and maintenance of the SMRC trail network.

Rationale

The 8 Stage Trail Development Process (detailed in Chapter 4) builds rigour into the trail development process through a best-practice, robust and standardised methodology for all trail developments and renewals. The 8 stages of this process are: 1: Trail Proposal; 2: Framework; 3: Site Assessment; 4: Concept Planning; 5: Corridor Evaluation; 6: Detailed Design; 7: Construction; 8: Evaluation. Council's endorsement and implementation of this process will ensure that due diligence and stakeholder engagement are embedded into the process of transforming trail proposals professionally built and sustainable assets. The process encompasses constant evaluation, review and improvement as trails are being developed, maintained, extended or renewed. This allows project stakeholders to meaningfully engage with a clear understanding of which stage a trail development is at, and what the next steps will be.

Actions

	Action	Timeframe	Cost	Partners	Priority
A2.1	**8 Stage Trail Development Process:** Endorse the 8 Stage Trail Development Process as the standardised methodology for all trail developments and renewals in SMRC. Raise awareness about the standardised process and ensure that key stakeholders are engaged at key points.	Short	Low	SMRC	High
A2.2	**Trail Naming:** Ensure that each trail experience in the SMRC trail network has a clearly defined name which is consistent, relevant and representative of the experience. This ensures that each trail can be clearly identified for trail management, maintenance, signage, safety and promotion. Where supported by Traditional Owners, identify and utilise the Indigenous names of key sites/features across the SMRC trails network.	Short	Low	SMRC	High
A2.3	**Audit and Assessment Process:** Establish a standard procedure, manual and schedule for trail inspections and works, and integrate into regular asset management programs to be undertaken by staff or volunteers.	Short	Low	SMRC	High
A2.4	**Compliance:** Ensure that all trail signage, infrastructure, inspection intervals, maintenance and communication comply with relevant Standards (i.e. Cycling infrastructure standards, *Australian Standard AS2156.1 Walking Tracks Classification and Signage*) or Guidelines (i.e. *Australian Mountain Bike Trail Guidelines*, *Horse Trail Infrastructure Guidelines).*	Ongoing	Low	SMRC	High
A2.5	**Trail Management Plans:** Develop Trail Management Plans for each of SMRC's trails and/or trail networks to clearly define roles, responsibilities and service standards of Council and/or its trail management partners.	Short	Low	SMRC	High
A2.6	**Monitoring and Evaluation:** Monitor and evaluate the success of the trails network through usage monitoring (i.e. observations, trail counters), user experience surveys and assessment of the achievement of trail management objectives.	Short	Low	SMRC	High
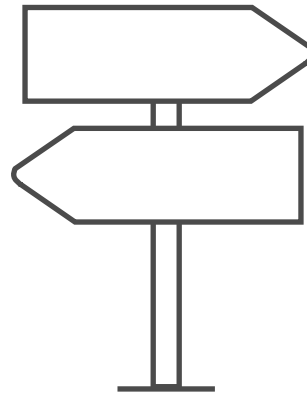
Strategic Outcome B:
Quality, Safe, and Sustainable Network of Existing Trails

Existing trails are enhanced to provide high quality, safe, and sustainable opportunities for residents and visitors with a range of interests and abilities.

Strategy B1 Lake Jindabyne Shared Trail (Southern Section): Complete construction and maintain the Lake Jindabyne Shared Trail (Southern Section) between Kalkite and Creel Bay.
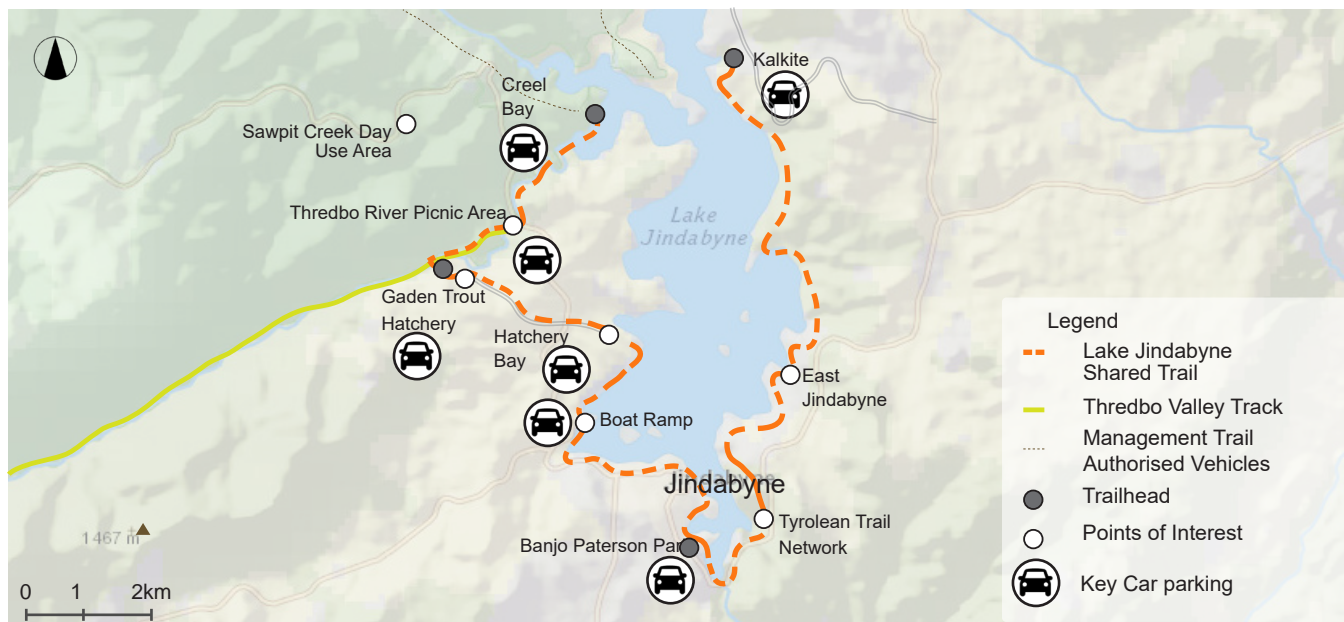
Hierarchy

State

Rationale

SMRC has secured funding from the Restart NSW Regional Growth Environment and Tourism Fund to construct a 60km shared trail (30km new trail and re-construction of 30kms) around the southern extent of Lake Jindabyne between Kalkite and Creel Bay. Work on the development of the trail has commenced with a target for completion of 2024. There are six components to the overall project: Gaden to Jindabyne Boat Ramp; Mill Creek/Tyrolean Trail Network; Banjo to Cobbon Crescent and Jindabyne Dam Wall Access; Tyrolean to East Jindabyne; East and West Trail Link; Existing Trail Upgrades/Support Infrastructure. The section of trail between the Thredbo River Picnic Area and Creel Bay is located on NPWS Estate and will be subject to a trail licensing agreement between SMRC and NPWS. Trailhead precincts will be developed with support facilities to support trail users, such as in Jindabyne, Creel Bay and Kalkite. This significant trail development will require ongoing maintenance resources to maintain the trail and associated support infrastructure to a high quality standard.

The feasibility of options to connect Creel Bay and Kalkite via the northern extent of Lake Jindabyne has been assessed through the *Feasibility Assessment of Lake Jindabyne 'Around the Lake' Trail Experience* (2022). As identified in the feasibility assessment, the preferred option for Council to pursue to connect Kalkite and Creel Bay is via water-based transport across Lake Jindabyne.

Actions

	Action	Timeframe	Cost	Partners	Priority
B1.1	**Trail Development:** Complete planning and construction of the Lake Jindabyne Shared Trail (Southern Section) between Kalkite and Creel Bay.	Short (Planned by 2024)	Major Project	SMRC, SHL, NPWS	High
B1.2	**Primary Trailhead:** Establish a Primary Trailhead in Jindabyne for the Lake Jindabyne Shared Trail. Ensure that the primary trailhead signage provides key trail information and promotes the region's premier trail experiences.	Short	Low	SMRC	High
B1.3	**Maintain:** Ensure that annual budget resources are allocated to appropriately resource maintenance requirements of the Lake Jindabyne Shared Trail (Southern Section) to a high quality and safety standard as a state-level trail.	Ongoing	Low	SMRC, JTS	High
B1 4	**Water-based Transport Link:** Undertake investigations into the financial and technical viability of establishing a water based transport service on Lake Jindabyne with the primary objective to connect the eastern and western extents of the Lake Jindabyne Shared Trail. Refer also Strategy C3: Lake Jindabyne Water-Based Transport Link.	Short	Medium	SMRC, DPE, SHL, NPWS	High

Strategy B2 Tyrolean/Mill Creek Trail Network: Upgrade and maintain the Tyrolean/Mill Creek Trail Network.

Hierarchy

Local

Rationale

The Tyrolean Trail Network links Jindabyne to Tyrolean Village. It caters for mountain bikers, walkers and trail runners and incorporates an extensive network of trails including the Copper Tom Trail, Mill Creek Trail, Huff 'n' Puff, Felicity's, Missing Link, Pink Trail, Julio. The mountain bike trails cater to all ability levels and are a mix of hand-cut single and machine cut tracks. The trails are primarily maintained through volunteer efforts of the Jindabyne Trails Stewardship. The trails network has evolved with popularity increasing over recent years, beyond the site's capacity. Key site constraints relate to access, particularly associated with limited car parking, adjacent residential areas and safety concerns for bike riders across the Jindabyne Dam Wall.

Council has commissioned a review of this trail network through the development of the Tyrolean/Mill Creek Trails Concept Plan and an Assessment of Environmental and Cultural Heritage Values. This plan will guide future use, management and development in a sustainable manner, as well as the alignment for the Lake Jindabyne Shared Trail. The concept plan will focus on trail user safety, enjoyment for a range of abilities, car parking, access, and environmental and cultural heritage impacts.

Actions

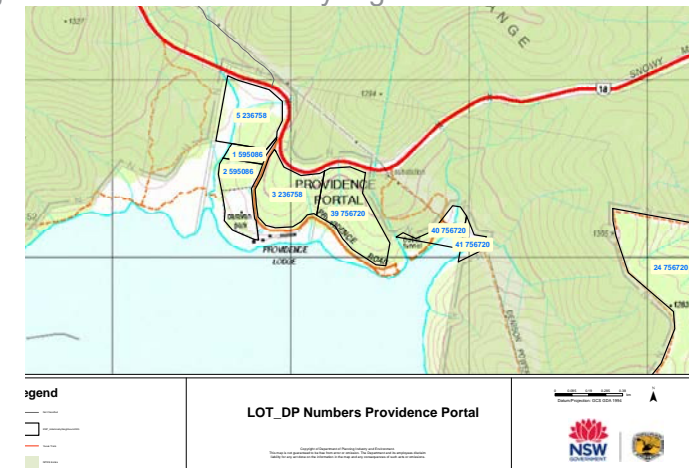| Action		Timeframe	Cost	Partners	Priority
B2 .1	**Tyrolean/Mill Creek Trails Concept Plan:** Complete and implement the Tyrolean/Mill Creek Trails Concept Plan, incorporating the findings of the Assessment of Environmental and Cultural Heritage Values.	Short	Major Project	SMRC	High
B2 .2	**Maintain:** Ensure that annual budget resources are allocated to appropriately resource maintenance requirements of the Lake Jindabyne Shared Trail (Southern Section) to a high quality and safety standard as a local-level trail network. Work collaboratively with the Jindabyne Trails Stewardship to embrace volunteer and user group efforts towards this.	Ongoing	Low	SMRC, JTS	High
B2 .3	**Jindabyne Dam Wall:** Review the options available to mitigate safety concerns for bike riders across the Jindabyne Dam Wall.	Short	Medium	SMRC, DPE	High

Strategy B3 Bicentennial National Trail (Providence Portal): Ensure a secure and accessible route for the Bicentennial National Trail to traverse through the SMRC region.

Hierarchy

National

Rationale

The Bicentennial National Trail (BNT) stretches 5,330kms from Cooktown in north Queensland to Healesville in Victoria. The National Trail was originally conceived as a route for the long distance horse trekker but is now enjoyed by cyclists and walkers as well. The Trail is presented in 12 Sections, covering sections of 400 to 500 kilometres each. Section 10 (Jenolan Caves in the Blue Mountains to Kosciusko) traverses through the SMRC area and is described as: *Moderate - This section is not remote like much of the Trail. It can be approached with some degree of confidence by inexperienced trekkers. This entire section has been enjoyed by many cyclists and is considered ideal for mountain bike touring.* Due to works associated with Snowy 2.0, the current alignment near Tantangara Road (near Providence Portal) is unsafe and requires review/realignment. Section 10 of the Bicentennial National Trail has limited support facilities (e.g. float parking, troughs and horse yards).

There may be future opportunity to link the BNT to the township of Adaminaby, such as via a spur trail along the foreshore of Lake Eucumbene (Refer Strategy C6). This would encourage users to stop in SMRC region on their long-distance journey, bringing benefit to the Adaminaby region.

Actions

	Action	Timeframe	Cost	Partners	Priority
B3 .1	**Trail Realignment:** Assess options and implications of realigning the Bicentennial National Trail away from Tantangara Road in response to impacts on the trail from Snowy 2.0. Consider utilising Council land which connects to the 'Powerline Trail'.	Short	Medium	SMRC, SHL, ATHRA	High
B3 .2	**Strategic Connections:** Seek opportunities to provide strategic connections to other trails and/or trail support facilities in the Providence Portal Area. (For example, refer Action C6: Lake Eucumbene Trail).	Long	Low	SMRC, ATHRA	Low

Strategy B4 Snowy Monaro Cycling Routes: Enhance and maintain the region's roads to provide a National-level road cycling network.

Hierarchy

National

Rationale

The Snowy Monaro region attracts elite and semi-elite road cyclists, triathletes, and cycling clubs because of the iconic rides, scenic views, quality road surfaces, mountainous terrain, light traffic, large accommodation capacity and high altitude.

Kosciuszko Road is a key road cycling route and offers connectivity between Cooma and Jindabyne. From Jindabyne, other popular road cycling routes include Alpine Way, Barry Way and Eucumbene Road. In addition to the road cycling routes on sealed roads across the region, there are also many informal routes utilised by gravel bike riders on the region's unsealed roads and management tracks.

A range of shared pathways and enhanced road cycling infrastructure are proposed in the *Snowy Mountains SAP draft Master Plan* (2021) which are proposed to be supported and further planned for through the development of an Active Transport Plan.

The region's roads are important facilities which accommodate cycling for recreation, transport and sport, including large scale events. For example, Bicycling Australia's Snowy Classic Gran Fondo (March 2022) which is promoted as *offering three rides on fully closed roads in excellent condition: 170km Maxi Classic, 170km Maxi Classic, and the 110km Challenge Classic. All courses start and finish at Banjo Paterson Park, adjacent to Lake Jindabyne, and pass through picturesque towns including Berridale, Dalgety and Jindabyne. Riders who tackle the challenging Maxi course then wind up the mountain through the Kosciusko National Park before heading back to the Jindabyne finish line.*

While many roads across the region are renowned for their suitability for cycling, there are numerous hazardous points which raise safety concern. For example, along Kosciuszko Road at points such as the Jindabyne Dam Wall and the Geikle Creek crossing. There is opportunity to further embrace the opportunity for cycling events, and to raise further awareness and instill a 'bike-friendly culture' in towns and on the region's roads.

Recent advancements of bike technology (i.e. e-bikes, gravel bikes, fat tyre bikes etc.) and changes to the tourism sector are likely to contribute to increased popularity of cycling, particularly on iconic routes such as those offered in SMRC.

With the proposed development of the Monaro Rail Trail, there is likely to be increased demand for safe cycling routes across the region, particularly allowing a continuous route for cyclists between Canberra, the Monaro and Kosciuszko National Park. Promotion of gravel riding touring routes on existing unsealed roads may be a key opportunity, with very low infrastructure requirements. The Monaro Cloudride 1000km route is an example of such a route and associated event.

Actions

	Action	Timeframe	Cost	Partners	Priority
B4.1	**Road Signage:** Install road signage to raise driver awareness of the presence of cyclists along key cycling routes across the region (For example Kosciuszko Road, Alpine Way, Barry Way, Snowy River Way, Eucumbene Road, Dalgety Road, Middlingbank Road, Rocky Plain Road).	Short	Low	SMRC, TNSW, BA, JCC	High
B4.2	**Road Surfaces:** Progressively enhance road surfacing (including road shoulders) on the region's key road cycling routes to ensure a standard which meets the needs of road cyclists and the requirements for cycling events. Key areas of focus include Kosciuszko Road at points such as Jindabyne Dam Wall and the Geikle Creek crossing. There may also be opportunity for road cycling if the remaining sections of Springfield Road are sealed.	Medium	Major Project	SMRC, DPE, TNSW, BA, JCC	High
B4.3	**Promotion:** Promote key cycling routes on the region's road network as a National-Level road cycling network showcasing the region's iconic landscapes and towns.	Ongoing	Low	SMRC, TNSW, NPWS	High
B4.4	**Bike-Friendly Towns:** Encourage towns and businesses across the region to foster a 'bike friendly' culture which promotes a welcoming culture to cycling visitors (e.g. encourage provision of bike racks, bike storage, bike transport options, mechanical support, shuttles, e-bike charging points etc.).	Ongoing	Low	SMRC, Businesses	High
B4.5	**Gravel Riding Routes:** Encourage use of the region's unsealed roads for gravel riding, promoting key safe and appealing routes for use by residents and visitors. For example, between Jindabyne and Bombala.	Ongoing	Low	SMRC, TNSW, Community	Medium
B4.6	**E-Bikes:** Support the activation of cycling routes through allowing 'power assisted pedal cycles' on designated bike trails, in line with NSW Government and NPWS regulations for e-bikes, noting that the maximum continuous power output of the electric motor cannot exceed 250 watts.	Ongoing	Low	SMRC, Community	High
B4.7	**Active Transport Plan:** Prepare an Active Transport Plan to direct staging, investments and design of walking, cycling, and shared pathways across the region.	Short	Medium	SMRC, DPE, TNSW	High

Strategy B5 Mount Gladstone Trail Network (Cooma): Review, upgrade and maintain the Mount Gladstone Reserve Trail Network.

Hierarchy

Regional

Rationale

The Mount Gladstone Nature Reserve, located just out of Cooma, has an extensive network of trails which are designed and promoted for mountain bike riding (easy, intermediate and advanced). The cross country trails are also frequently utilised by trail runners. Horse riders are permitted on management trails within the reserve. There is a short walking trail at the top of Mt Gladstone, between the two lookout points which each provide iconic views across the landscape.

This reserve is currently a key destination for visitors to the region, particularly drive tourists seeking scenic stops along their touring route.

Signage and promotional material for Mount Gladstone is currently focused on mountain bike opportunities, contributing to perception that other trail users are not permitted in the reserve. There is a need for a holistic review of the reserve through a master planning process to ensure that user needs are met and that the conservation values of Mt Gladstone Nature Reserve are protected. The master planning process should identify if trails and/or sections of trails are suitable for shared use or require sections for dedicated usage. Mountain bike trails should be kept separate from horse riding trails.

There is also demand for formal and safe off-road connectivity, particularly for bike riders, between Cooma and Mt Gladstone Reserve.

Actions

Action		Timeframe	Cost	Partners	Priority
B5.1	**Master Plan:** Prepare and implement a master plan for Mount Gladstone Nature Reserve to guide the progressive upgrade of infrastructure to provide a high quality trail network. Include consideration of: • Requirements as a visitor destination (i.e. for lookout, views, nature, short walks) • All existing user groups (i.e. mountain bike riders, walkers, trail runners and horse riders) • Enhanced infrastructure at the top of Mount Gladstone (i.e. car park, toilet, short walking trail) • Enhanced infrastructure at the base of Mount Gladstone (i.e. car park, toilets, potable water).	Short	Major Project	SMRC, SMMTBC, Community	High
B5.2	**Trail Signage and Marketing Material:** Review the trail signage and marketing material for Mount Gladstone Trail Network and update with consideration of all user groups.	Short	Low	SMRC	High
B5.3	**Connectivity:** Formalise an off road link for walkers and cyclists between Cooma and Mount Gladstone Nature Reserve.	Short	Medium	SMRC	High
B5.4	**Maintain:** Ensure that annual budget resources are allocated to appropriately resource maintenance requirements of the Mount Gladstone Trail Network to a high quality and safety standard for all trail user disciplines.	Ongoing	Low	SMRC, SMMTBC, Community	High

Strategy B6 Lambie Gorge Walking Track (Cooma): Work with Crown Lands Trustees to enhance the Lambie Gorge Walking Track and promote 'Lambie Gorge-Coolamatong' for its cultural heritage significance.

Rationale

Lambie Gorge Walking Track is located at 'Lambie Gorge-Coolamatong' near Cooma. The walking track is located on Crown Land which is owned and managed by the Department of Planning and Environment/Crown Lands. The site known as Lambie Gorge-Coolamatong is a Declared Aboriginal Place and is a place of special significance. Aboriginal people have used this area over centuries for cultural traditions such as "womens' business". The site is also recognised as a National Engineering Heritage Site due to relics demonstrating the testing of rock bolts during the development of the Snowy Mountains Hydroelectricity Scheme. Development and promotion of this site and the associated walking track needs to be culturally appropriate and sympathetic to the environmental and cultural context.

