



RAIL TRAIL ESTABLISHMENT GUIDELINES!

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REV	DATE	COMMENTS
1	26th June 2005	First issue for comments - Damian McCrohan
15	July 2010	General update and numerous appendices added– D.McC
16	February 2011	General update and numerous appendices added– D.McC
17	October 2015	General update and numerous appendices added– D.McC

1. INTRODUCTION

1.1. General

This guide provides an overview to what may be required in order to establish and maintain a rail trail. More detail is contained in the reference documents from established rail trails and other associated organisations. Appendix G1 contains a more detailed manual from the Rails-to-Trails Conservancy in the USA that contains a lot of useful generic information.

There has been a proliferation of rail trails developed throughout Australia in recent years but remarkably there are virtually no two with the same set of circumstances. There is always something different in the way each rail trail is managed so there is no exact prescription for success. You have to apply the information that suits your situation best.

This is a work in progress document and any suggestions for its improvement are welcome. Please check regularly for updates.

1.2. What Are Rail Trails

Rail Trails Australia (RTA) defines a rail trail as a trail that closely follows (preferably on) the formation of a former railway line or runs beside an active railway for the majority of its length. What sets rail trails apart from other trails are that they are gently graded and have a history

All should at least be suitable for walking and depending on the surface can also be used by mountain bikes, hybrid bikes, pram and wheel chairs, and even four wheel "gophers". Some committees allow horses while others don't.

It has been found that the rails and sleepers should all be removed from former railways and a surface of gravel or bitumen applied for best results. Ideally a separate dirt path besides the main trail should be provided for horses.

As a matter of note in the early days there was much discussion on whether the term "trail" or "track" should be used, some people regarding "track" an Australian term and "trail" an American term. Trail won out as it was already used extensively overseas and rail track sounding very much like a train could still use it. There was also discussion whether it should be one word (like railway) or two words. Two words won out but our organisation still uses the one word for its corporate name.



1.3. Why Are They Popular

Rail trails are popular because they are:

- A wonderful car free facility for people to walk or ride bicycles (horses on some trails) in safety to school and the shops, or just to enjoy the scenery, providing health benefits. Ideal for families.
- A great asset for visitors to come and enjoy touring the area away from cars.
- a pleasant experience even in hilly country because trains, like walkers and cyclists, don't like steep gradients
- A long continuous natural heritage corridor (native vegetation rehabilitation and weed control is a major activity of committees of management).



- A lasting and usable monument to the pioneers of the 19th and 20th centuries
- Research indicates that the money spent by visitors to rail trails is of significant financial benefit to the local community as well.
- free to use!

There are numerous ways to enjoy rail trails ranging from a short walk or a several day bike tour or basing yourself at one location and exploring a different section each day. Numerous towns are seeing an increase in demand for accommodation with trail visitors wanting accommodation ranging from camping to luxury B&Bs. Some businesses in towns are also beginning to cater in other ways such as offering bicycle hire and even pick-up services for those that only want to go one way. One of the most established and promotion oriented trails, the Murray to the Mountains connecting Wangaratta, Beechworth and Bright, is even offering visitor packages.

1.4. Where Are They

As of October 20015

	OPEN	PROSPECTIVE	Prospective includes open length
New South Wales	59 km	1400 km	Open trails mostly in Newcastle and Blue Mountains
Northern Territory	23 km	28 km	Darwin and Katherine
Queensland	177 km	958 km	Open trails mostly in south east
South Australia	118 km	464 km	Open trails of high standard. Also 1330km of prospective is Old Ghan line
Tasmania	150 km	283 km	All over state but most only for walking or mountain bikes.
Victoria	948 km	1688 km	All over state, many of high standard
West Australia	355 km	882 km	Most trails only for walking and mountain bikes
TOTAL	1829 km	5704 km	

Other countries have a lot of high standard rail trails

For the most up to date information and details of each trail visit www.railtrails.org.au or contact Rail Trails Australia.