The Lambie Gorge Walking Track passes by the rock bolt test area, up a staircase, and then meanders through rocky outcrops, past interpretation signage showcasing the various vegetation types before reaching the viewing platform which offers spectacular views of the Gorge. There is a cement path along the creek, linking the trailhead to Council's Southern Cloud Memorial Park.

The trailhead is currently located behind the Cooma Bowling Club, off residential streets, which makes it difficult to locate and access. There is no formal parking associated with the trailhead, however formal parking options exist nearby at the bowling club. Existing promotional material associated with the walking track and trail naming does not showcase the significant Indigenous or European heritage associated with the site.

Cooma Landcare undertake maintenance along the Cooma Creek and seek to extend revegetation works into Coolamatong as well as towards the Southern Cloud Memorial Park.

Hierarchy

Regional
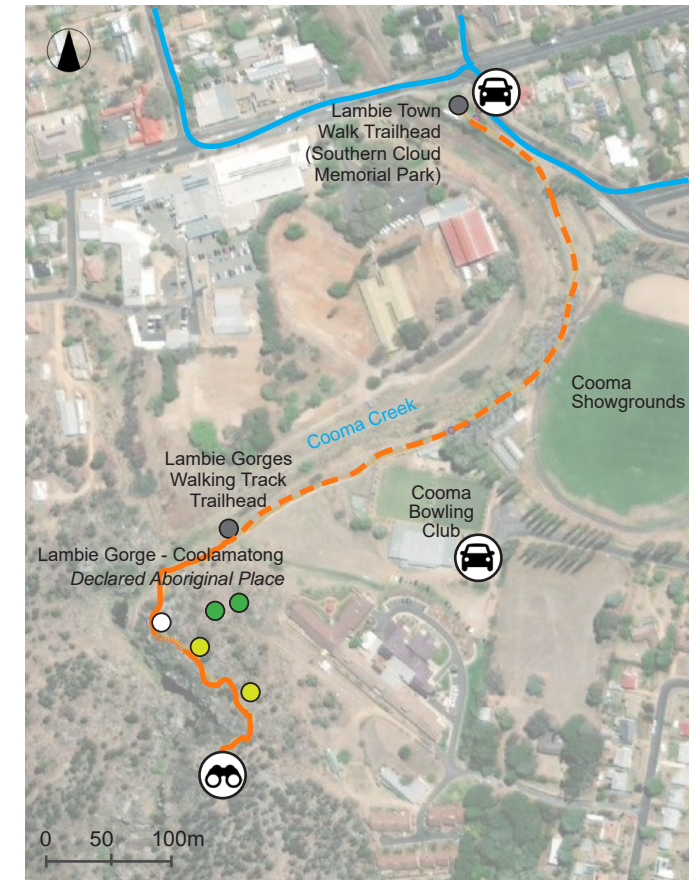
Legend

	Lambie Gorge Walking Track
	Cement Path
	Lambie Town Walk
●	Trailhead Sign
●	Interpretation/Wayfinding Sign

	Lookout
	Car park
●	Seat/Platform
○	Rock Bolt Test Area

Actions

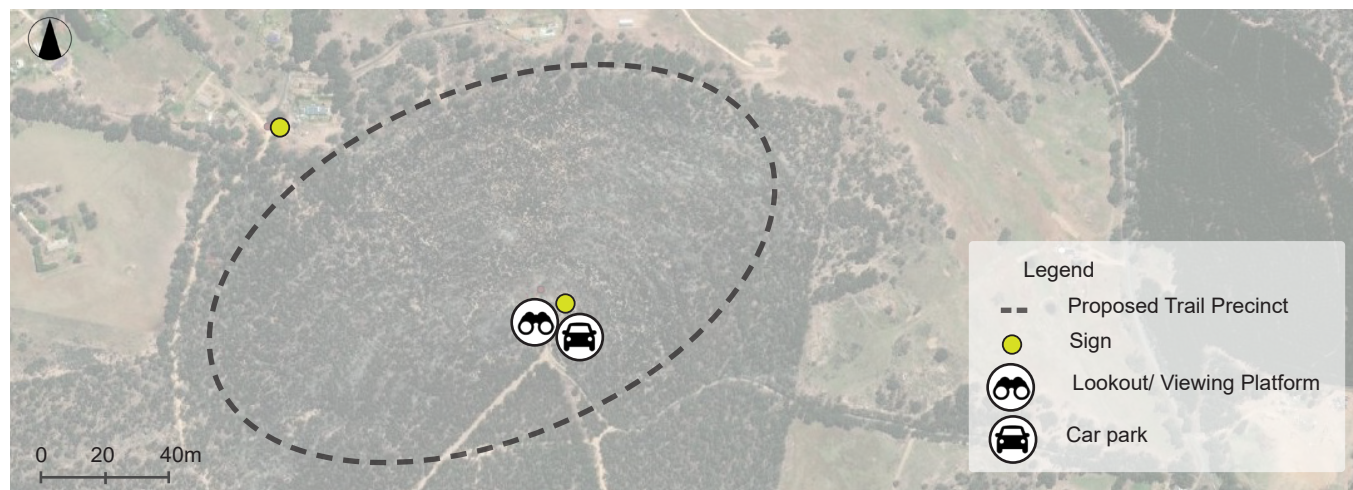|	Action	Timeframe	Cost	Partners	Priority
B6.1	**Trail Name:** Support Crown Land trustees to review the name of the 'Lambie Gorge Walking Track', with consideration of renaming to reflect the site's significant historical context.	Short	Low	SMRC, DPE/ Crown Land, TO, Cooma Landcare Inc.	High
B6.2	**Trailhead Location:** Work with Crown Land trustees to relocate the trailhead (trail start/finish point) to Southern Cloud Memorial Park (Lambie Town Walk Trailhead) to utilise existing off-street car parking, establish a stronger sense of arrival and provide an extended trail experience along the creek.	Short	Low	SMRC, DPE/ Crown Land, TO, Cooma Landcare Inc.	High
B6.3	**Trailhead Sign:** Work with Crown Land trustees to replace trailhead signage to convey key trail information (in line with AS2156.1) and clearly reflect the trail experience, as a Grade 3 Walking Trail which celebrates a site of high cultural heritage significance.	Short	Low	SMRC, DPE/ Crown Land, TO, Cooma Landcare Inc.	High
B6.4	**Promotion and Interpretation:** Develop contemporary promotional/interpretation material in a culturally appropriate manner which highlights the site's Indigenous and European cultural heritage.	Short	Low	SMRC, DPE/ Crown Land, TO, Cooma Landcare Inc.	High

Strategy B7 North Ridge Trail Network (Cooma): Review, enhance and formalise the recreational trail network in North Ridge Reserve.

Rationale

North Ridge Reserve offers three trails which were developed as walking trails and are now frequently used for off-road cycling. The three trails are: Three Poles Walk; Northern Walk; Borrow Pit Walk. The three vistas promoted in the reserve are: Water Reservoir Vista; Bunyan Vista and Three Poles Vista.

The *North Ridge Reserve Plan of Management* (2014) states:

North Ridge Reserve has an important role to play: being adjacent to the built urban landscape, providing a habitat for wildlife and flora and providing a convenient and accessible place to go and unwind to undertake passive recreation and just have a good time.

The website snowymountains.com.au promotes the reserve's trails with the following headline and an associated map for mountain bike riders:

The mountain bike trails at the Cooma North Ridge Reserve provide a variety of surfaces that have evolved from service roads, walking tracks and motor bike trails over the years.

Promotion of the reserve currently provides conflicting and inconsistent information relating to permitted trail usage which is contributing to trail user conflict. For example, the Council and Visit Cooma websites promote as walking trails, where as TrailForks and snowymountains.com.au promote as mountain bike trails.

As outlined in the Plan of Management, North Ridge Reserve has high conservation value. However, the Plan of Management does not clearly specify appropriate zones for different types of passive recreation (i.e. walking and/or cycling).

The three access points (Doondoo Pl, Balli Pl & Mulach St) have limited car parking capacity and no trailhead signage. Existing trail alignments are indistinct, resulting in numerous informal tracks. Formal access from the western side of the reserve is limited. There may be opportunity to provide a strategic trail corridor through North Ridge Reserve as an alternate, off-road route across parts of Cooma.

Funding has been allocated (in 2021) toward minor maintenance/erosion control and upgraded wayfinding signage for the existing trail network.

There is a need for a holistic review of the reserve through to ensure that balance is achieved between protecting the conservation values of North Ridge Reserve, providing for nature-based recreation and strategic active transport routes.

Hierarchy

Local

Legend

— Three Poles Walk
— Northern Walk
— Borrow Pit Walk
<-> Proposed Linkage
● Wayfinding / Interpretation
● Seat
○ Water Tanks
⊞ Gate/Stile
🚗 Car park

Actions

Action		Timeframe	Cost	Partners	Priority
B7.1	**Trail Network and Signage Plan:** Prepare and implement a Trail Network and Signage Plan for North Ridge Reserve which provides a plan for developing/enhancing appropriate trail experiences in line with conservation and recreational values, as well as identifies strategic links.	Medium	High	SMRC, CNRRC, Community	High
B7.2	**Strategic Links:** Seek to provide a strategic link through North Ridge Reserve for walkers and bike riders in Cooma. Consider opportunities to incorporate this link into a Cooma Precinct Trail/ Cooma Bike Riding Loops, complementing the proposed Monaro Rail Trail.	Medium	Medium	SMRC, CNRRC, Community	High
B7.3	**Plan of Management:** Update the *North Ridge Reserve Plan of Management* (2014) to incorporate recreational trails and required management actions.			SMRC, CNRRC, Community	
B7.4	**Maintain:** Ensure that annual budget resources are allocated to appropriately resource maintenance requirements of the North Ridge Reserve Trail Network to a high quality and safety standard.	Ongoing	Low	SMRC, CNRRC, Community	High

Strategy B8 Endeavour Reserve Trail Network (Bombala): Review, enhance and formalise the recreational trail network in Endeavour Reserve.

Hierarchy

Local

Rationale

Endeavour Reserve is located just out of Bombala, known for its scenic views over the town. It has a corten steel reserve name sign located at the far end of Caveat St and an interpretation sign about the heritage of Bombala located at the lookout. While there was historically a short walking trail near the lookout, this is now not maintained and very indistinct. A network of informal mountain bike trails has evolved in the reserve and there is strong community support for the formalisation of this trail network to establish a safe, appealing and legitimate location for mountain bike riding in Bombala.

Legend

- – – Proposed Trail Precinct
- 🟡 Sign
- 🔭 Lookout/ Viewing Platform
- 🚗 Car park

Actions

	Action	Timeframe	Cost	Partners	Priority
B8.1	**Trail Network Proposal:** Develop and implement a proposal, framework and concept plan for a sustainable network of trails catering for walkers, trail runners and mountain bikers in Endeavour Reserve. For example, this may include a loop walk from the lookout, a flowing cross country running trail, and easy to intermediate mountain bike trails.	Medium	High	SMRC, Community	Medium
B8.2	**Trail User Group:** Encourage trail users and supporters within the Bombala community to establish a formalised group to take on a stewardship role for the proposed trail network.	Medium	Low	SMRC, Community	High
B8.3	**Maintain:** Ensure that annual budget resources are allocated to appropriately resource maintenance requirements of the Endeavour Reserve Trail Network.	Ongoing	Low	SMRC, Community	High

Strategy B9 Platypus Reserve (Bombala): Enhance and promote the walking trails at Platypus Reserve.

Rationale

The Platypus Reserve is located approximately 4km from Bombala on the Delegate Road. A cement path starting at the car park offers two options to reach the raised platform (one with numerous steps and the other with a ramp). A natural surface trail continues to a bird hide. Signage provides details about platypus and birds.

The trails are not named and trail signage does not meet AS2156.1 (i.e. inclusion of map, distance, classification). The car park does not provide a designated accessible parking bay for people requiring a mobility device to access the ramp. The trail linking to the bird hide has inconsistent surface type and quality.

Hierarchy

Regional

Legend

—	Primary Trail
⠿	Stairs
—	Bird Hide Trail
⬤	Trailhead Sign/Shelter
⬤	Sign
⬤	Seat/Picnic Table
○	POI - Bird Hide
👓	Car Park
⁙	Pedestrian Bridge
👓	View Point

Actions

	Action	Timeframe	Cost	Partners	Priority
B9.1	**Trail names:** Determine formal names for each of the two trail experiences.	Short	Low	SMRC	High
B9.2	**Class 1 Trail:** Maintain the primary trail as a Class 1 trail (i.e. wheelchair accessible), ensuring compliance with the *Disability Discrimination Act* (1992), with trails inspection intervals 30 days or less (in line with AS2156.1). Ensure that dedicated accessible parking is provided with access to the ramp/beginning of the trail.	Short	Low	SMRC	High
B9.3	**Class 2 Trail:** Maintain the trail extension to the bird hide a Class 2 trail (i.e. 900mm width, generally no steeper than 1:10, inspection intervals 90 days or less).	Short	Low	SMRC	High
B9.4	**Promotion:** Develop contemporary promotional material for the trails at Platypus Reserve.	Short	Low	SMRC	High

Strategy B10 Lambie Bush Reserve Trail Network (Cooma): Support Crown Lands Trustees to review, enhance and formalise the recreational trail network in Lambie Bush Reserve.

Hierarchy

Local

Rationale

Lambie Bush Reserve is Crown Land which is owned and managed by the Department of Planning and Environment/Crown Lands. The trail network is promoted as 'Lambie Bush Walk', although signed as 'Lambie Town Walk'. The trailhead is located next to the Vulcan Street Park. The 'Lambie Bush Walk' map outlines four distinct walking routes: Sandy Creek Track Loop (30mins); Main Track Loop (1hr 30mins); 'Ayers Rock' and Back (50mins); Wattle Gully Track and Back via 'Ayers Rock' (1hr). Trail names and alignments are not clear from the map or through signage on the ground.

The trails were developed in 1984 as dedicated walking trails, however, in recent times have become popular for use by bike riders. Trail information provides conflicting information relating to permitted trail usage - contributing to trail user conflict. For example, the VisitCooma website promotes the trails as walking trails, whereas TrailForks promotes as mountain bike trails. The trailhead sign specifies that horses and bikes are not permitted.

Signage is weathered/aged, and does not meet AS2156.1 (i.e. inclusion of trail classification, distance, map etc.). Much of the trail surface and infrastructure (e.g. steps) is highly degraded and in need of maintenance and/or renewal.

Illegible Trail Map

Actions

Action		Timeframe	Cost	Partners	Priority
B10.1	**Trail Network and Signage Plan:** Support Crown Land trustees to seek funding to prepare and implement a Trail Network and Signage Plan for Lambie Bush Reserve which provides a plan for developing/enhancing appropriate trail experiences in line with conservation and recreational values, with recognition of strategic links through the reserve.	Medium	High	DPE/Crown Land, SMRC, Community	High
B10.2	**Maintain:** Support Crown Land trustees to seek resources to maintain the Lambie Bush Reserve Trail Network to a high quality and safety standard.	Ongoing	Low	DPE/Crown Land, SMRC, Community	High

Strategy B11 Cooma Bike Ride Loops: Review and enhance the Cooma Bike Ride Loops.
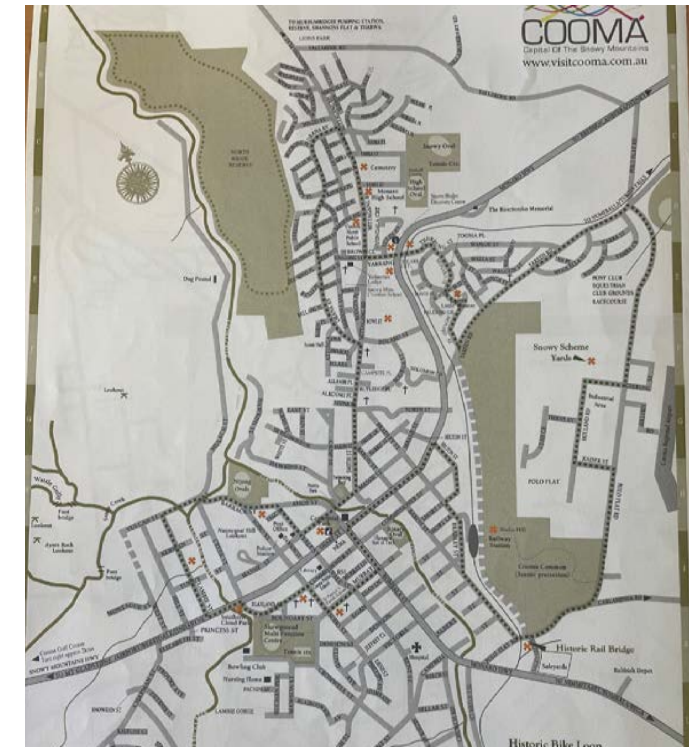
Hierarchy

Local

Rationale

The 'Cooma Bike Ride Loops' brochure promotes the following six loop rides around urban roads and street in Cooma: Fast and Long; Cooma Creek Bike Path & Return Loop; Town Tour Loop; Fast and Short; Short Town Loop; Historic Bike Loop.

While these maps are provided at the Visitor Information Centre, they are not published online. A review of these six Cooma Bike Ride Loop would be beneficial to ensure that the routes promoted are appealing (i.e. promote points of interest) and safe for bike riders.

The areas to the south of Cooma also offer low traffic routes for road cyclists and various gravel roads out of town appeal to gravel bike riders.

The development of the Proposed Monaro Rail Trail is anticipated to attract a high number of visitors to Cooma, many seeking to explore the town by bike. Improved bike riding loop routes and maps will provide an enhanced experience.

Actions

Action		Timeframe	Cost	Partners	Priority
B11.1	**Review of Product Offering:** Review the six Cooma Bike Ride Loops and consolidate into quality tourism offerings which safely link points of interest across town and provide strategic links to off-road trails. Consider opportunities to integrate with/complement the proposed Monaro Rail Trail.	Short	Low	SMRC	Medium

Strategy B12 Bombala River Walk: Maintain, enhance and promote the Bombala River Walk.

Rationale

The Bombala River Walk provides a scenic 2.1km walking trail loop along a crushed rock surface. This section of the river is promoted as an ideal location for platypus viewing. The walk provides a strategic and scenic connection for walkers between key community facilities, and is located at the centre of Bombala.

Existing trailhead signage does not meet AS2156.1, however, interpretation signage is of high quality.

Limited promotional (i.e. brochures, online content) material exists for the trail experience. The trail surface is not consistent, with varying trail widths and levels of maintenance.

Hierarchy

Local

Legend
- Bombala River Walk
- Proposed Monaro Rail Trail
- Trailhead Sign
- Sign
- Seat/Picnic Table
- POI - Sculpture
- Car park
- Pedestrian Bridge

Actions

	Action	Timeframe	Cost	Partners	Priority
B12.1	**Enhance and Maintain:** Enhance and maintain the Bombala River Walk as a Grade 2 walking trail (i.e. 900m width, generally no steeper than 1:10, inspection intervals 90 days or less, clear signage). Consider opportunities to extend the trail to link with the southern trailhead of the proposed Monaro Rail Trail.	Short	Medium	SMRC, Community	Medium
B12.2	**Promote:** Develop contemporary promotional material for the Bombala River Walk.	Short	Low	SMRC	Medium

Strategy B13 Platypus Walk (Delegate): Maintain, enhance and promote the Platypus Walk.

Rationale

The Platypus Walk starts at the western extent of William Street and meanders along the Delegate River. The short walk has a crushed rock surface and includes informative interpretation signage and a viewing area looking over the Delegate River where platypus can sometimes be seen.

The trail extends north beyond the viewing area but comes to an abrupt end with no sense of destination. This could be improved through installation of a seat/rest point and interpretation at the end of the trail.

The existing trailhead signage does not meet AS2156.1. (I.e. map, distance, classification).

Legend

Platypus Walk	
●	Trailhead Sign
●	Interpretation Sign
●	Seat
▦	Gate
)(	Pedestrian Bridge
👀	View Point

0 20 40m

Actions

	Action	Timeframe	Cost	Partners	Priority
B13.1	**Destination Point:** Establish a destination point (i.e. install a interpretation sign and seat) at the northern extent of the trail.	Medium	Low	SMRC	Low
B13.2	**Enhance and Maintain:** Enhance and maintain the Platypus Walk as a Grade 2 trail (i.e. 900mm width, generally no steeper than 1:10, inspection intervals 90 days or less).	Ongoing	Low	SMRC	Low

Strategy B14 Federation River Walk (Delegate): Maintain, enhance and promote

Hierarchy

Local

Rationale

Delegate Recreation Reserve is an RV-friendly park situated on the banks of the Delegate River, providing an amenities building, camp kitchen and playground.

The Federation River Walk starts at the William Street entrance and partially loops around the recreation reserve on a crushed rock surface.

Existing trailhead signage is located at the vehicle entrance to the reserve and does not meet AS2156.1 (i.e. map, distance, classification) .

There may be opportunity to enhance the trail by extending the alignment along the frontage of the Delegate River.
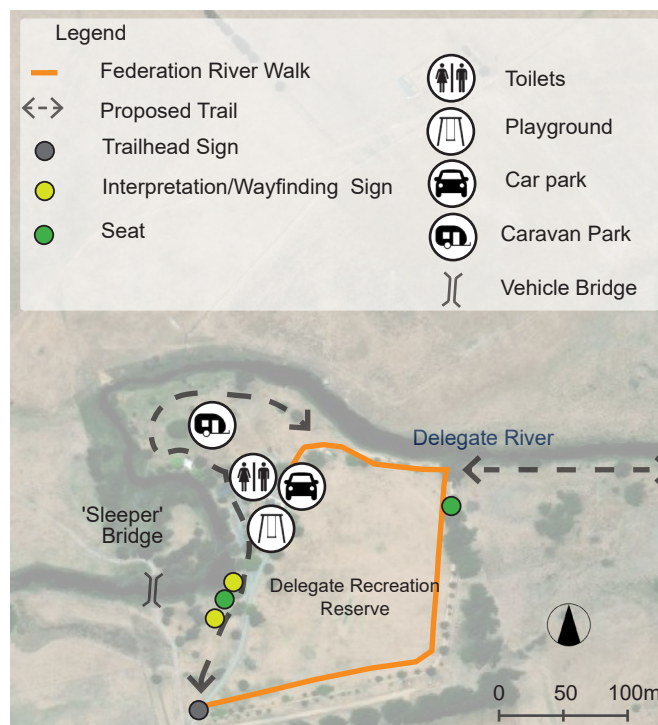
Actions

	Action	Timeframe	Cost	Partners	Priority
B14.1	**Enhance:** Enhance the Federation River Walking Trail, with consideration of extending the trail along the frontage of the Delegate River, with trailhead signage (in line with AS2156.1).	Long	Low	SMRC, Community	Low
B14.2	**Maintain:** Maintain the Federation River Walking Trail as a Grade 2 walking trail (i.e. 900m width, generally no steeper than 1:10, inspection intervals 90 days or less, clear signage).	Ongoing	Low	SMRC	Low
B14.3	**Bridge:** Consider the future requirements for and safety of public access to the 'sleeper' bridge. Install signage appropriate to outcomes.	Short	Low	SMRC	High

Strategy B15 Ridgeline Trail (Jindabyne): Maintain Ridgeline Trail as a strategic off-road link.

Hierarchy

Local

Rationale

Ridgeline Trail provides a strategic link for bike riders and walkers along council-managed land between Gippsland Street and the Barry Way/ Kosciuszko Road roundabout, passing John Connors Oval. The trail is used as an alternative and shorter route to connect areas to the north and south of Jindabyne, with sweeping views across the town and lake. Jindabyne Trails Stewardship maintain the trail.

Trail forks promotes Ridgeline Trail as a shared use trail (walk/run/bike) with the following headline:

Ridgeline Trail is a 2 km less popular blue singletrack trail located near Jindabyne. This mountain bike primary trail can be used both directions. On average it takes 10 minutes to complete this trail.

There is opportunity to improve formalised connectivity to the north (beyond Barry Way) and south (beyond Gippsland St) at the northern terminus of Ridgeline Trail.

Actions

Action		Timeframe	Cost	Partners	Priority
B15.1	**Maintain:** Maintain Ridgeline Trail as a strategic off-road link for walkers, trail runners and off-road cyclists. Consider formalising links with safe road crossings to other trails, such as the Lake Jindabyne Shared Trail and the proposed Mountain Bike and Adventure Park.	Ongoing	Low	SMRC, JTS	Medium

Strategy B16 Lions Park Fitness Loop (Cooma): Complete construction of Lions Park the Lions Park Fitness Loop.

Hierarchy

Local

Rationale

Lions Park is a key recreation precinct to the north of Cooma. The park has a range of quality facilities such as playground, car parking, BBQ/ picnic facilities, toilets, and a fitness circuit. It also has an unmaintained BMX Track.

The trail at the Lions Park is an ideal fitness circuit, however the trail with a surface does not extend to a full loop. There is opportunity to improve this as a fitness trail through naming the trail experience, installing trailhead signage, providing a consistent surface in a connected loop.

Legend
— Trail Alignment
<-·-> Proposed Trail
● Seat
● Shelter

Yallakool Road

0 20 80m
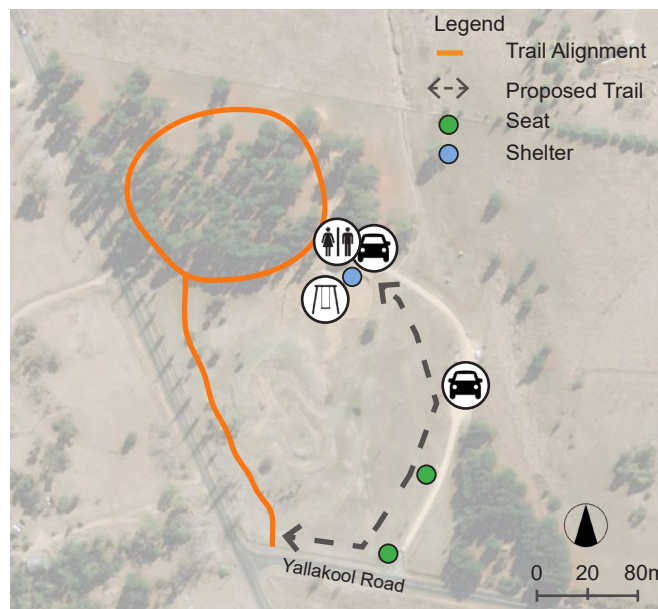
Actions

Action		Timeframe	Cost	Partners	Priority
B16.1	**Complete Loop:** Extend the existing trail to form a larger fitness loop that links with existing seating and shelters on grass area, and consider installing distance markers to encourage fitness activities.	Medium	Low	SMRC	Medium
B16.2	**Maintain:** Enhance and maintain the Cooma Lions Park Fitness Trail as a Grade 2 trail (900mm width, generally no steeper than 1:10, 90 day inspection intervals).	Ongoing	Low	SMRC	Medium
B16.3	**Connectivity:** Complete connectivity of the sealed path between Niangala Street and Lions Park.	Short	Low	SMRC	High

Strategy B17 Cooma Creek Path: Upgrade the Cooma Creek Path to meet cycling infrastructure standards.

Hierarchy

Local

Rationale

A cement path follows the Cooma Creek from Church Road Reserve, past Cooma Creek Reserve, Nijong Oval and linking to Mulach Street via a pedestrian bridge over the Cooma Back Creek.

The path then continues to the west towards Lambie Street where it links with Lambie Town Walk. To the East, the path continues as a footpath for a short distance.

The trail is a key off-road active transport corridor in Cooma, however is not promoted as a trail experience.

It is noted that the path is promoted for shared use (walk/bike), however, path width does not comply with Austroads specifications for shared use paths, contributing to potential for user conflict.

Legend

- ⎯⎯ Cooma Creek Path
- ⬤ Trailhead Sign/Shelter
- ⬤ Sign
- ⬤ Seat/Picnic Table
- ◯ POI
- 🚗 Car park
-)(Pedestrian Bridge

Actions

Action		Timeframe	Cost	Partners	Priority
B17.1	**Upgrade:** Progressively upgrade the Cooma Creek Path to provide a shared use trail (i.e. walk/bike).in line with cycling infrastructure standards.	Long	High	SMRC	Low

Strategy B18 Myack Creek Walk (Berridale): Review the strategic connectivity of the Myack Creek Path and upgrade to meet cycling infrastructure standards.

Hierarchy

Local

Rationale

A cement path starts near the Berridale school and recreation precinct, crossing William Street and following Myack Creek to the north.

The strategic intent of the path is not clear, appearing to link to a private residence in the north.

Through the online community survey, a request was received to provide a trail for walkers and bike riders linking the Creek Walk and Gygederick Hill, offering scenic views across Berridale.

Actions

Action	Timeframe	Cost	Partners	Priority
B18.1 **Upgrade:** Review the strategic connectivity provided by the Myack Creek Path and progressively upgrade to meet cycling infrastructure standards.	Long	High	SMRC	Low

Strategy B19 Lambie Town Walk (Cooma): Review, enhance and promote the Lambie Town Walk.

Hierarchy

Regional

Rationale

The VisitNSW website promotes the Lambie Town Walk as one of the key attractions in Cooma. The primary trailhead is located at Southern Cloud Memorial Park. Various promotional materials exist (i.e. websites, brochure, signage) which provide contradicting information/routes e.g. The key brochure indicates a 5km walk, whereas the sign in Southern Cloud Memorial Park notes 'an easy return town walk of 6km'. Enhancement of this trail is likely to appeal to users of the proposed Monaro Rail Trail, as well as 'Road Trippers' - one of the key target markets identified for the region in the *Snowy Monaro Destination Management Plan* (2019). There is an opportunity to enhance this heritage trail to become a regional-level tourism offering showcasing the best of Cooma.

Actions

	Action	Timeframe	Cost	Partners	Priority
B19.1	**Enhance:** Work with community and heritage groups in Cooma to strengthen the Lambie Town Walk to ensure safe road interfaces between heritage features and quality trailhead signage, waymarking and interpretation signage in line with AS2156.1 and appealing promotional material.	Medium	Medium	SMRC, Community	Medium
B19.2	**Promote:** Develop contemporary online and printed promotional material for Lambie Town Walk.	Medium	Low	SMRC	Medium

Strategy B20 Adaminaby and Eucumbene District Heritage Trails: Maintain and progressively enhance the Adaminaby Heritage Trail and Eucumbene District Heritage Trail.

Rationale

The Adaminaby Heritage Trail is promoted with a comprehensive trailhead and interpretation sign in the village of Adaminaby at the Big Trout. The town trail utilises verges and footpaths through the retail precinct, historic residential and cultural area of the town. Story boards are located at key sites to interpret and explain the heritage trail. The District Heritage Trail is a touring route showcasing Old Adaminaby, Old Adaminaby Cemetery, Anglers Reach & the Adaminaby village. The trailhead sign is very informative however does not meet AS2156.1 (i.e. distance, classification) and there is no contemporary online promotional material. Enhancement of this trail is likely to appeal to 'Road Trippers' - one of the key target markets identified for the region in the *Snowy Monaro Destination Management Plan* (2019).
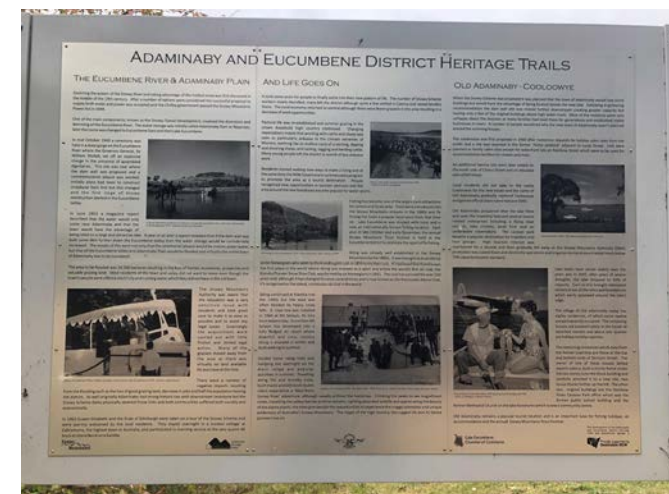
Actions

	Action	Timeframe	Cost	Partners	Priority
B20.1	**Enhance:** Work with community in Adaminaby to maintain and progressively enhance the Heritage Trail. Ensure safe road interfaces and develop appealing promotional material.	Medium	Low	SMRC, Community	Medium
B20.2	**Promote:** Develop contemporary online and printed promotional material for the Adaminaby and Eucumbene District Heritage Trails	Medium	Low	SMRC	Medium

Strategy B21 Nimmitabel Heritage Walk: Review, enhance and maintain the Nimmitabel Heritage Walk.

Rationale

The Heritage Walk, explores Nimmitabel's rich history and is promoted as an hour walk. There are 11 points of interest including the cemetery, school, police station, hotel, old mill, town well and churches. The Cooma-Monaro Settlements Strategy 2016-2036- Discussion Paper 2015 states, *"A strategic asset of Nimmitabel is its location for convenient access to both the Bombala region and the far south coast, being accessible via the Monaro and the Snowy Mountains Highways. It is also located on the far south coast route from Canberra and Queanbeyan and as such can capitalise on passing tourist trade, particularly in the summer months".* The Heritage Walk is a key draw card for visitors and targets primarily self guided walkers.

Enhancement of this trail is likely to appeal to users of the proposed Monaro Rail Trail, as well as 'Road Trippers' - one of the key target markets identified for the region in the S*nowy Monaro Destination Management Plan* (2019).

Actions

Action		Timeframe	Cost	Partners	Priority
B21.1	**Enhance:** Work with community and heritage groups in Nimmitabel to strengthen the Heritage Walk with a defined route (with safe road interfaces) between heritage features and quality trailhead, waymarking, interpretation signage in line with AS2156.1, and appealing promotional material.	Medium	Low	SMRC, Community	Medium
B21.2	**Promote:** Develop contemporary online and printed promotional material for the Nimmitabel Heritage Walk.	Medium	Low	SMRC	Medium

Strategy B22 Cathcart History Walk: Review, enhance and maintain the Cathcart History Walk.

Hierarchy

Local

Rationale

The Cathcart History Walk showcases the heritage of Cathcart via plaques on buildings and features around the village. There is no trail alignment, trailhead signage and limited promotional material. The preservation and maintenance of the historical resources vary in standard. The development of a local trail may assist in the preservation of history and support heritage tourism across the Snowy Monaro Region.

Enhancement of this trail is likely to appeal to 'Road Trippers' - one of the key target markets identified for the region in the *Snowy Monaro Destination Management Plan* (2019).

Actions

	Action	Timeframe	Cost	Partners	Priority
B22.1	**Enhance:** Work with community and heritage group in Cathcart to enhance the Cathcart History Walk, providing a defined route with safe road interfaces and appealing promotional material.	Medium	Low	SMRC, Community	Low
B22.2	**Promote:** Develop contemporary online and printed promotional material for the Cathcart History Walk.	Medium	Low	SMRC	Low

Strategy B23 Dalgety Historic Town and River Walk: Review, enhance and maintain the Dalgety Historic Town and River Walk.

Hierarchy

Regional

Rationale

The Historic Town and River Walk is set within the village of Dalgety, the only town in New South Wales left on the banks of the Snowy River. The walk passes through town and meanders along side of the Snowy River showcasing 26 heritage sites and supports the Community Vision expressed in The Dalgety Village Plan, *"That the character of the town is maintained and tourism based on heritage and the river, result in a thriving economy with community facilities and a focus on youth combined with a sustainable rural sector and a future that is built on past successes"*. Clear signage, up to date promotional material and interpretation that builds the visitor expenditure for local shops, attractions, and hospitality offerings is lacking.
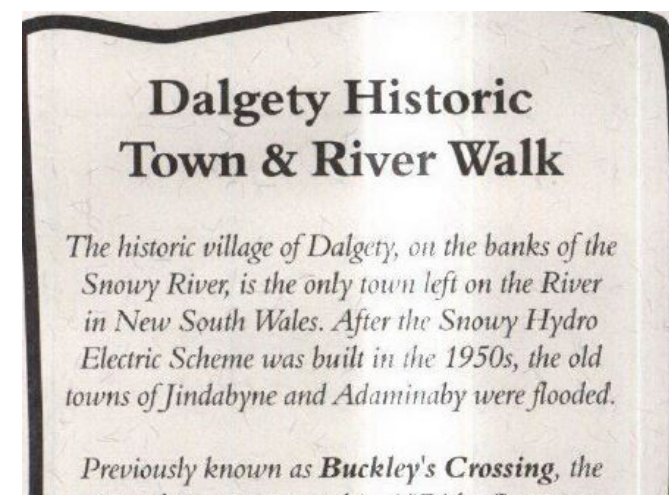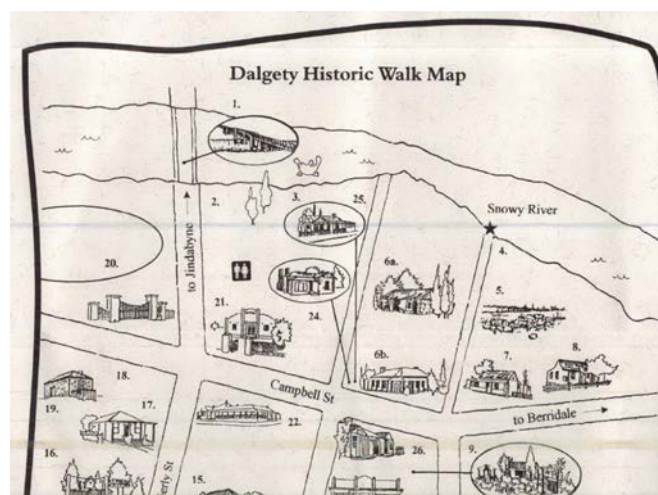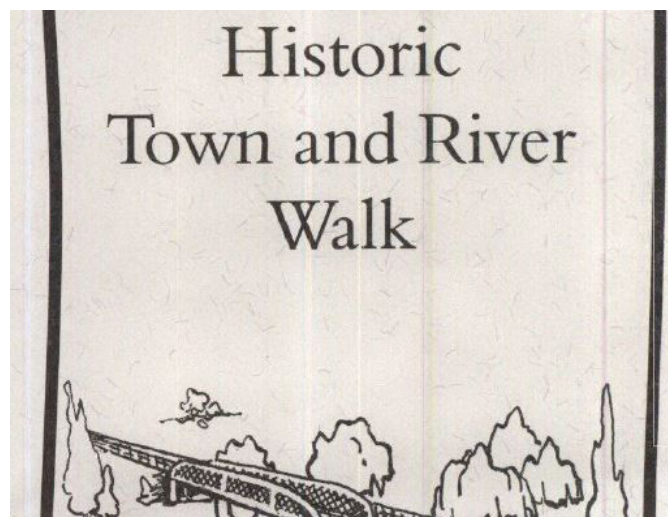
Actions

	Action	Timeframe	Cost	Partners	Priority
B23.1	**Enhance:** Work with community and heritage groups in Dalgety to enhance the Historic Town and River Walk, providing a defined route (with safe road interfaces) and appealing promotional material.	Medium	Low	SMRC, Community	Low
B23.2	**Promote:** Develop contemporary online and printed promotional material for the Dalgety Historic Town and River Walk.	Medium	Low	SMRC	Low

Strategic Outcome C:
Sustainable, Responsible and Relevant Trail Developments

New trail developments are strategic, well-considered,
responsive to community need and considerate of key stakeholders.

Strategy C1 Monaro Rail Trail: Pursue the staged development of the Monaro Rail Trail between Queanbeyan and Bombala.

Proposed Hierarchy

National

Rationale

The Monaro Rail Trail project has been pursued in a dedicated manner by the Monaro Rail Trail Inc (MRT Inc.). SMRC commissioned the *Monaro Rail Trail Feasibility Study* (November 2020) which highlights the opportunity. 'The corridor itself is completely intact, with no section of it having been sold off. Should it be converted into a rail trail, the benefits to the communities along it will be significant. As a rail trail, the corridor encapsulates the best of what rail trail users are seeking: attractive scenery, intact railway artifacts including embankments, cuttings, bridges, a tunnel, railway signage, signals and switches, turntables and beautiful station buildings and railway sheds. These are just some of the ingredients that are highly sought after by rail trail users. The fact that small towns and villages are evenly spread and well-spaced is an added bonus'. The Feasibility Study highlights that, 'should it be developed, the Monaro Rail Trail will be a world-class rail trail. It is likely to attract users from not only from all over Australia, but from all around the world – just as the equally spectacular Otago Central Rail Trail on the South Island of New Zealand does'.