1.5. What about Rails-with-Trails!

Rails-with-Trails or rail-side trails offer the chance to extend the rail trail experience by having trails besides an operating railway where the right-of-way permits this.

Many suburban railway lines have rail side trails besides them in Melbourne, Perth and Sydney, which we understand are on railway land though managed by councils. As far as we are aware there are no rail side trails running besides operating government railways outside urban areas. A bit of a waste considering the examples in the USA in Appendix G2.



The Bellarine Peninsula Rail Trail, near Geelong, is a popular rail trail and it runs besides the operating steam tourist railway for half its length.

This rail side trail concept is becoming increasingly important in Victoria as rail corridors are now regarded as transport corridors that should be used for other forms of transport including

walking and riding. Rail Trails Australia is on a committee with the Victorian Department of Transport to develop standards for rail side trails besides tourist railways.

This is also relevant to NSW where some of the proposed rail trails still have the rails in place and have railway heritage groups wanting to run trolleys for some of the length. Most lines have rights-of-way conducive to rail side trails which should allow both to exist and to the benefit of each. The NSW Cycleways report in Appendix B also goes into considerable detail on rail side trails.

Obviously safety and liability must be considered but precedents have been set, even besides busy suburban railways.

1.6. Rail Trails Australia's Role

We assist in the development and maintenance of rail trails by

1/ Promoting the use of open rail trails through: -

- a) our guidebooks (As of March 2009 over 23,000 copies of Victoria, South Australia and Tasmania guidebooks have been sold). Since 2014 we have been selling electronic guide books
- b) our website that has a description and map for every open and prospective rail trail throughout Australia and a news section with a weekly mail out for special events or requests. There are also forums to discuss various aspects of rail trails.
- c) our quarterly newsletter
- d) our calendars
- e) distributing trail brochures with our quarterly newsletter mail out
- f) work with other organisations and media outlets to promote rail trails in newspapers, magazines, television shows and bicycle shows.
- g) attendance at relevant conventions to keep other organisations informed of rail trail developments.

2/ Providing direct assistance to groups wishing to establish a rail trail or improve an existing rail trail through:

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- a) provision of this manual
- b) provision of a DVD with videos of rail trails that give examples of how they are developed, the views of local residents and how rail trails are promoted on television.
- c) our website that can have a description and map of the proposed rail trail and a news section with a weekly mail out for special events or requests.
- d) writing letters of support
- e) meetings with committees of management, community groups and other related parties.
- f) and when we cannot help you on an issue we can put you in contact with a committee who has had the experience you are after.



1.7. About Rail Trails Australia

Rail Trails Australia Inc is a not-for-profit, non government organisation. We are dedicated to keeping closed railway lines in public hands and where appropriate their conversion into rail trails. We also support the development of rail-side trails.

Apart from a part time admin position, we are totally volunteer based, keeping very busy with the activities described in the section above. We have also assisted committees with production of trail promotion brochures and are considering producing post cards for rail trails.

In addition to this we produce a quarterly newsletter that is distributed to all our members and rail trail committees.

We welcome new members and rely on their support to encourage our work.



RAIL TRAILS OF VICTORIA AND SOUTH AUSTRALIA

NEW EDITION

Rail trails are great!

Rail trails have been developed all around Victoria. This is the book you need to explore this fabulous growing network.

Printed in full colour it features detailed maps, photos, trail descriptions and historical notes.

The new edition is fully revised with over 300 km of new and extended trails. It covers 22 trails in Victoria plus three in South Australia.

Available from book, map and bike shops or direct from Railtrails Australia, PO Box 302, East Melbourne Vic 3002 (or fax 03 9306 3848) for \$32.95 + \$3 P&P. Payment by cheque or credit card.