The estimated cost of constructing the Monaro Rail Trail, as outlined in the Feasibility Study, is $48 million, plus $10-15 million to seal the trail (with bitumen/asphalt).
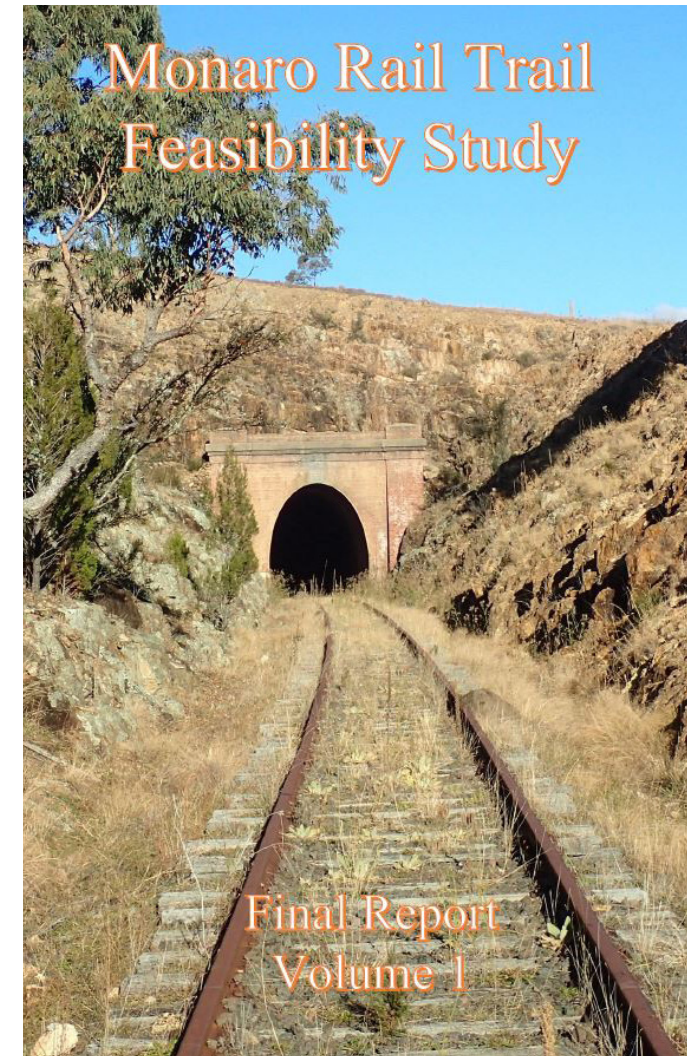
In addition to the rail trail itself, MRT Inc. has also proposed the development of 'precinct trails' in Bombala, Cooma, Michelago, Bredbo and Nimmitabel with the intention to draw rail trail users into towns - enhancing the overall trail experience and boosting the economic benefit. A 'Gravel Grinder Touring Route' is also proposed by the MRT Inc. to provide loop trail gravel riding options off the MRT.

The development of the Monaro Rail Trail would provide a key off-road connection between the key population centres of Canberra/Queanbeyan and the Snowy Monaro Region. It would be the 'backbone' of the regional trail network and offer opportunities to link with the other trails and cycling routes across the region.

In mid-2021, the Queanbeyan Palerang Regional Council approved $50,000 of funding for design and construction plans of the 27km section from Tralee/Hume to Williamsdale.

An extraordinary Snowy Monaro Regional Council meeting was held in March 2021 to discuss the application for funding with the Commonwealth Building Better Regions funding program. Council resolved to: *Not lodge an application under the current Building Better Regions Fund due to the project not being sufficiently developed to meet the grant criteria, and Council not having in place the required consultations with the community on the willingness to fund the service.*

Monaro Rail Trail Feasibility Study

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Actions

	Action	Timeframe	Cost	Partners	Priority
C1.1	**Governance Framework:** Establish an appropriate governance framework to ensure that volunteers (i.e. through MRT Inc.) can contribute meaningfully in the development (and potentially the operation) of the Monaro Rail Trail. Ensure formalised partnerships with clear roles and responsibilities.	Short	Low	MRT Inc., SMRC	High
C1.2	**Rail Corridor:** Advocate for the vesting of the rail corridor to the Monaro Rail Trail Management Committee through a lease agreement from NSW Government.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.3	**Management and Funding Model:** Establish and document a robust management and ongoing funding model for the Monaro Rail Trail, ensuring long-term sustainability of the trail. Consider innovative options and seek to achieve multiple revenue streams.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.4	**Business Case:** Continue to document comprehensive and up to date information relating to the proposal, framework and concept plan for the MRT (e.g. *Monaro Rail Trail Feasibility Study* 2020) to ensure that the business case for the MRT can be clearly and regularly communicated.	Short	Low	MRT Inc., NSW Gov, SMRC	High
C1.5	**Development Funding:** Seek funding for the development of the Monaro Rail Trail. Consider opportunities for staged development, utilising a multi-criteria analysis process to inform staging and priorities.	Short	Major Project	MRT Inc., SMRC, NSW Gov, Fed Gov	High
C1.6	**Collaborate with QPRC:** Work collaboratively with Queanbeyan-Palerang Regional Council to deliver a cohesive & consistent rail trail experience across local government boundaries.	Short	Low	SMRC, QPRC	High
C1.7	**Loop Trails:** Using the 8 Stage Trail Development Process, develop loop trails local which complement the MRT through linking to local businesses and community/visitor facilities at key precincts (e.g. Precinct Trails in Bombala, Cooma, Michelago, Bredbo, Nimmitabel), and connecting towns/precincts with loop options (e.g. Gravel Grinder Touring Route).	Medium	Medium	SMRC, MRT Inc.	High
C1.8	**Horse Riders:** Ensure consideration of horse riders, where possible, in the design and development of the Monaro Rail Trail (Refer also Action C4.2).	Short	Low	SMRC, MRT Inc.	High

Strategy C2 West Jindabyne Mountain Bike and Adventure Park: Support the development of the West Jindabyne Mountain Bike and Adventure Park.

Proposed Hierarchy

National

Rationale

The *Snowy Mountains SAP draft Master Plan* (2021), which outlines the 40 year vision for the Snowy Mountains Region, proposes the development of a world-class Mountain Bike and Adventure Park Sub-Precinct to the west of the Jindabyne township, which includes:

• >100km of purpose-built mountain bike trails for different skill sets and mountain biking disciplines
• A gondola network
• A range of tourism/recreational opportunities such as a luge, mountain roller coaster and zip line.
• Pedestrian and cycle connections, such as links to Bungarra Alpine Centre and Lake Jindabyne.

The draft Master Plan states the following desired future character:

A nationally significant Mountain Bike and Adventure Park that caters for all abilities with a range of trail types, with beginner, leisure, cross country, flow and gravity trails ensuring a broad spectrum of trail users are attracted to the region. As a world class facility comparable in size to well-known national and international mountain bike parks, it will be a significant driver of tourists year-round.

The Regional Growth NSW Development Corporation is currently preparing the designs and commercial proposition for the Mountain Bike and Adventure Park, with the intention to attract commercial interest in operation of the facility. This may include revenue streams associated with gondola/chairlift fees, café, bike hire etc.

While this project is being driven by the NSW Government, Council support will be required in the provision of support infrastructure (e.g. utilities, roads etc.) to accommodate the development.
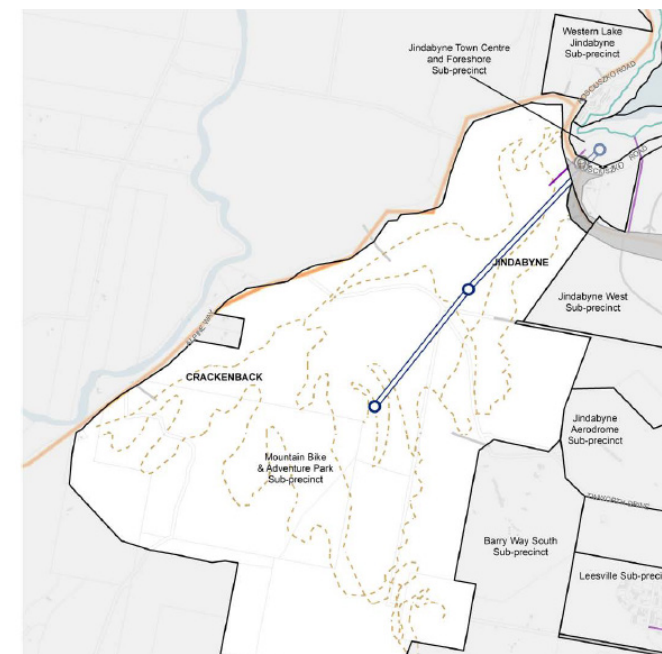

Image: Snowy Mountains SAP draft Master Plan (Figure A12)

Actions

	Action	Timeframe	Cost	Partners	Priority
C2.1	**Support Development:** Support the NSW Government in their development of the West Jindabyne Mountain Bike and Adventure Park with provision of support infrastructure (e.g. utilities, roads etc.) where this is in Council's scope of services. Advocate for the park and its facilities to complement other recreational trails and facilities across the region.	Short	Low	SMRC, NSW Gov, DPE, RCDC	High
C2.2	**Integration:** Ensure that active transport links are provided between the West Jindabyne Mountain Bike and Adventure Park, other trails, key destinations and community facilities.	Short	Medium	SMRC, NSW Gov, DPE, RCDC	High

Strategy C3 Lake Jindabyne Water-Based Transport Link: Undertake investigations into the financial and technical viability of establishing a water based transport service on Lake Jindabyne with the primary objective to connect the Lake Jindabyne Shared Trail.
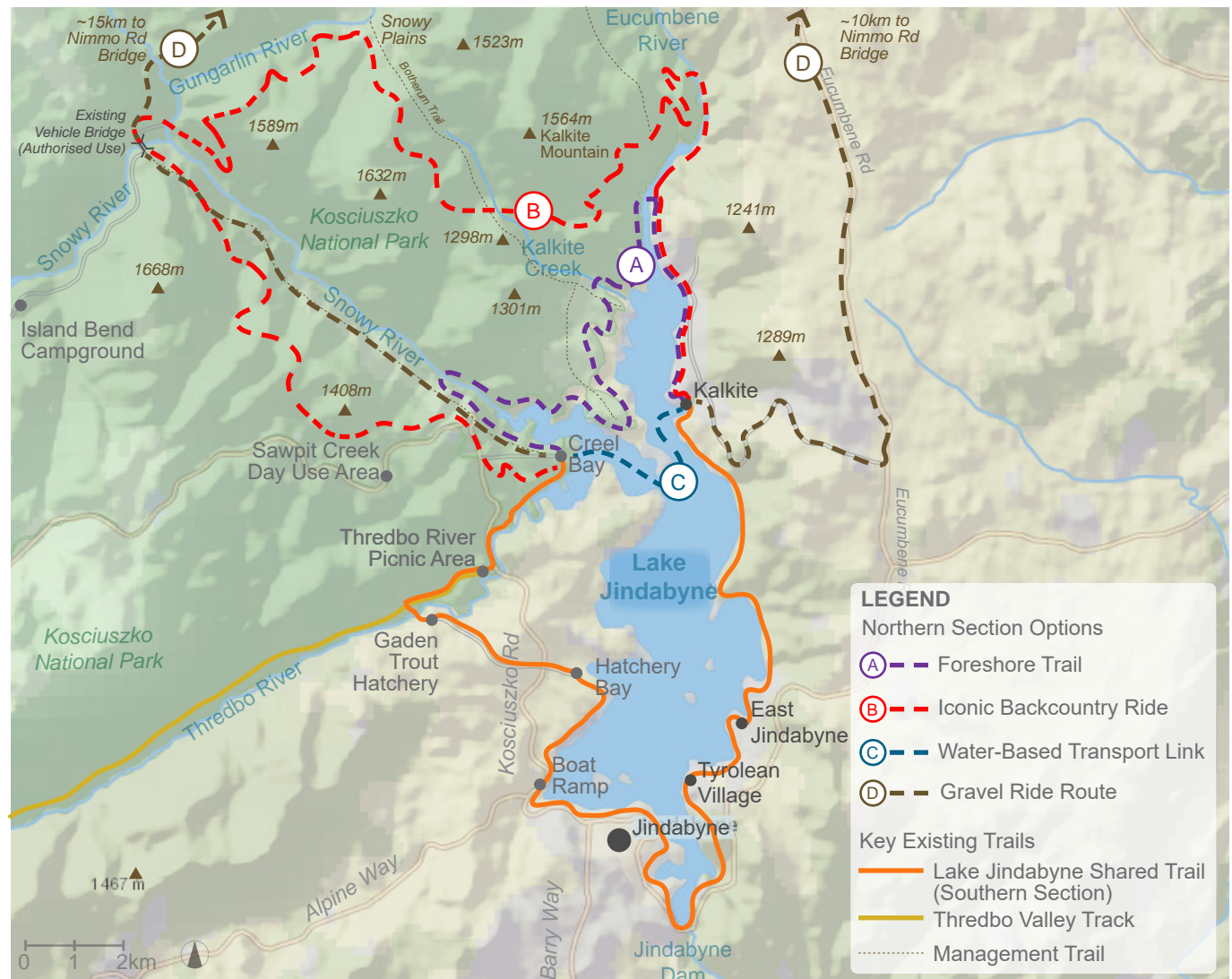
Rationale

The Lake Jindabyne 'Around the Lake' Trail Experience Feasibility Study (2022) assessed key options to connect Kalkite and Creel Bay. These options were: A) Foreshore Shared Trail, B) Iconic Backcountry Ride, C) Water-Based Transport Link, D) Gravel Ride Route, and E) Status Quo (no link).

After consideration of a wide range of factors, including land tenure, stakeholder support, community support, maintenance needs, access requirements and anticipated user market, the feasibility assessment determined that the preferred option is Option C Water-Based Transport Link.

It is recommended that further investigations are undertaken into the technical and financial viability of establishing a water based transport service on Lake Jindabyne, which would service recreational trail users as well as other members of the public. NPWS and Snowy Hydro Limited are key stakeholders and must be involved in these investigations.

The service is likely to be most effective if operated by a private operator on a user pays basis. The most appropriate vessel and service options will depend upon the specific operator and stakeholder requirements.

Proposed Hierarchy

State

LEGEND

Northern Section Options

- (A) Foreshore Trail
- (B) Iconic Backcountry Ride
- (C) Water-Based Transport Link
- (D) Gravel Ride Route

Key Existing Trails

- Lake Jindabyne Shared Trail (Southern Section)
- Thredbo Valley Track
- Management Trail

Rationale (Continued)

The *Snowy Mountains SAP Draft Master Plan* (2021) identifies the opportunity for investigations into the development of water-based transport on Lake Jindabyne, particularly to service development at western Lake Jindabyne.

The service which connects Kalkite and Creel Bay may also connect to Jindabyne and have interim stops, such as at East Jindabyne and Western Lake Jindabyne. The most appropriate vessel and service options will depend upon the specific operator and stakeholder requirements. The service is likely to be most effective if operated by a private operator on a user-pays basis. Government can support this endeavour through undertaking feasibility studies, pilot projects, preparation of commercial prospectus/request for proposals, determining minimum standards, planning and establishing support facilities, subsidising operations, and procuring vessels.

As identified in the Feasibility Study there is no 'one size fits all' approach to the design and specification of water based transport vessels and services. A wide range of destinations utilise water-based transport to provide access for transport and tourism purposes. Many of these transportation vessels and services cater for the needs of recreational trail users, including cyclists and their bikes. Examples of water-based transport options to be considered are provided in the Feasibility Assessment, including: Lake Wānaka Water Taxi in New Zealand; Lake St Clair Ferry Service in Cradle Mountain-Lake St Clair National Park (Tasmania); Freycinet Aqua Taxi in Coles Bay (Tasmania); Lakes Explorer at Lakes Entrance (Victoria); the Aquaduck on the Gold Coast and Sunshine Coast (Queensland); Perth Waterbike Adventures (Western Australia) and Hovertravel to the Isle of Wight (United Kingdom).

It is proposed that further investigations are undertaken in the short-term with a view to providing a connected 'around the lake' experience by the time the Lake Jindabyne Shared Trail (Southern Section) is constructed, which is planned for 2024.

Actions

	Action	Timeframe	Cost	Partners	Priority
C3.1	**Proposal:** Formally propose the concept of a water-based transport link across Lake Jindabyne to key stakeholders (i.e. Snowy Hydro, NPWS, NSW Government) to seek in-principle support and understand key stakeholder requirements of such a service.	Short	Low	SMRC, SHL, NPWS, NSW Gov	High
C3.2	**Snowy Mountains SAP Master Plan:** Advocate for the inclusion of water-based transport on Lake Jindabyne as a component of the Snowy Mountains SAP Masterplan, specifically to connect Kalkite, Creel Bay and Jindabyne.	Short	Low	SMRC, NSW Gov	High
C3.3	**Technical and Financial Feasibility Study:** In partnership with the NSW Government, commission a technical and financial feasibility study for the concept of water-based transport on Lake Jindabyne (specifically linking Kalkite, Creel Bay and Jindabyne).	Short	Low	SMRC, NSW Gov	High

Strategy C4 Equine Trail Network: Protect, enhance and formalise the region's network of strategic connections for equine trail users.

Proposed Hierarchy

State

Rationale

Horse riding is widely recognised as an iconic way to discover the beauty of Australia's legendary high country and rural areas. Recreational trail riding opportunities in the SMRC area include riding: on designated trails and management trails within national parks (e.g. Tom Groggin to Geehi in the Kosciuszko National Park); with commercial horse riding tours/experiences (products range from one hour to multi-day treks); self-supported along the Bicentennial National Trail; along public roads (i.e. verges, unsealed roads); along management trails or fire tracks (e.g. in national parks or bushland reserves such as Mt Gladstone Reserve); or on private land. Despite a strong culture of horse riding, there is a lack of clear information relating to suitable trails/routes with authorised access for horse riding, and very limited provision of support facilities (e.g. float parking, turnaround points, troughs and yards) for horse trail riding.

Due to their informal nature, many horse riding routes are threatened by external influences such as urban expansion and infill, and changing land uses. For example, in planning for new residential developments in rural areas, the opportunity to provide connectivity for horse riding is often overlooked, despite the high levels of horse ownership and strong horse riding cultures in many of these areas. The current situation with developments of Snowy Hydro 2.0 near Providence Portal impacting on connectivity of the Bicentennial National Trail is an example of a horse riding trail impacted by changing land uses.

While trail developments such as rail trails can provide ideal off-road horse riding routes, this requires specific design and management considerations such as suitable trail surfaces, bio-security implications and addressing issues associated with horse manure along trails.

Horse riding trail experiences can be significantly compromised by other user groups (e.g. off-road vehicles), which sometimes results in a need for dedicated trails to be provided for horse riding.

To proactively address the issues facing the long-term prospects of horse-rising routes, many local government authorities across Australia are preparing specific planning projects to identify and protect important horse riding corridors and networks, particularly in residential growth areas. For example, the Shire of Serpentine Jarrahdale Equine Trails Strategy (Western Australia). The SMRC region's equine trail network would benefit from specific and comprehensive review to identify these opportunities for consideration in a wide range of land use planning across the region, particularly areas which have been raised by equine trail riding community between Cooma and Providence Portal.

Actions

	Action	Timeframe	Cost	Partners	Priority
C4.1	**Strategic Equine Trail Network Plan:** Develop a Strategic Equine Trail Network Plan to ensure that key strategic routes are identified and preserved, particularly in new residential development areas, and that adequate support facilities are provided to support the equine trail riding community in the region. To involve: • Mapping existing equine trails/routes • Identifying viable linkages (i.e. crown roads, stock routes, fire tracks, private land, NPWS etc.) • Detailing land parcels that require tenure and access negotiations for connectivity • Identifying development/access barriers • Detailing relevant standards for equine trails • Incorporating bridle routes through new rural subdivisions which can also act as emergency access tracks.	Medium	Low	SMRC	High
C4.2	**Monaro Rail Trail:** Consider opportunities to allow for horse riding on suitable sections of the proposed Monaro Rail Trail (Refer to Strategy C1 and Action C1.7).	Short	Low	SMRC, MRT Inc.	Medium
C4.3	**Strategic Equine Corridors:** Ensure that potential strategic corridors (i.e. Crown roads/ paper roads) are considered and protected in the development of structure plans for new residential subdivisions. Consider the opportunity for the development of low-density residential areas which are specifically equine-friendly and attract horse owners. E.g. Byford, Shire of SJ, WA. Refer to Action A1.12: Strategic Corridors.	Ongoing	Low	SMRC, Developers	High
C4.4	**Bicentennial National Trail:** Ensure a secure and accessible route for the Bicentennial National Trail to traverse through the SMRC region (Refer to Strategy B3).	Short	Medium	SMRC, SHL, ATHRA	High
C4.5	**BNT Spur Trail:** Consider opportunities to establish a spur trail from the Bicentennial National Trail at Providence Portal, linking to Lake Eucumbene/Adaminaby to draw users of the BNT to spend time in the SMRC region. Consider integrating with the proposed Lake Eucumbene Trail (Refer C6).	Long	Medium	SMRC, SHL, ATHRA	Low

Strategy C5 Bundian Way: Engage with Traditional Custodians to review options for the concept known as 'Bundian Way' on Ngarigo and Bidawal Country.

Proposed Hierarchy

N/A

Rationale

The 'Bundian Way' was listed on the NSW State Heritage Register in 2013 (a 265km x 20m corridor). It was listed as a *rare surviving ancient pathway used by Aboriginal people over thousands of years, linking the high country at Kosciuszko and the coast at Eden.* A series of signage exists for the Bundian Way within the SMRC area - a section referred to as the 'Delegate Trail'. This is currently promoted as *a driving tour of significant Aboriginal places located in the historic Monaro township of Delegate, which also marks a half-way point between mountains and sea along the Bundian Way*. The project was driven by the Eden Local Aboriginal Land Council, with support from the Delegate Progress Association.

Concerns have been raised by Traditional Owners relating to the development of the Bundian Way due to contested historical context and misrepresentation of culture on Ngarigo and Bidawal Country (i.e. within SMRC area). In May 2021, the report entitled *Independent Assessment of Cultural Landscape(s) extending from the Great Divide to Eden* was released. This report details seven recommendations to the Heritage Council of NSW and Aboriginal Cultural Heritage Advisory Committee, including: *Recommendation 1: The current State Heritage Register listing of the Bundian Way should be amended to remove the sections of the route that traverse Ngarigo and Bidawal Country.*

It is imperative that any future developments of this trail concept in the SMRC area are undertaken in collaboration with Ngarigo and Bidawal Traditional Owners to ensure appropriately representation of Ngarigo and Bidawal culture.

Actions

	Action	Timeframe	Cost	Partners	Priority
C5.1	**Independent Assessment:** Assess options with consideration of the recommendations of the *Independent Assessment of Cultural Landscape(s) extending from the Great Divide to Eden* (2021).	Short	Low	SMRC, TO	High
C5.2	**Alternative Opportunities:** In consultation with Ngarigo and Bidawal Traditional Owners, explore alternative opportunities to establish recreational trail/s which celebrate and appropriately represent Indigenous cultural heritage on in Ngarigo and Bidawal Country.	Short	Low	SMRC, TO, AANSW, Community	Medium
C5.3	**Recreational Trail:** Explore opportunities to develop a recreational trail (i.e. walk and/or cycle) from Delegate, showcasing the region's heritage and distinct scenery.	Short	Low	SMRC, TO, Community	Low

Strategy C6 Lake Eucumbene Trail: Pursue the development of a Regional-level trail recreational trail along the foreshore of Lake Eucumbene.

Proposed Hierarchy

Regional

Rationale

Lake Eucumbene is owned and managed by Snowy Hydro Limited. There are no formal recreational trails at the Lake, however there are various vehicle tracks and informal trails along the foreshore. The whole of Lake Eucumbene, including the lake bed and foreshore, is a listed heritage site, prohibiting the removal of relics or disturbance. There are various points of interest, including numerous sites highlighted on the Eucumbene District Heritage Trail (Touring Route).

Members of the Adaminaby community are advocating for the development of a recreational trail along the foreshore of Lake Eucumbene to encourage nature-based tourism and showcase the region's unique heritage.

There is opportunity to strategically connect the proposed recreational trail with existing trails in the region, such as the Eucumbene District and Adaminaby Heritage Trail and the Bicentennial National Trail which passes Providence Portal.

Legend

- ←-→ Proposed Trail
- ←→ Bicentennial National Trail
- —— Eucumbene District Heritage Trail
- ⬤ Adaminaby Heritage Trail
- ○ Point of Interest
- ● Picnic Area/Potential Trailhead
- 🚐 Caravan Park

Actions

	Action	Timeframe	Cost	Partners	Priority
C6.1	**Proposal, Framework and Concept Plan:** Develop a proposal, framework and concept plan for a multi-use recreational trail on a natural surface along the foreshore of Lake Eucumbene, incorporating strategic linkages to the Bicentennial National Trail and points along the Eucumbene District Heritage Trail.	Long	Major Project	SMRC, SHL, Community	Medium
C6.2	**BNT Spur Trail:** Consider integrating this trail as a spur trail from the Bicentennial National Trail at Providence Portal, linking to Lake Eucumbene/Adaminaby. (Refer C4.5).	Long	Medium	SMRC, SHL, ATHRA	Low

Strategy C7 Berridale Mountain Bike Trail Network: Pursue the development of a Local level mountain bike trail network in Berridale.
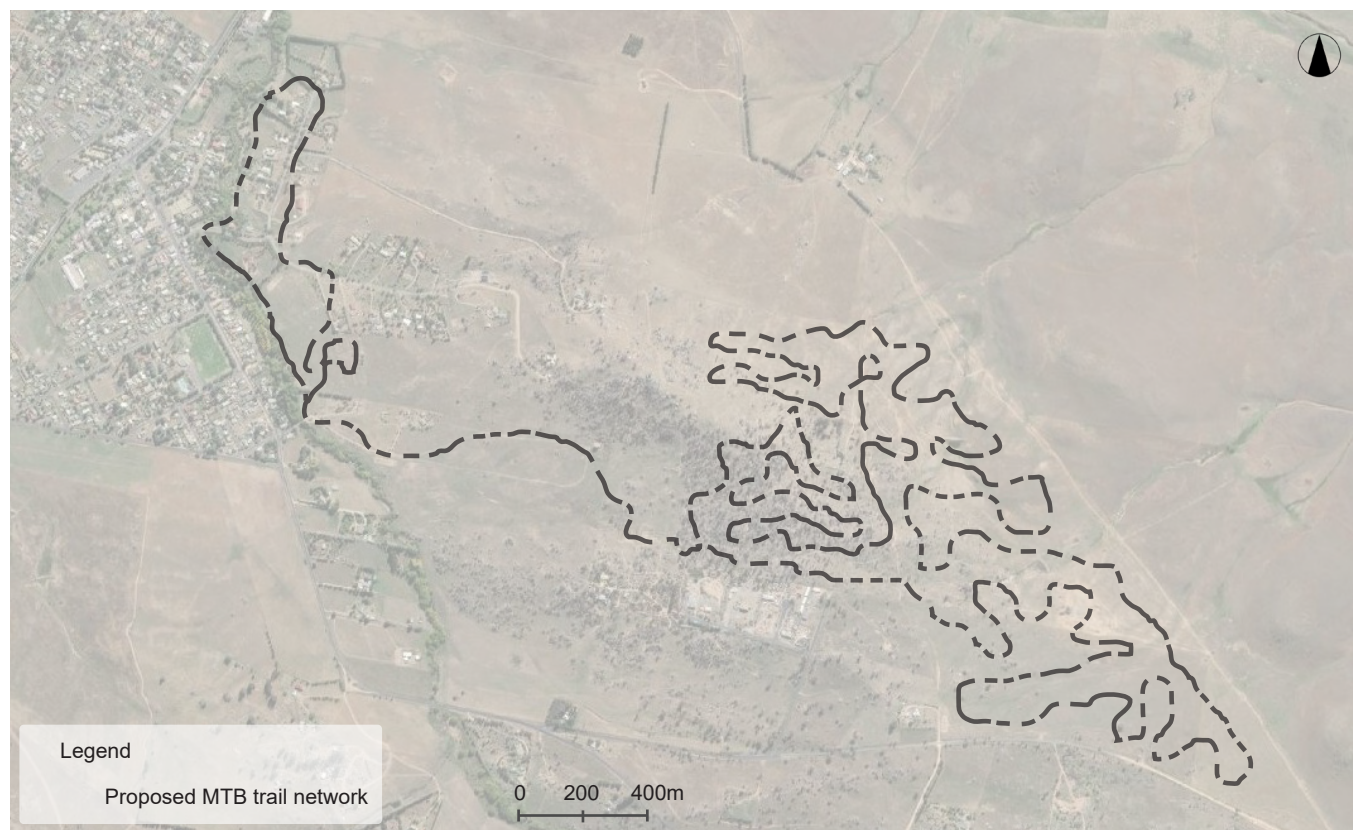
Proposed Hierarchy
Local

Rationale

The Berridale Riderz Inc have proposed a network of mountain bike trails in and around Berridale. This proposal includes off-road connections between key recreation facilities such as the Berridale Skate Park and the Myack Creek Walking Track, and the development of support facilities (i.e. pump track/skills area).

The proposed site includes the following Crown Land and Council owned lots: 1- SMRC Freehold; 35-SMRC Freehold; 37- SMRC Freehold; 45- SMRC Freehold; 7003- Local Lands Services-Cooma-Crown; 7007- Local Lands Services-Cooma-Crown; 7008- Local Lands Services-Cooma-Crown.

It is noted that this site has high biodiversity values which must be assessed and considered in line with the 8 Stage Trail Development Process.

Legend

Proposed MTB trail network

0   200   400m

Actions

	Action	Timeframe	Cost	Partners	Priority
C7.1	**Proposal, Framework and Concept Plan:** Develop a proposal, framework and concept plan for a Local level mountain bike trail network in Berridale, with consideration of current users (i.e. walkers, trail runners) on existing sections of the proposed network (i.e. Myack Creek Path).	Long	Medium	SMRC, Community	Low

Strategy C8 Michelago Creek Loop Trail: Pursue the development of a Local level recreational trail in Michelago.

Proposed Hierarchy

Local

Rationale

The development of precinct trails at key towns along the proposed Monaro Rail Trail will leverage further economic benefit to locations such as Michelago.

Due to growing demand for rural properties in places like Michelago, Council has initiated a masterplan process to guide the future development of the town to ensure that it evolves purposefully. The *draft Michelago Masterplan* (June 2021) identifies the opportunity for a loop trail along Michelago Creek, and development of a heritage trail highlighting the town's key heritage sites. The loop trail concept would require provision of footbridges over Michelago Creek. Further development of this concept will need to consider land tenure constraints and environmental sensitivities of the riparian zone.

It is recommended that the costs associated with the local trails and bridge over Michelago Creek are incorporated into the development contributions plan.

Actions

	Action	Timeframe	Cost	Partners	Priority
C8.1	**Proposal, Framework and Concept Plan:** Develop a proposal, framework and concept plan for the preferred option for a recreational trail in Michelago, connecting key community facilities and showcasing the town's heritage and natural environment. Include associated costs in the development contributions plan.	Long	Medium	SMRC, Developers, Community	Medium

Strategy C9 Bredbo River Trail: Formalise a Local level recreational trail incorporating the junction of the Bredbo and Murrumbidgee Rivers in Bredbo.

Rationale

Bredbo is a village located along the Monaro Highway and is proposed to be a key destination along the Monaro Rail Trail.

A vehicle track within the Landcare site alongside the Bredbo River is currently used as an informal walk/cycle trail to access the junction of the Bredbo and Murrumbidgee Rivers. No formal trail signage or support facilities currently exist.

Visit NSW promotes the opportunity for visitors to *walk down to the Bredbo and Murrumbidgee Rivers where you'll find some perfect spots for fishing or picnicking.*

Visit Cooma promotes the village's Centennial Park as *a lovely stop for a picnic or stroll on the Anzac Memorial Walk.*

There is opportunity to formalise the trail to the junction of the two rivers, with connectivity to key locations such as Centennial Park and Bredbo Siding/Monaro Rail Trail. This will require a safe crossing point on the Monaro Highway.

Formalisation of this trail is advocated by MRT Inc. as a 'Precinct Trail' off the proposed Monaro Rail Trail.

Proposed Hierarchy
Local

Legend
- Anzac Memorial Walk
- Existing Path
- River Walk (proposed)
- Monaro Rail Trail (proposed)
- Sign
- Seat
- Point of interest
- Toilets

Actions

Action		Timeframe	Cost	Partners	Priority
C9.1	**Formalise:** Formalise a recreational trail in Bredbo, linking the junction of the Bredbo and Murrumbidgee Rivers, Centennial Park and the Bredbo Rail Siding.	Medium	Low	SMRC, Community	Medium

Strategy C10 Lake Williams Trail (Nimmitabel): Formalise a loop trail around Lake Williams in Nimmitabel.

Proposed Hierarchy

Local

Rationale

Lake Williams Reserve is situated alongside the Monaro Hwy at Nimmitabel, providing a roadside rest area with car parking, toilets, picnic areas and barbecues.

The reserve has a cement path that enters from the north eastern corner of the park and continues over a pedestrian bridge to a viewing area.

There is second cement path that starts near the parking bay and provides a walk south across the Bobundara Creek.

The two cement paths are not connected, and the cement path leading south over Bobundara Creek does not lead to a point of interest, strategic link or trail destination.

There is opportunity to formalise as a short loop trail circumnavigating Lake Williams.

Lake Williams offers a point of interest/facilities for users along the proposed Monaro Rail Trail, south of the Nimmitabel Railway Station.

Formalisation of this trail is advocated by MRT Inc. as a 'Precinct Trail' off the proposed Monaro Rail Trail.

Actions

	Action	Timeframe	Cost	Partners	Priority
C10.1	**Formalise:** Formalise a loop trail around Lake Williams, with trailhead signage (in line with AS2156.1) indicating it is a Class 2 walking trail.	Long	Low	SMRC	Low
C10.2	**Integrate:** Integrate Lake Williams as a rest point/point of interest along the proposed Monaro Rail Trail, and consider opportunities to integrate into a broader Nimmitabel Precinct Loop Trail.	Long	Low	SMRC	Low

Strategy C11 Cobbin Creek Loop Walk (Jindabyne): Pursue the development of a Regional level nature-based walking trail loop along Cobbin Creek to the Snowy River.

Rationale

Cobbin Creek is a riparian zone with high environmental and cultural heritage value. It links Barry Way with the Snowy River just south of the Jindabyne Dam Wall. The area is currently not accessible to the public but presents an opportunity for a nature trail between Barry Way and the iconic Snowy River.

The Snowy Mountains SAP draft Master Plan identifies this opportunity, with a 7km loop trail, stating the following desired future character:

Development [of the Barry Way South Sub-Precinct] should provide a loop trail along Cobbin Creek to Snowy River to provide access and recreation in the area.

It is important that the 8 Stage Trail Development Process is undertaken in the development of this trail, ensuring a balance between conservation and recreation values of the area, and consideration of the potential impacts on adjacent land owners/users (including Snowy Hydro operations near dam wall).

A key component in planning for this trail will be identifying a suitable location for the development of a trailhead, with car parking, signage and other support facilities.

Proposed Hierarchy

Regional

Legend
- - Proposed Trail Precinct

0   300   600m
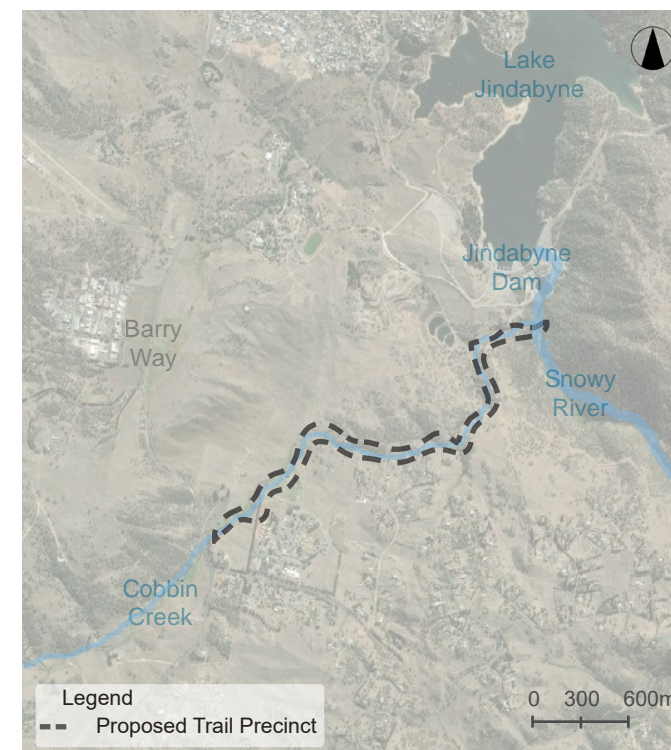
Actions

Action		Timeframe	Cost	Partners	Priority
C11.1	**Proposal, Framework and Concept Plan:** Develop a proposal, framework and concept plan for a Local level walking trail loop which highlights the environmental and cultural values of Cobbin Creek and provides access to the iconic Snowy River.	Medium	High	NSW Gov, DPE, SMRC	Medium

Strategy C12 Murrumbidgee Reserve Trail: Reconsider options to deliver a trail between Cooma and Murrumbidgee River Reserve.

Rationale

The Murrumbidgee Reserve is located approximately 8.7km north of Cooma, off Mittagang Road. It is a popular picnic spot and recreation destination (i.e. swimming, canoeing). The reserve has picnic facilities, barbecues, a toilet block and car park facilities.

Mittagang Road is an arterial road which has high traffic speeds and a limited verge. There is an existing sealed path on the southern section of Mittagang Road linking Cooma to Niangala Street, however, there is no connectivity between Niangala Street and Lions Park or areas to the north.

In 2019, SMRC commissioned a detailed trail design for a shared path (approximately 5km) between Lions Park and Murrumbidgee Reserve, alongside Mittagang Road. The cost estimated for implementation of this proposal is $3M.

In addition to the capital costs identified, land acquisitions would be required to pursue implementation of the trail with the existing design/alignment. Whilst most of the proposed trail corridor is within the road reserve, there are several sections that would require an easement or land boundary adjustments from adjoining land owners. Not all land owners are supportive.

This proposal requires review in line with the 8 Stage Trail Development Process, with consideration of broader strategic context and the overall cost/benefit of investment.

Proposed Hierarchy
Local
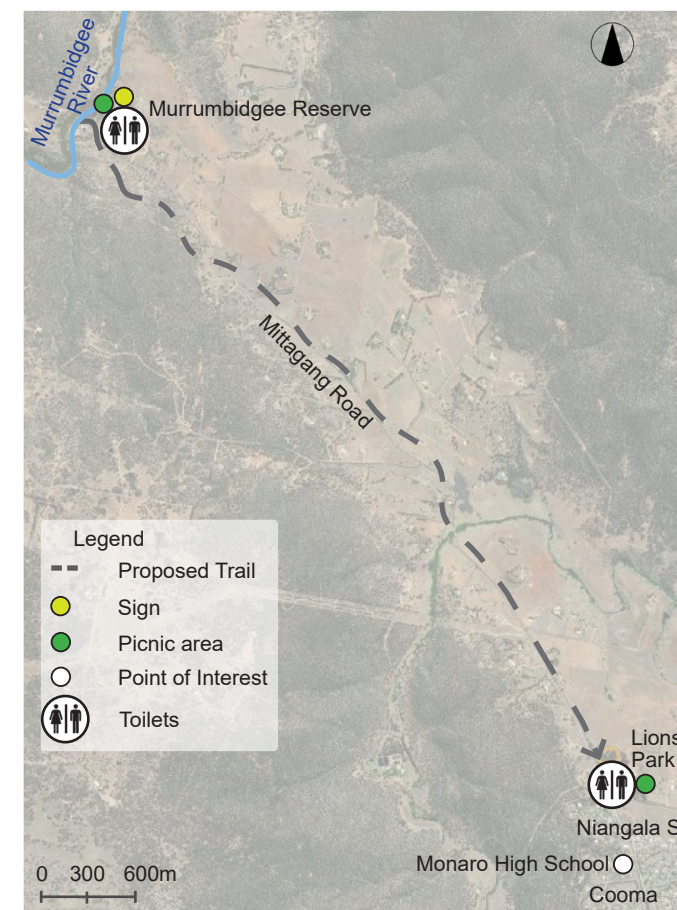
Actions

Action	Timeframe	Cost	Partners	Priority
C12.1 Proposal, Framework and Concept Plan: Develop a revised proposal, framework and concept plan. Ensure consideration of land tenure constraints, capital and operational costs, and trail designs which maximise community benefit.	Long	Low	SMRC, Private Landowners	Low

Strategy C13 Nanny Goat Hill Reserve: Pursue the development of a Local level walking trail in Nanny Goat Hill Reserve.

Proposed Hierarchy
Local

Rationale

Nanny Goat Hill Reserve has a lookout offering scenic views over the Cooma township, and has a sculpture of a nanny goat. The reserve has an informal trail along indistinct tracks leading north from the lookout.

Nanny Goat Hill is a key point of interest along the Lambie Town Walk, and is promoted on the SMRC website as having a walking track. However, no formal walking trail exists. The only signage present relates to management of the reserve.

There may be need and opportunity to formalise these informal tracks into a formalised trail, for the benefit of recreational users and the environment.

Following the 8 Stage Trail Development Process will support a trail development which balances the conservation and recreation values of the area, and consideration of the potential impacts on adjacent land owners/users (i.e. residents).

Legend
- Lambie Town Walk
- Proposed Walking Track
- Picnic area
- Shelter
- POI - Sculpture
- Lookout
- Car park
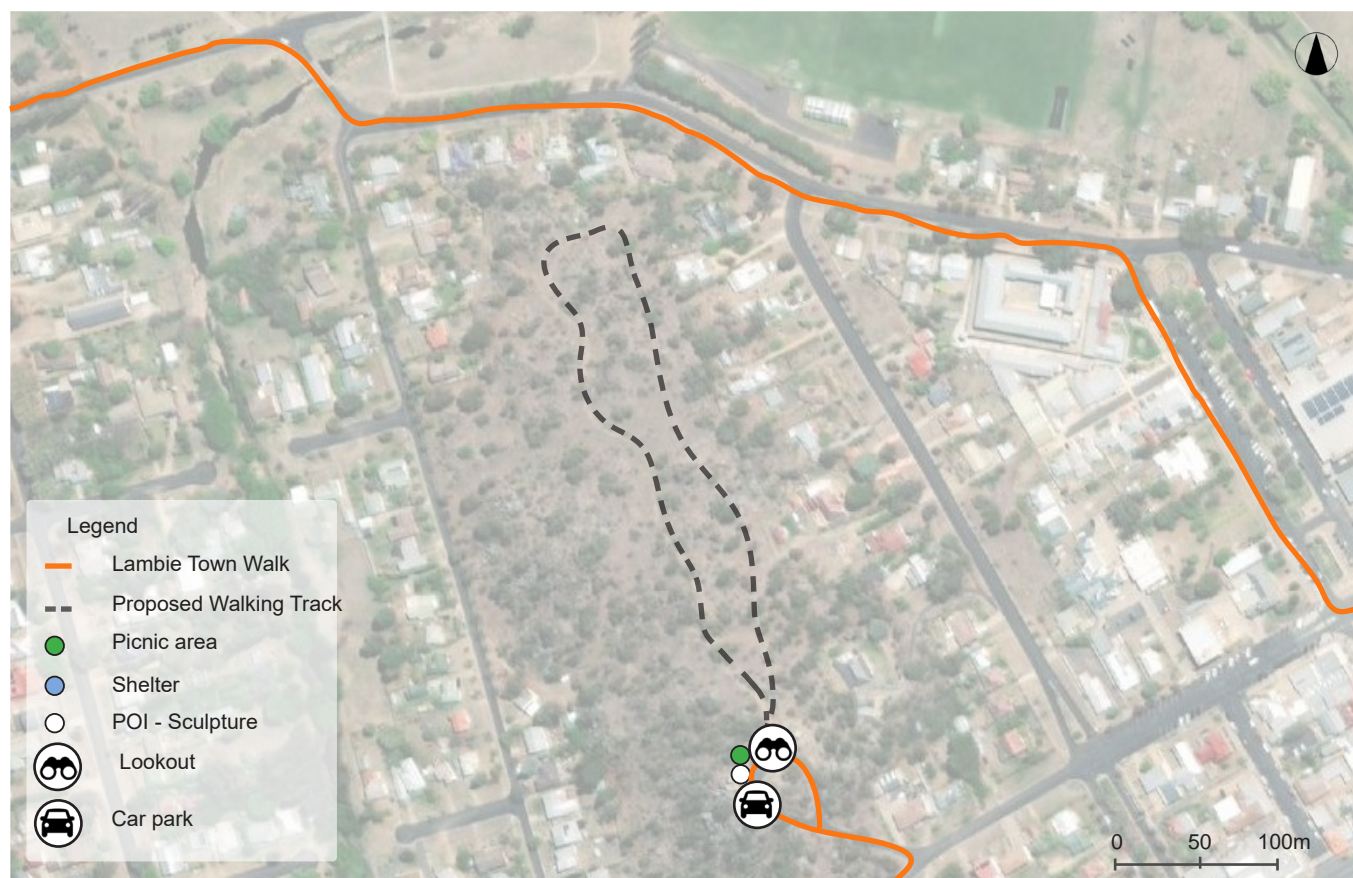
Actions

	Action	Timeframe	Cost	Partners	Priority
C13.1	**Proposal, Framework and Concept Plan:** Develop a proposal, framework and concept plan for a Local level walking trail in Nanny Goat Hill Reserve.	Long	Low	SMRC	Low
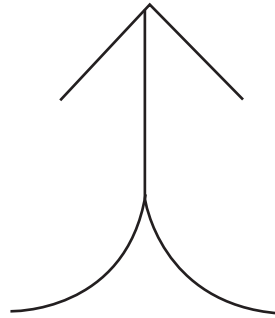
**Strategic Outcome D:
Information and Marketing**

Consistent and reliable trail information encourages recreational trail users to confidently, safely and sustainably explore the region's natural areas.

Strategy D1 Trail Information: Provide consistent and reliable signage, maps and supporting information for all trails across the region.

Rationale

Trail signage has been identified as a key issue on the existing trails through community consultation and on-ground site visits. Installing effective trail signage is a key component to enhance trails for both enjoyment and safety. *Australian Standard AS2156.1 Walking Tracks Classification and Signage*, the *Australian Mountain Bike Management Guidelines* and *Horse Trail Difficulty Rating System* provide guidance associated with the requirements for trail classification and signage. This information is outlined in Chapter 4: Planning and Management.

A key opportunity for the region is to promote the existing range of trail experiences in a contemporary manner. Many trail experiences provided by Council are not widely known by residents or visitors due to lack of reliable information. The SMRC website and visitor information centres do provide some trail information, however, this is generally limited, outdated and inconsistent in terms of design and information provided. The 'Visit NSW' website provides visitor information for the Snowy Mountains and highlights opportunities for bushwalking/hiking, mountain biking and horse riding. This is an important resource for visitors and should be continually updated to reflect the trail opportunities available, as well as many other third party websites.

Actions

		Timeframe	Cost	Partners	Priority
D1.1	**Signage Templates:** Design a suite of trail signage templates (trailhead, wayfinding, interpretation signs) which aligns with AS2156.1 and reflects the SMRC and Snowy Mountains brand.	Short	Low	SMRC	High
D1.2	**Signage Installation:** Develop and install trail signage using the templates developed (refer Action D1.1) and the requirements of each trail (refer actions identified for each trail outlined in Strategic Outcome B). Remove obsolete signage and infrastructure where required.	Ongoing	High	SMRC	High
D1.3	**Map/Brochures:** Produce a series of trail user maps/brochures that are consistent in terms of design and levels of information provided, available as hard copy at the Visitor Information Centres and available online for download. This may include a brochure for each trail experience and/or a booklet/pamphlet highlighting a range of trail opportunities (Refer Action D2.2).	Short	Low	SMRC	High
D1.4	**Council Website:** Ensure that key information relating to all of Council's trails is included on the SMRC website allowing potential trail users to confidently plan their journey.	Short	Low	SMRC	High
D1.5	**Budget:** Ensure that sufficient resources are budgeted for periodic reviews and updates of trail maps and information including on-ground signage, online and printed resources.	Ongoing	Low	SMRC	High
D1.6	**Third Party Information Platforms:** Undertake regular reviews of third party websites/platforms (e.g. VisitNSW, Trailforks, Wildwalks etc.) to ensure accurate information is provided.	Ongoing	Low	SMRC	High

Strategy D2 Promotion and Marketing: Enhance promotion and marketing of trail opportunities across the region.

Rationale

The Snowy Monaro region is well placed to capitalise on the community's appetite for nature-based activities ranging from challenging adventure to tranquil solitude. Trails leverage and showcase the region's diverse and iconic natural beauty. Tourism is a key contributor to the Snowy Monaro region. The Snowy Mountain SAP Master Plan project is to grow the region's visitor economy by developing the region as a successful year-round visitor destination. Increased promotion and marketing of recreational trails, both within National Parks and on Council land, will showcase the wide range of nature-based offerings available, particularly outside of winter which is currently the region's peak tourism season.

It is important that trail promotion is reflective of the experience provided on the ground to avoid creating a gap between the perceived and actual trail experience offered. This may require significant works to be undertaken on-the-ground on trails (as outlined in strategic Outcome B) before promotion is appropriate.

The International Mountain Bicycling Association (IMBA), has a Special Designations Program which recognises *outstanding, destination-worthy mountain bike trail systems as Ride Centers and iconic, adventurous, backcountry trails as EPICS. These are the trails worth travelling to, the best places to introduce someone to the sport we all love, and are the facilities that builders and advocates should look to for inspiration*.

Currently, the only trail in Australia which has achieved endorsement as an IMBA EPIC is the Australian Alpine Epic Trail in Mt Buller, Victoria. As outlined in the *Kosciuszko National Park Cycling Strategy* (2019), the Thredbo Valley Track likely has the potential to achieve IMBA EPIC status, which would attract international attention. Achieving IMBA accreditation offers great potential for marketing, and is likely to have significant economic benefits by attracting riders from national and international markets.

Actions

		Timeframe	Cost	Partners	Priority
D2.1	**Coordinated Marketing:** Develop a coordinated approach to marketing the trail network in line with the *Snowy Monaro Destination Management Plan* (2019) ensuring consistency at every customer touch point.	Medium	Low	SMRC	High
D2.2	**Promotion:** Develop and distribute promotional materials communicating key trail information targeted to specific user markets, based on experience types such as: • Short Walks (i.e. Lambie Gorge Walking Trail, Lambie Bush Reserve Trails, North Ridge Reserve Trails, Platypus Reserve Trails, Bombala River Walk, Platypus Walk) • Mountain Bike Trail Networks (i.e. Mt Gladstone and Tyrolean/Mill Creek Trail Networks) • Road Cycling (i.e. key cycling routes in Jindabyne, Cooma and surrounds) • Gravel Riding (i.e. key riding routes on management tracks, gravel road circuits) • Trail Running (i.e. Mt Gladstone and Tyrolean/Mill Creek Trail Network, North Ridge Reserve Trails, Lambie Bush Reserve Trails) • Horse Riding (i.e. Bicentennial National Trail sections) • Heritage Trails (i.e. Lambie Town Walk, Adaminaby and Eucumbene District Heritage Trails, Nimmitabel Heritage Walk, Cathcart History Walk, Dalgety Historic Town and River Walk, Bombala Heritage Walk).	Medium	Medium	SMRC	Medium
D2.3	**Visitor Information Centres:** Ensure the SMRC Visitor Information Centre staff are comprehensively informed and regularly updated to provide accurate and reliable trail information to visitors.	Ongoing	Low	SMRC, VIC	High
D2.4	**IMBA Accreditation:** Advocate for mountain bike trails/trail networks in the Jindabyne region to be internationally recognised through achieving accreditation through IMBA's Special Designation Program. For example, the Thredbo Valley Track as an IMBA EPIC Ride, and/or the Jindabyne region as a designated Ride Centre.	Short	Low	SMRC, NPWS	High
D2.5	**Hierarchical Promotion:** Utilise a hierarchy-based approach to determine the level of marketing (and required allocation of marketing resources) appropriate to each of SMRC's trails/trail network. (E.g. A national-level of marketing for national-level trail experiences, such as the Snowy Mountains Road Cycling Network and the proposed Monaro Rail Trail).	Ongoing	Low	SMRC	High

**Strategic Outcome E:
Community, Tourism & Economic Development**

Trails contribute significantly to the region's community, tourism and economic development.

Strategy E1 Community, Tourism and Economic Development: Use trail development and provision as a community, tourism and economic development tool.

Rationale

Established trail networks and their associated activities can provide significant benefits to local communities, particularly from an economic and tourism perspective. Hosting of special events that utilise trail networks should be supported to assist in raising the profile of the existing and future trail networks and to provide sustained economic benefits. There is opportunity to create vibrant recreational trail precincts across the LGA, which over the long-term could provide significant economic and tourism benefits to the region.

Significant levels of planning at various levels, including the State Activation Precinct (AP), are working towards establishing the Snowy Mountains as Australia's premier alpine visitor destination, with year-round tourism offerings. Implementation of the SMRC Regional Trails Strategy will significantly contribute to this, and promotion of the opportunities available across the region, complementing the offerings of Kosciuszko National Park, will be a key step in embracing this opportunity.

Actions

		Timeframe	Cost	Partners	Priority
E1.1	**Promotion**: Ensure a central location exists in each town or village portraying the SMRC trail network (i.e. reliable information at Visitor Information Centres &/or Park/Reserve signage promoting the premier trail experiences (e.g. Lake Jindabyne Primary Trailhead refer B1.2).	Short	Low	SMRC	High
E1.2	**Events:** Attract and retain trail-related events and provide support to ensure ongoing sustainability (e.g. Snowies MTB Festival, Gladstone CQ Gravity Enduro, Snowy Cycling Classic, Monaro Cloudride). Consider opportunities for a portion of event proceeds to be allocated to trail maintenance.	Ongoing	Low	SMRC	High
E1.3	**Towns & Villages**: Encourage communities along existing or proposed trail routes to embrace & capitalise on nature based tourism initiatives which accommodate cycling, horse riding, walking/ running (i.e. Monaro Rail Trail precinct trails refer C1.7).	Ongoing	Low	SMRC, Community	High
E1.4	**Economic Development:** Support businesses (e.g. tour operators, associated retail outlets, hospitality venues, accommodation providers etc) to promote, utilise and enhance the trail network to grow the visitor economy into a successful four season destination.	Ongoing	Low	SMRC, NSW Gov, DPE	High
E1.5	**Collaborate:** Encourage trail managers and interest groups to share trail information (i.e. asset management resources, governance models, trail maintenance resources).	Ongoing	Low	SMRC, NPWS, Community	High
E1.6	**Environmental Protection:** Develop the regions trail network in a formalised and balanced manner to ensure the protection of the regions significant environmental values and nature based tourism appeal.	Ongoing	Low	SMRC, NSW Gov DPE	High

10
Economic Analysis

MURRUMBIDGEE RIVER, BREDBO

Modelling Process

Estimated Total Capital Investment

Implementation of the Strategy and Action Plan to achieve the Vision for the Snowy Monaro Regional Trails Network is estimated to require total capital investment of nearly $116M, proposed to be sought over ten years. It is expected that a significant level of capital funds will be available from external sources such as Australian and NSW Government funding programs and the Snowy Hydro Legacy Fund, as well as contributions from SMRC.

This investment will deliver a regional trail network which will support the Snowy Monaro region to achieve long-term social and economic success through establishing a four-season visitor destination to leverage the region's natural beauty and unique climate.

To enable economic modelling, assumptions have been made regarding the estimated investment for implementation of major proposed projects. This includes:

- Monaro Rail Trail at $64M
- West Jindabyne Adventure and Mountain Bike Park at $30M (estimate of trail-related expenditure as part of broader SAP precinct budget).

The indicative cost estimates for capital projects (refer Strategy and Action Plan Overview Table) have been utilised as inputs for the economic modelling, utilising the high end of the cost ranges provided (i.e. high, medium, low), or conservative estimates for major projects (i.e. >$500,000).

Economic Impact Modelling

Economic Impact Modelling has been undertaken using REMPLAN Economy to quantify the anticipated impacts of the proposed investment in the region's trail network, in relation to:

- Regional economic impact, as a result of the direct investment in the region
- Regional tourism, as a result of the additional visitation to the region.

REMPLAN Economy uses Australian Bureau of Statistics datasets and an input/output methodology to generate estimates of industrial economic data for defined geographic regions, such as the dataset used for the Snowy Monaro Local Government Area.

Modelling is based on various inputs derived through REMPLAN Economy, as well as the following estimates:

- Total investment: $106 million - a rounded figure reflecting the estimated costs of implementation of the Strategy and Action Plan over ten years.
- Visitors per annum: Forecast visitation has been estimated for the region, this includes domestic day and overnight visitors and international visitors. It is estimated that after the proposed investment in the Snowy Monaro Regional Trails Network, there will be an increase in additional visitors per annum to the region over the 10 year life of the plan, as detailed in Appendix A.
- Estimated expenditure per visitor per day: Expenditure data has been sourced from Tourism Research Australia (TRA) *2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile*. This data shows that the average domestic day visitor to the region spends $98 per day, the average domestic overnight visitor spends $236 per day, and the average international traveller spends $54 per day.

Economic Impact of Direct Investment

It is forecast that the total economic impact of investing in the Snowy Monaro Regional Trails Network, as a result of the direct investment, will be nearly $221.7M. This includes the direct injection of nearly $115.9M, plus $76.4M through the supply chain effect and $29.4M as a result of the consumption effect.

This will support up to 120 jobs (includes 57 direct and 63 flow on/indirect jobs) over the lifespan of the Strategy and Action Plan. This assumes the works are completed over a period of 10 years by local suppliers. The key figures contributing to this are provided in the table to the right.

Economic Impact of Direct Investment				
Impact	**Output**	**Jobs**	**Wages & Salary**	**Value Added**
Direct	$115,880,000	57	$21,943,643	$39,346,363
Supply-Chain Effect	$76,417,947	42	$16,268,273	$28,630,582
Consumption	$29,378,777	21	$6,549,367	$16,953,762
Total	**$221,676,724**	**120**	$44,761,283	$84,930,707

The REMPLAN Impact Summary Report is included in Appendix A which provides more detail and explanation of the modelling, assumptions and outputs.

Economic Impact of Increased Visitation (Visitor Economy)

The investment in the Snowy Monaro Regional Trails Network will result in a stronger visitor economy for the region, resulting in increased visitation levels. This will also have a direct and indirect economic effect on the local economy and create long term employment (jobs).
It is forecast that the additional economic impact as a result of the development of the visitor economy and increased visitation to the Snowy Monaro region will be $1,406.5M over 10 years. As shown in the table to the right, this includes $851.5M directly and $554.9M indirectly through the supply chain and consumption effect. This will support up to 3,258 jobs over a 10 year period.
The annual benefit of the increased visitation will continue beyond the ten year lifespan of the Masterplan, particularly providing that the trails network will be continually maintained and will continue to attract visitors to the Snowy Monaro region outside of the current peak winter tourism season.

Annual Impact of Increased Visitation					
Year	Output	Wages & Salary	Value Added	Total	Jobs
1	$64,458,000	$13,582,000	$28,424,000	$106,464,000	246
2	$68,272,000	$14,386,000	$30,106,000	$112,764,000	261
3	$72,346,000	$15,244,000	$31,902,000	$119,492,000	276
4	$76,698,000	$16,162,000	$33,822,000	$126,682,000	293
5	$81,348,000	$17,141,000	$35,872,000	$134,361,000	312
6	$86,315,000	$18,188,000	$38,062,000	$142,565,000	330
7	$91,623,000	$19,306,000	$40,403,000	$151,332,000	352
8	$97,295,000	$20,502,000	$42,904,000	$160,701,000	372
9	$103,356,000	$21,779,000	$45,577,000	$170,712,000	395
10	$109,834,000	$23,144,000	$48,433,000	$181,411,000	421
Total	**$851,545,000**	$179,434,000	$375,505,000	**$1,406,484,000**	**3,258**

The REMPLAN Visitation Impact Summary Report is included in Appendix A which provides more detail and explanation of the modelling, assumptions and outputs.

Return on Investment Case Studies

Numerous studies have aimed to quantify the return on investment in trails using various methods, however there is limited publicly available information that accurately estimates the extent of the associated economic, social, and environmental benefits. Key information from a number of published information is outlined below.

Tumbarumba to Rosewood Rail Trail, NSW

Officially opened April 2020, the Tumbarumba to Rosewood Rail Trail (TRRT) has over 21 kilometres of sealed trail for walking, running, and cycling. Horses are not permitted on the trail. One year on from the opening of the TRRT, the local economy is experiencing significant growth in visitor numbers. A video has been developed to document the economic benefits associated with the development of this rail trail.
Visit: https://www.railtrails.org.au/news/local-economy-thrives-since-the-opening-of-the-tumbarumba-to-rosewood-rail-trail/

Wallan to Heathcote Rail Trail, Victoria

The estimated benefit cost ratio for the Wallan to Heathcote Rail Trail based on a benefit of $23.1M and cost of $17.8M is 1.31.

Expenditure studies show visitor expenditure averages at $123 food/beverages, $52 accommodation, fuel/transport $18, cycling $7, souvenirs/gifts $7 and other $38.
Source: *Wallan to Heathcote Rail Trail, Benefit Cost Analysis* (2017).

The Bibbulman Track, Western Australia

The *Bibbulman Track User Survey Report* (2015) estimated that the average user daily expenditure per person per day is $38.71, with overnight walkers spending more than day walkers. The average total direct expenditure was estimated at $13.1 million per year.

Blue Derby, Tasmania

Derby was on the brink of collapse before $3.1 million was invested in mountain bike trails in 2015. Now, more than 30,000 tourists visit the trails each year and generally spend four to five nights in Derby, followed by another five nights elsewhere in Tasmania. This injects more than $30 million back into the Tasmanian economy each year.
Source: *Mountain Biking in Australia: An Economic and Participation Analysis* (2021).

Queenstown Trails, New Zealand

The Queenstown Trails Realignment from Nga Haerenga is a $20.773m project to enhance the existing trail into a clearly defined, world-class, multi-day cycle route that showcases the history, culture, landscapes of the Wakatipu Basin. It is expected to attract an additional 65,100 recreational users by 2033 and create 28 full time jobs each year over the five-year build.
Source: Otago Daily Times 7th May 2021.

Market demand of Queenstown's Regional Trail Network varies from some tracks receiving a few hundred users per year to over 100,000 users. For example, on the most popular sections of the Queenstown Trail between Frankton and Queenstown, and the Skyline/Ben Lomond downhill cycling which attract 120,000 descents from the Gondola or approx. 70,000 riders per year.
Source: *Queenstown Trails for the Future 2015 -2025.*

Appendix A
Economic Modelling

Visitation Estimates

Forecast visitor numbers have been estimated for 2021 - 2031 based on:

- Existing Snowy Mountains visitor statistics from Tourism Research Australia
- Participation rates in bushwalking, cycling and horse riding from the AusPlay Participation Survey
- Snowy Mountains visitation growth rates from Tourism Research Australia.

This process was undertaken for domestic day and overnight visitors, along with international visitors (assuming they will return once the international borders re-open).

The forecast visitor numbers are included in the table to the right.

Impact Summary Reports

The REMPLAN Impact Summary Reports are provided over the following pages, which explain the economic modelling, assumptions and outputs for the 10 years between 2021 and 2031.

Forecast Visitation				
Year	Domestic Day Visitors	Domestic Overnight Visitors	International Visitors	Total Visitors
1	79,875	150,603	3,834	234,312
2	80,674	161,145	4,064	245,883
3	81,480	172,425	4,308	258,214
4	82,295	184,495	4,566	271,357
5	83,118	197,410	4,840	285,368
6	83,949	211,228	5,131	300,309
7	84,789	226,014	5,439	316,242
8	85,637	241,836	5,765	333,237
9	86,493	258,764	6,111	351,368
10	87,358	276,877	6,477	370,713
Total	835,669	2,080,799	50,535	2,967,003

Impact Summary Report for Snowy Monaro Regional (A)

10 Year Impact Scenario

Year	Industry Sector	Direct Change Jobs	Direct Change Output ($K)
1	Construction Services		$42.000
1	Professional, Scientific & Technical Services		$1,710.000
2	Construction Services		$4,617.000
2	Professional, Scientific & Technical Services		$475.000
3	Construction Services		$20,984.000
3	Professional, Scientific & Technical Services		$1,800.000
4	Construction Services		$21,909.000
4	Professional, Scientific & Technical Services		$1,200.000
5	Construction Services		$17,725.000
5	Professional, Scientific & Technical Services		$1,320.000
6	Construction Services		$8,940.000
6	Professional, Scientific & Technical Services		$20.000
7	Construction Services		$8,701.000
8	Construction Services		$8,395.000
8	Professional, Scientific & Technical Services		$160.000
9	Construction Services		$8,866.000
10	Construction Services		$8,966.000
10	Professional, Scientific & Technical Services		$50.000

Impact on Output
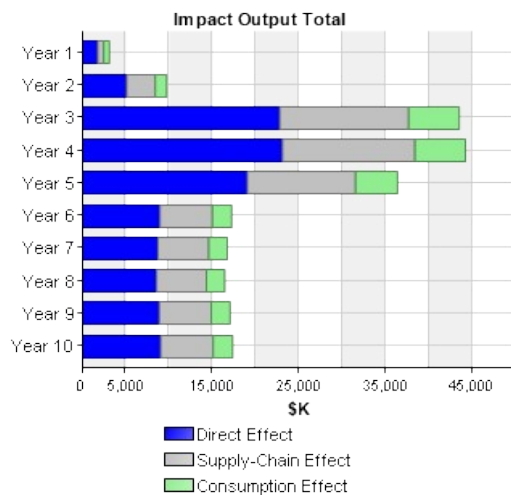
	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Year 1	$1,752.000	$708.829	$629.810	$3,090.639	1.405	1.764
Year 2	$5,092.000	$3,308.241	$1,311.630	$9,711.871	1.650	1.907
Year 3	$22,784.000	$14,892.971	$5,831.292	$43,508.263	1.654	1.910
Year 4	$23,109.000	$15,279.142	$5,842.251	$44,230.392	1.661	1.914
Year 5	$19,045.000	$12,500.200	$4,853.030	$36,398.230	1.656	1.911
Year 6	$8,960.000	$6,047.786	$2,213.805	$17,221.591	1.675	1.922
Year 7	$8,701.000	$5,878.360	$2,147.570	$16,726.930	1.676	1.922
Year 8	$8,555.000	$5,735.296	$2,130.003	$16,420.299	1.670	1.919
Year 9	$8,866.000	$5,989.833	$2,188.295	$17,044.129	1.676	1.922
Year 10	$9,016.000	$6,077.289	$2,231.090	$17,324.379	1.674	1.922
Years 1 - 10	$115,880.000	$76,417.947	$29,378.777	$221,676.724	1.659	1.913

From a direct increase in output of $115,880.000 thousand over the 10-year period, it is estimated that the demand for intermediate goods and services would rise by $76,417.947 thousand. This represents a Type 1 Output multiplier of 1.659. These supply-chain effects include multiple rounds of flow-on effects, as servicing sectors increase their own output and demand for local goods and services in response to the direct change to the economy.

The increases in direct and indirect output would typically correspond to the creation of jobs in the economy. Corresponding to this change in employment would be an increase in the total of wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are estimated at $29,378.777 thousand.

Total output over the 10-year period, including all direct, supply-chain and consumption effects is estimated to increase by up to $221,676.724 thousand. This represents a Type 2 Output multiplier of 1.913.

Impact on Employment
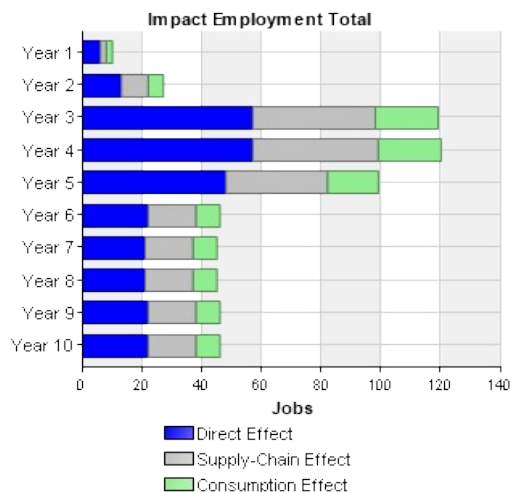
	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Year 1	6	2	2	10	1.333	1.667
Year 2	13	9	5	27	1.692	2.077
Year 3	57	41	21	119	1.719	2.088
Year 4	57	42	21	120	1.737	2.105
Year 5	48	34	17	99	1.708	2.063
Year 6	22	16	8	46	1.727	2.091
Year 7	21	16	8	45	1.762	2.143
Year 8	21	16	8	45	1.762	2.143
Year 9	22	16	8	46	1.727	2.091
Year 10	22	16	8	46	1.727	2.091

There is a net direct increase in output of $115,880.000 thousand over the 10-year period.

Peak Employment Gain occurs in year 4

In year 4 there is an estimated net 57 direct jobs supported. From this direct expansion in employment, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts will support 42 jobs. This represents a Type 1 Employment multiplier of 1.737.

The direct and indirect output and the corresponding jobs in the economy are expected to support the payment of wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are estimated to support 21 jobs in year 4.

In year 4, under this scenario, there is an expansion in overall employment, including all direct, supply-chain and consumption effects, estimated at 120 jobs. This represents a Type 2 Employment multiplier of 2.105.

Impact on Wages and Salaries

	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Year 1	$603.538	$215.634	$140.403	$959.574	1.357	1.590
Year 2	$994.506	$711.484	$292.400	$1,998.390	1.715	2.009
Year 3	$4,394.901	$3,189.650	$1,299.961	$8,884.512	1.726	2.022
Year 4	$4,351.857	$3,246.947	$1,302.404	$8,901.209	1.746	2.045
Year 5	$3,642.473	$2,669.689	$1,081.879	$7,394.041	1.733	2.030
Year 6	$1,612.088	$1,267.329	$493.520	$3,372.937	1.786	2.092
Year 7	$1,562.206	$1,231.061	$478.755	$3,272.022	1.788	2.094
Year 8	$1,563.032	$1,207.387	$474.839	$3,245.257	1.772	2.076
Year 9	$1,591.831	$1,254.406	$487.833	$3,334.070	1.788	2.094
Year 10	$1,627.212	$1,274.686	$497.374	$3,399.271	1.783	2.089
Years 1 - 10	$21,943.643	$16,268.273	$6,549.367	$44,761.283	1.741	2.040

From a direct increase in output of $115,880.000 thousand over the 10-year period, it is estimated that direct wages and salaries would increase by $21,943.643 thousand. From this direct impact on the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in the net increase in wages and salaries of $16,268.273 thousand paid to workers. This represents a Type 1 Wages and Salaries multiplier of 1.741.

The net increase in direct and indirect output and the corresponding jobs in the economy are expected to correspond to an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are expected to result in an overall increase in wages and salaries by $6,549.367 thousand.

Total wages and salaries over the 10-year period, including all direct, supply-chain and consumption effects is estimated to increase by up to $44,761.283 thousand. This represents a Type 2 Wages and Salaries multiplier of 2.040.

Impact on Value-Added
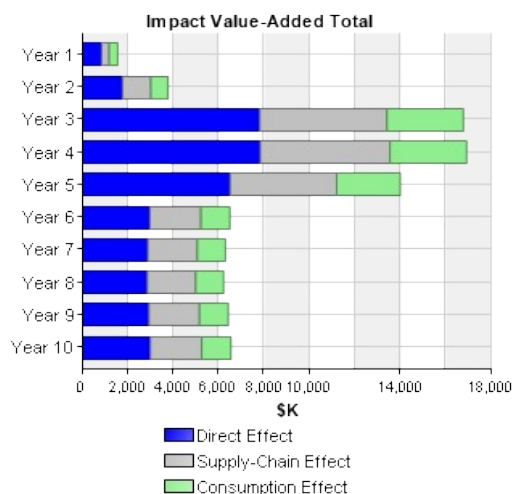
	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Year 1	$839.961	$338.293	$363.448	$1,541.702	1.403	1.835
Year 2	$1,756.245	$1,247.555	$756.909	$3,760.710	1.710	2.141
Year 3	$7,808.679	$5,601.284	$3,365.094	$16,775.057	1.717	2.148
Year 4	$7,824.714	$5,717.979	$3,371.418	$16,914.110	1.731	2.162
Year 5	$6,499.091	$4,692.934	$2,800.563	$13,992.589	1.722	2.153
Year 6	$2,966.000	$2,243.205	$1,277.532	$6,486.737	1.756	2.187
Year 7	$2,877.305	$2,179.505	$1,239.309	$6,296.119	1.757	2.188
Year 8	$2,853.408	$2,133.524	$1,229.172	$6,216.104	1.748	2.178
Year 9	$2,931.868	$2,220.835	$1,262.811	$6,415.514	1.757	2.188
Year 10	$2,989.091	$2,255.468	$1,287.506	$6,532.065	1.755	2.185
Years 1 - 10	$39,346.363	$28,630.582	$16,953.762	$84,930.707	1.728	2.159

From a direct increase in output of $115,880.000 thousand over the 10-year period, the corresponding increase in direct value-added is estimated at $39,346.363 thousand. From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to value-added of $28,630.582 thousand. This represents a Type 1 Value-added multiplier of 1.728.

The increase in direct and indirect output and the corresponding boost to jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under this scenario are expected to further boost value-added by $16,953.762 thousand.

Total value-added over the 10-year period, including all direct, supply-chain and consumption effects is estimated to increase by up to $84,930.707 thousand. This represents a Type 2 Value-added multiplier of 2.159.

Impact Summary - Year 1 to Year 10

Impact Summary	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($K)	$115,880.000	$76,417.947	$29,378.777	$221,676.724	1.659	1.913
Employment (Jobs) Peak Gain - Year 4	57	42	21	120	1.737	2.105
Wages and Salaries ($K)	$21,943.643	$16,268.273	$6,549.367	$44,761.283	1.741	2.040
Value-added ($K)	$39,346.363	$28,630.582	$16,953.762	$84,930.707	1.728	2.159

Under this scenario Gross Regional Product is estimated to increase by $84,930.707 thousand over the 10-year period. Contributing to this is a direct increase in output of $115,880.000 thousand, $21,943.643 thousand more in wages and salaries and a boost in value-added of $39,346.363 thousand.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $76,417.947 thousand, $16,268.273 thousand more paid in wages and salaries, and a gain of $28,630.582 thousand in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.659
Employment Peak Gain - Year 4	1.737
Wages and Salaries	1.741
Value-added	1.728

The increase in direct and indirect output and the corresponding change in jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $29,378.777 thousand, wages and salaries by $6,549.367 thousand, and value-added by $16,953.762 thousand.

Under this scenario, total output is expected to rise by $221,676.724 thousand. Corresponding to this are anticipated increases in employment of   jobs, $44,761.283 thousand wages and salaries, and $84,930.707 thousand in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.913
Employment Peak Gain - Year 4	2.105
Wages and Salaries	2.040
Value-added	2.159

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 1
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	79,875	150,603	3,834	234,312
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$7,827,750	$35,542,308	$207,036	$43,577,094

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts

Impact Output - Snowy Monaro Regional (A) (2020 Release 1)
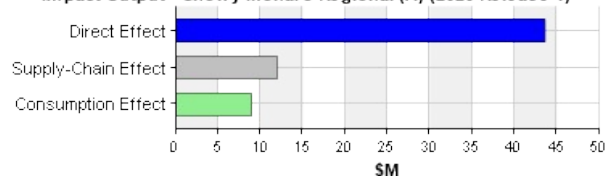
Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)
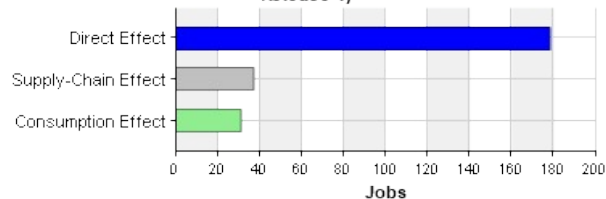
Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)
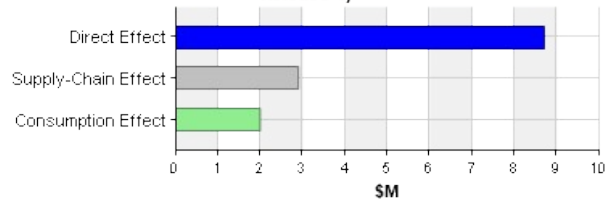
Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)
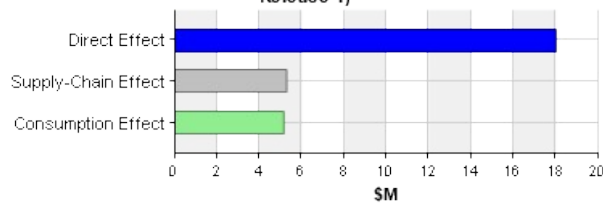
Under this scenario Gross Regional Product is estimated to increase by $28.424 million (1.82%) to $1,588.545 million. Contributing to this is a direct increase in output of $43.577 million, 178 additional jobs , $8.702 million more in wages and salaries and a boost in value-added of $17.998 million.
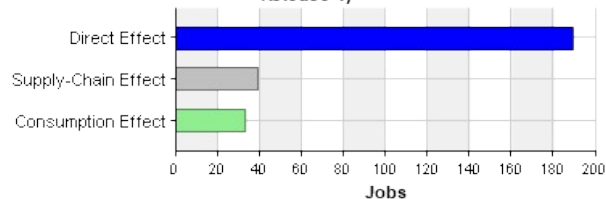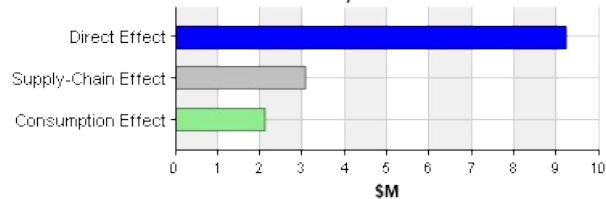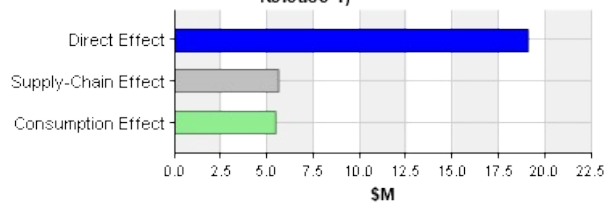
From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $11.966 million, 37 more jobs , $2.893 million more paid in wages and salaries, and a gain of $5.281 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.208
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $8.915 million, employment by 31 jobs , wages and salaries by $1.987 million, and value-added by $5.144 million.

Under this scenario, total output is expected to rise by $64.458 million. Corresponding to this are anticipated increases in employment of 246 jobs , $13.582 million wages and salaries, and $28.424 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.382
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$43.577	$11.966	$8.915	$64.458	1.275	1.479
Long Term Employment (Jobs)	178	37	31	246	1.208	1.382
Wages and Salaries ($M)	$8.702	$2.893	$1.987	$13.582	1.332	1.561
Value-added ($M)	$17.998	$5.281	$5.144	$28.424	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name   Snowy Monaro Trails Visitors - Year 2

Duration   1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	80,674	161,145	4,064	245,883
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$7,906,052	$38,030,220	$219,456	$46,155,728

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts

Impact Output - Snowy Monaro Regional (A) (2020 Release 1)
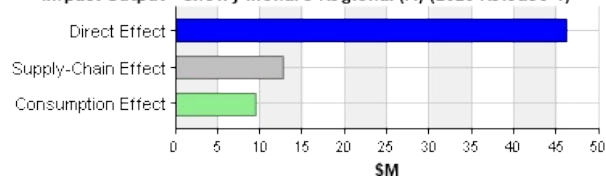
Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)

Under this scenario Gross Regional Product is estimated to increase by $30.106 million (1.93%) to $1,590.227 million. Contributing to this is a direct increase in output of $46.156 million, 189 additional jobs , $9.217 million more in wages and salaries and a boost in value-added of $19.063 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $12.674 million, 39 more jobs , $3.064 million more paid in wages and salaries, and a gain of $5.594 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.206
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $9.442 million, employment by 33 jobs , wages and salaries by $2.105 million, and value-added by $5.449 million.

Under this scenario, total output is expected to rise by $68.272 million. Corresponding to this are anticipated increases in employment of 261 jobs , $14.386 million wages and salaries, and $30.106 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.381
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$46.156	$12.674	$9.442	$68.272	1.275	1.479
Long Term Employment (Jobs)	189	39	33	261	1.206	1.381
Wages and Salaries ($M)	$9.217	$3.064	$2.105	$14.386	1.332	1.561
Value-added ($M)	$19.063	$5.594	$5.449	$30.106	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 3
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	81,480	172,425	4,308	258,213
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$7,985,040	$40,692,300	$232,632	$48,909,972

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts

Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)

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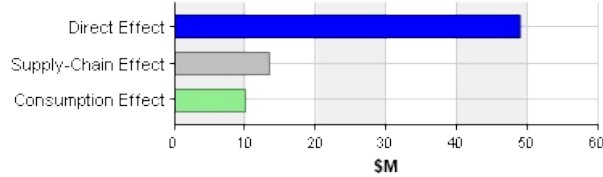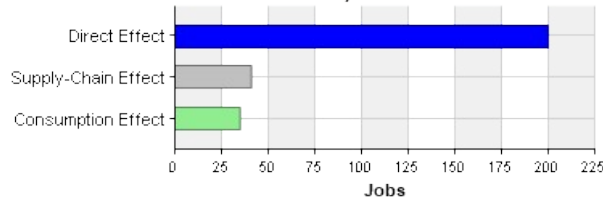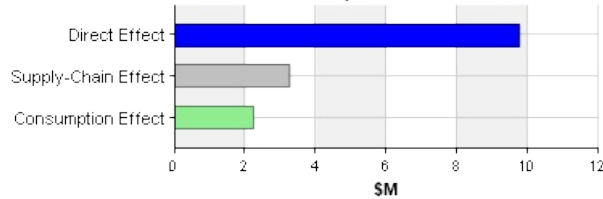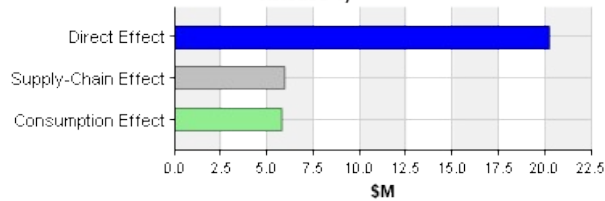
Under this scenario Gross Regional Product is estimated to increase by $31.902 million (2.04%) to $1,592.024 million. Contributing to this is a direct increase in output of $48.910 million, 200 additional jobs , $9.767 million more in wages and salaries and a boost in value-added of $20.201 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $13.430 million, 41 more jobs , $3.247 million more paid in wages and salaries, and a gain of $5.928 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.205
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $10.006 million, employment by 35 jobs , wages and salaries by $2.231 million, and value-added by $5.774 million.

Under this scenario, total output is expected to rise by $72.346 million. Corresponding to this are anticipated increases in employment of 276 jobs , $15.244 million wages and salaries, and $31.902 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.380
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$48.910	$13.430	$10.006	$72.346	1.275	1.479
Long Term Employment (Jobs)	200	41	35	276	1.205	1.380
Wages and Salaries ($M)	$9.767	$3.247	$2.231	$15.244	1.332	1.561
Value-added ($M)	$20.201	$5.928	$5.774	$31.902	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 4
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	82,295	184,495	4,566	271,356
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,064,910	$43,540,820	$246,564	$51,852,294

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts

Impact Output - Snowy Monaro Regional (A) (2020 Release 1)

Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Value-Added Total - Snowy Monaro Regional (A) (2020
Release 1)

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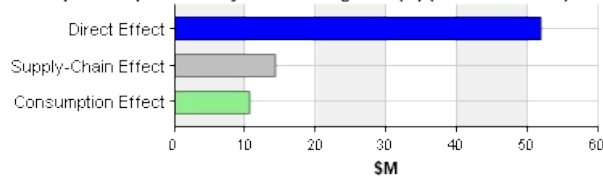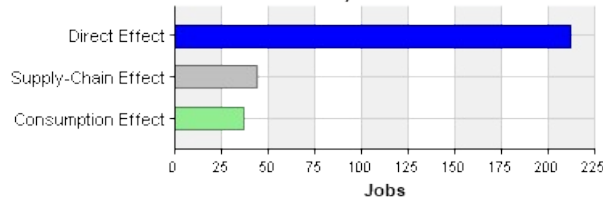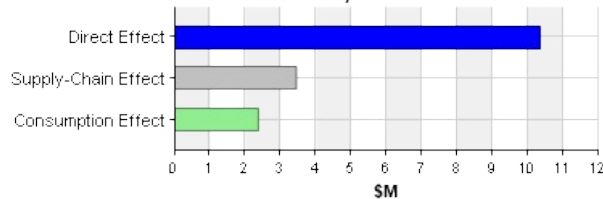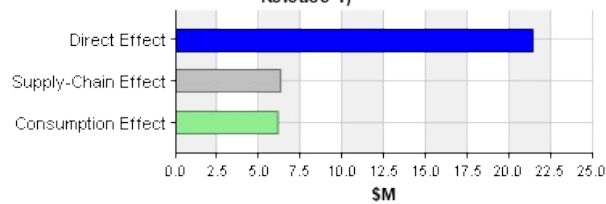
Under this scenario Gross Regional Product is estimated to increase by $33.822 million (2.17%) to $1,593.943 million. Contributing to this is a direct increase in output of $51.852 million, 212 additional jobs , $10.355 million more in wages and salaries and a boost in value-added of $21.416 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $14.238 million, 44 more   jobs , $3.442 million more paid in wages and salaries, and a gain of $6.284 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.208
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $10.608 million, employment by 37 jobs , wages and salaries by $2.365 million, and value-added by $6.121 million.

Under this scenario, total output is expected to rise by $76.698 million. Corresponding to this are anticipated increases in employment of 293 jobs , $16.162 million wages and salaries, and $33.822 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.382
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$51.852	$14.238	$10.608	$76.698	1.275	1.479
Long Term Employment (Jobs)	212	44	37	293	1.208	1.382
Wages and Salaries ($M)	$10.355	$3.442	$2.365	$16.162	1.332	1.561
Value-added ($M)	$21.416	$6.284	$6.121	$33.822	1.293	1.579

Disclaimer

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 5
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	83,118	197,410	4,840	285,368
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,145,564	$46,588,760	$261,360	$54,995,684

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts
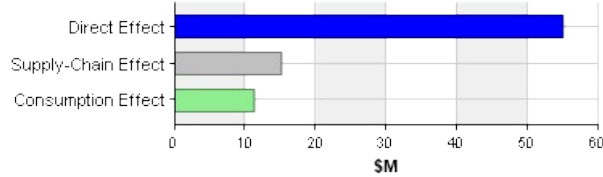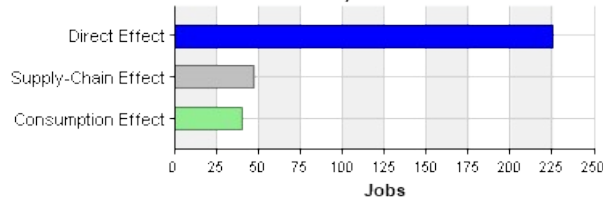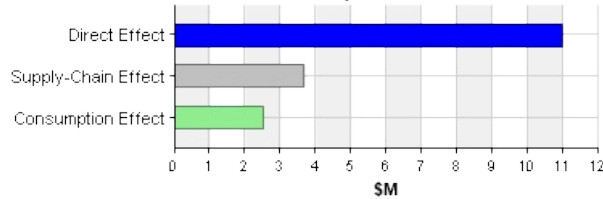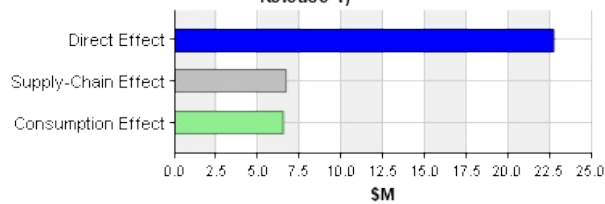
Under this scenario Gross Regional Product is estimated to increase by $35.872 million (2.30%) to $1,595.993 million. Contributing to this is a direct increase in output of $54.996 million, 225 additional jobs , $10.983 million more in wages and salaries and a boost in value-added of $22.714 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $15.102 million, 47 more   jobs , $3.650 million more paid in wages and salaries, and a gain of $6.665 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.209
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $11.251 million, employment by 40 jobs , wages and salaries by $2.508 million, and value-added by $6.492 million.

Under this scenario, total output is expected to rise by $81.348 million. Corresponding to this are anticipated increases in employment of 312 jobs , $17.141 million wages and salaries, and $35.872 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.387
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$54.996	$15.102	$11.251	$81.348	1.275	1.479
Long Term Employment (Jobs)	225	47	40	312	1.209	1.387
Wages and Salaries ($M)	$10.983	$3.650	$2.508	$17.141	1.332	1.561
Value-added ($M)	$22.714	$6.665	$6.492	$35.872	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 6
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	83,949	211,228	5,131	300,308
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,227,002	$49,849,808	$277,074	$58,353,884

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts
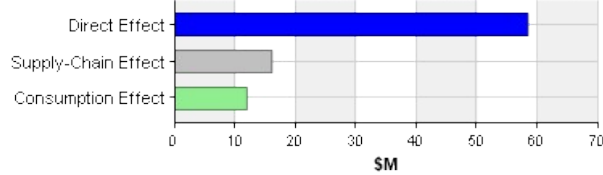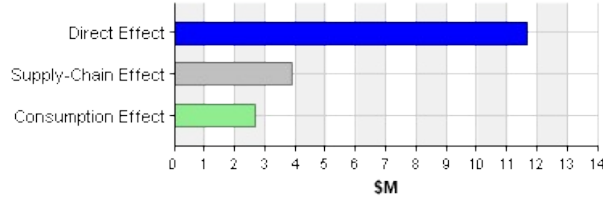
Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)
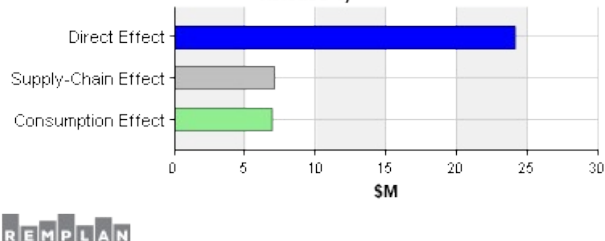
Under this scenario Gross Regional Product is estimated to increase by $38.062 million (2.44%) to $1,598.184 million. Contributing to this is a direct increase in output of $58.354 million, 239 additional jobs , $11.653 million more in wages and salaries and a boost in value-added of $24.101 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $16.024 million, 49 more jobs , $3.873 million more paid in wages and salaries, and a gain of $7.072 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.205
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $11.938 million, employment by 42 jobs , wages and salaries by $2.661 million, and value-added by $6.889 million.

Under this scenario, total output is expected to rise by $86.315 million. Corresponding to this are anticipated increases in employment of 330 jobs , $18.188 million wages and salaries, and $38.062 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.381
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$58.354	$16.024	$11.938	$86.315	1.275	1.479
Long Term Employment (Jobs)	239	49	42	330	1.205	1.381
Wages and Salaries ($M)	$11.653	$3.873	$2.661	$18.188	1.332	1.561
Value-added ($M)	$24.101	$7.072	$6.889	$38.062	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 7
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	84,789	226,014	5,439	316,242
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,309,322	$53,339,304	$293,706	$61,942,332

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts
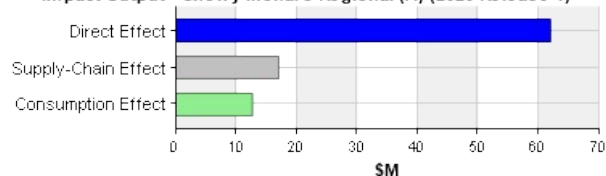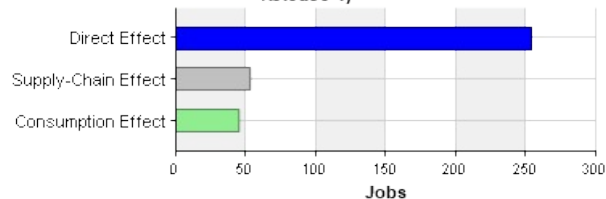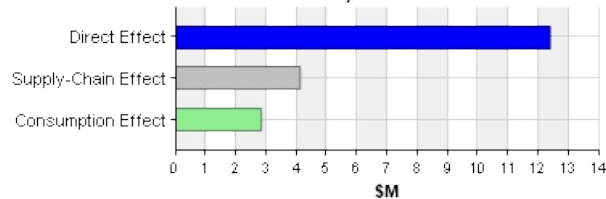
Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)
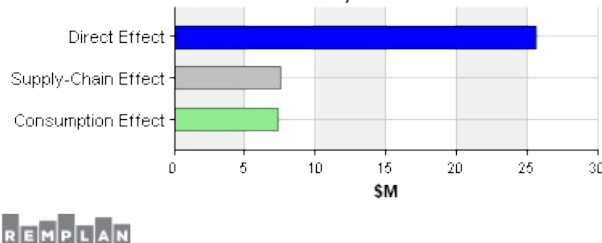
Under this scenario Gross Regional Product is estimated to increase by $40.403 million (2.59%) to $1,600.524 million. Contributing to this is a direct increase in output of $61.942 million, 254 additional jobs , $12.370 million more in wages and salaries and a boost in value-added of $25.583 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $17.009 million, 53 more jobs , $4.112 million more paid in wages and salaries, and a gain of $7.507 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.209
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $12.672 million, employment by 45 jobs , wages and salaries by $2.825 million, and value-added by $7.312 million.

Under this scenario, total output is expected to rise by $91.623 million. Corresponding to this are anticipated increases in employment of 352 jobs , $19.306 million wages and salaries, and $40.403 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.386
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$61.942	$17.009	$12.672	$91.623	1.275	1.479
Long Term Employment (Jobs)	254	53	45	352	1.209	1.386
Wages and Salaries ($M)	$12.370	$4.112	$2.825	$19.306	1.332	1.561
Value-added ($M)	$25.583	$7.507	$7.312	$40.403	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 8
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	85,637	241,836	5,765	333,238
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,392,426	$57,073,296	$311,310	$65,777,032

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile
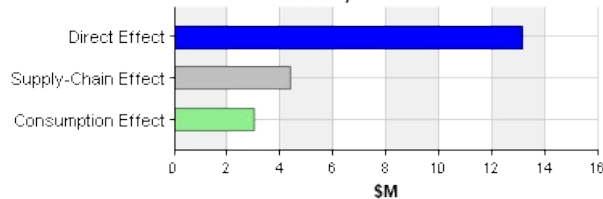
Tourism Impacts

Impact Output - Snowy Monaro Regional (A) (2020 Release 1)

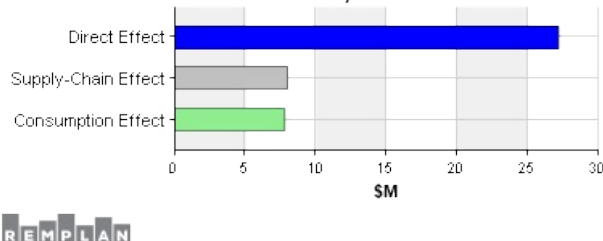Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)

REMPLAN
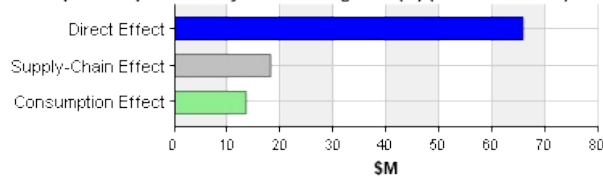
Under this scenario Gross Regional Product is estimated to increase by $42.904 million (2.75%) to $1,603.025 million. Contributing to this is a direct increase in output of $65.777 million, 269 additional jobs , $13.136 million more in wages and salaries and a boost in value-added of $27.167 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $18.062 million, 56 more jobs , $4.366 million more paid in wages and salaries, and a gain of $7.972 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.208
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $13.456 million, employment by 47 jobs , wages and salaries by $3.000 million, and value-added by $7.765 million.

Under this scenario, total output is expected to rise by $97.295 million. Corresponding to this are anticipated increases in employment of 372 jobs , $20.502 million wages and salaries, and $42.904 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.383
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$65.777	$18.062	$13.456	$97.295	1.275	1.479
Long Term Employment (Jobs)	269	56	47	372	1.208	1.383
Wages and Salaries ($M)	$13.136	$4.366	$3.000	$20.502	1.332	1.561
Value-added ($M)	$27.167	$7.972	$7.765	$42.904	1.293	1.579

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![REMPLAN economy]

Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

| Name	Snowy Monaro Trails Visitors - Year 9
Duration	1 days

Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	86,493	258,764	6,111	351,368
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,476,314	$61,068,304	$329,994	$69,874,612

Estimated Expenditure per Visitor per Day data sourced from:
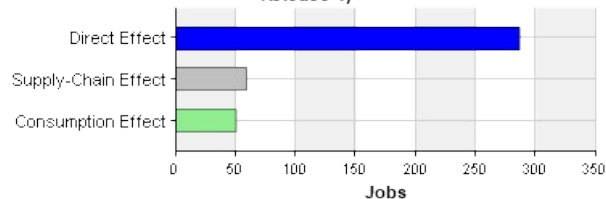TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile

Tourism Impacts

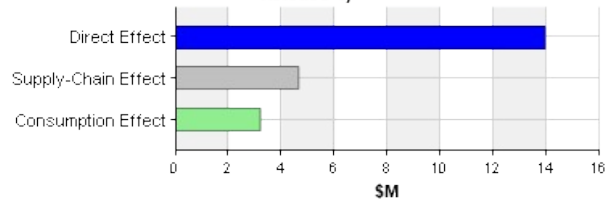Impact Output - Snowy Monaro Regional (A) (2020 Release 1)
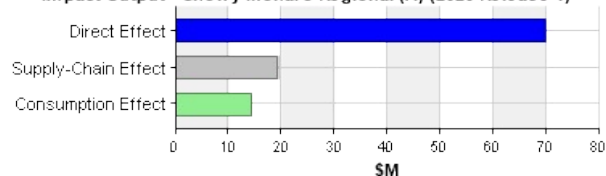
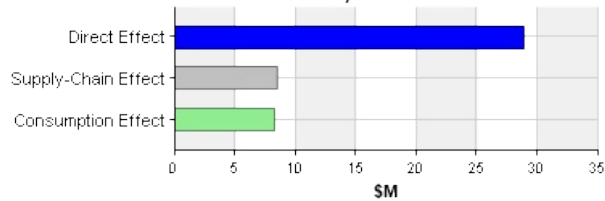
Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)

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Under this scenario Gross Regional Product is estimated to increase by $45.577 million (2.92%) to $1,605.698 million. Contributing to this is a direct increase in output of $69.875 million, 286 additional jobs , $13.954 million more in wages and salaries and a boost in value-added of $28.859 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $19.187 million, 59 more jobs , $4.638 million more paid in wages and salaries, and a gain of $8.469 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.206
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $14.294 million, employment by 50 jobs , wages and salaries by $3.187 million, and value-added by $8.249 million.

Under this scenario, total output is expected to rise by $103.356 million. Corresponding to this are anticipated increases in employment of 395 jobs , $21.779 million wages and salaries, and $45.577 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.381
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$69.875	$19.187	$14.294	$103.356	1.275	1.479
Long Term Employment (Jobs)	286	59	50	395	1.206	1.381
Wages and Salaries ($M)	$13.954	$4.638	$3.187	$21.779	1.332	1.561
Value-added ($M)	$28.859	$8.469	$8.249	$45.577	1.293	1.579

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Tourism Impact Summary Report for Snowy Monaro Regional (A) (Tourism Activity: 1 days)

Tourism Impact Scenario

Name	Snowy Monaro Trails Visitors - Year 10
Duration	1 days

| Direct Impact	Domestic Day	Domestic Overnight	International	Total
Number of Visitors	87,358	276,877	6,477	370,712
Number of Nights	n/a	1.00	1.00	
Estimated Expenditure per Visitor per Day ($)	$98	$236	$54	
Total Estimated Expenditure ($)	$8,561,084	$65,342,972	$349,758	$74,253,814

Estimated Expenditure per Visitor per Day data sourced from:
TRA 2019 Snowy Monaro Regional (A) Local Government Area Tourism Profile
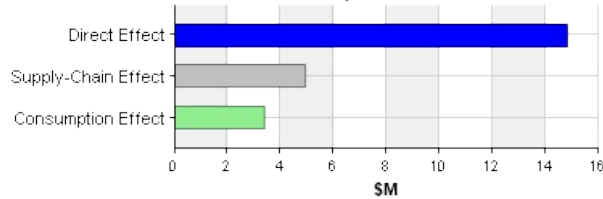
Tourism Impacts

Impact Output - Snowy Monaro Regional (A) (2020 Release 1)
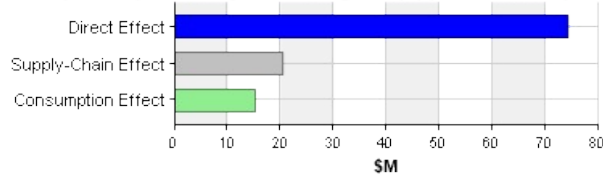
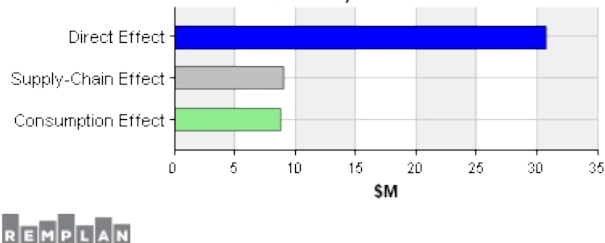Impact Employment Total - Snowy Monaro Regional (A) (2020 Release 1)
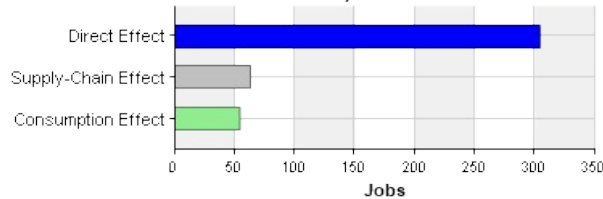
Impact Wages and Salaries Total - Snowy Monaro Regional (A) (2020 Release 1)

Impact Value-Added Total - Snowy Monaro Regional (A) (2020 Release 1)

Under this scenario Gross Regional Product is estimated to increase by $48.433 million (3.10%) to $1,608.555 million. Contributing to this is a direct increase in output of $74.254 million, 304 additional jobs , $14.829 million more in wages and salaries and a boost in value-added of $30.668 million.

From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at $20.390 million, 63 more jobs , $4.929 million more paid in wages and salaries, and a gain of $8.999 million in terms of value-added.

These supply-chain effects represent the following Type 1 economic multipliers:

Impact	Type 1 Multipliers
Output	1.275
Employment	1.207
Wages and Salaries	1.332
Value-added	1.293

The increase in direct and indirect output and the corresponding creation of jobs in the economy are expected to result in an increase in the wages and salaries paid to employees. A proportion of these wages and salaries are typically spent on consumption and a proportion of this expenditure is captured in the local economy. The consumption effects under the scenario are expected to further boost output by $15.190 million, employment by 54 jobs , wages and salaries by $3.386 million, and value-added by $8.766 million.

Under this scenario, total output is expected to rise by $109.834 million. Corresponding to this are anticipated increases in employment of 421 jobs , $23.144 million wages and salaries, and $48.433 million in terms of value-added.

The total changes to economic activity represent the following Type 2 economic multipliers:

Impact	Type 2 Multipliers
Output	1.479
Employment	1.385
Wages and Salaries	1.561
Value-added	1.579

Tourism Impact Summary (Tourism Activity: 1 days)

Impact	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect	Type 1 Multiplier	Type 2 Multiplier
Output ($M)	$74.254	$20.390	$15.190	$109.834	1.275	1.479
Long Term Employment (Jobs)	304	63	54	421	1.207	1.385
Wages and Salaries ($M)	$14.829	$4.929	$3.386	$23.144	1.332	1.561
Value-added ($M)	$30.668	$8.999	$8.766	$48.433	1.293	1.579

Disclaimer

All figures, data and commentary presented in this report are based on data sourced from the Australia Bureau of Statistics (ABS), most of which relates to the 2016, 2011, 2006 and 2001 Censuses, and data sourced from the National Visitor Survey (NVS) and International Visitor Survey (IVS) published by Tourism Research Australia.

Using ABS datasets and an input / output methodology industrial economic data estimates for defined geographic regions are generated.

This report is provided in good faith with every effort made to provide accurate data and apply comprehensive knowledge. However, REMPLAN does not guarantee the accuracy of data nor the conclusions drawn from this information. A decision to pursue any action in any way related to the figures, data and commentary presented in this report is wholly the responsibility of the party concerned. REMPLAN advises any party to conduct detailed feasibility studies and seek professional advice before proceeding with any such action and accept no responsibility for the consequences of pursuing any such action.