For more information or to order: www.railtrails.org.au/guides

RAILTRAILS AUSTRALIA

2. ESTABLISHING A COMMITTEE OF MANAGEMENT

2.1. Initial Concepts

Develop a basic proposal statement to gather support for a more detailed study. Refer Appendix B for examples. It is unlikely that a rail trail will succeed unless it appears there will be a majority of the local community that will support it. In line with this the greater the local government support the better the result will be.

The Murray to Mountains Rail Trail and Great Victorian Rail Trails are examples of the three councils involved fully committing to a major high class facility, building it and actively promoting it. At the other end of the scale we are always amazed at the commitment and enthusiasm of the mostly voluntary based committees and the excellent results they can produce.

Include the data in Appendix A that includes economic analysis. Dr Beeton's research, which was based on surveys of the Murray to Mountains, the Warburton (Lilydale - Warburton) and the East Gippsland (Bairnsdale – Nowa Nowa) rail trails. While the figures varied depending on the trail, Dr Beeton determined that on average a visitor injected more than \$51 per day into the local economy. The Murray to the Mountains rail trail attracts well in excess of 20000 people per year bringing in over \$1,000,000 per year to the area.

2.2. Feasibility Studies

If it appears that there will be widespread community support for the rail trail a feasibility study should be constructed to get a more accurate idea of the scope and cost of the trail, and perhaps the staging of its construction. Look at sections that will get the most people using the trail for the least cost to prove its value to sceptical locals. Feasibility studies come in all shape and size depending on the groups involved and the possible planned expenditure. Examples in Appendix C.

Feasibility studies can be very time consuming and are best done by specialists who have experience and credibility in this area. This can obviously be expensive and grants should be sought to cover this cost.

2.3. Management Models

This varies from state to state and even between rail trails in the same state. The biggest factor is usually the interest of the councils(s). Even with full council involvement in the management consider establishing a "Friends of the Rail Trail" group. Victoria has the most advanced rail trail network in Australia and many of these trails now have local volunteer friends groups to assist with maintenance and events. It helps give a sense of community ownership of the trail, which amongst other things may deter vandalism and provides good local promotion. Any group should be incorporated, which is generally a prerequisite for receiving any grants and some donations.

It has been our observation that totally volunteer groups developing a rail trail of more than a few kilometres in length make very slow progress without a paid position to source funding, manage donations of labour and materials etc. This goes back to our comment that generally the greater the local (and sometimes state) government involvement the better the result.

The trend these days is for the state transport department to retain ownership of the land and lease it to a council or similar body for purposes of a rail trail, again reasons why full support of council(s) is needed

Victoria

With lobbying from Rail Trails Australia (then known as Australian Rails to Trails) various Victorian governments in the 1990s provided the basis for Victoria's extensive rail trail network.

A Rail Trail Project was setup to investigate which lines would be feasible and legislation was passed to allow Crown Land to be reserved as a Community Reserve for rail trail purposes and provide public liability insurance for the committees of management. The project also provided the personnel to do all this work including the surrendering of unused railway land from VicTrack. Refer Appendix B.

While some trails in state and national parks are managed by the Department of Sustainability and Environment most trails are managed by a local committee of management. The committee of management for a community reserve is appointed by the Minister.

All railway land in Victoria is owned by the government corporation Victrack. Victrack no longer surrender unused railway land back to the Crown so all new rail trails will be on land leased from Victrack. All examples to date have been leased to councils including Rutherglen to Wahgunyah and Murchison to Rushworth. Contact (03) 9619-8850 victrack@victrack.com.au

Most lines had their rails and sleepers removed shortly after they were closed.

Bicycle Network is actively promoting rail trails in Victoria, has run two rail trail conferences and is a good source of knowledge for what funding grants may be available.

NSW

NSW is lagging far behind all the other states, not from lack of opportunities or interest by local groups. The few short open trails are managed by councils or the National Parks and Wildlife Service on corridors acquired from private companies.

Most unused branch lines are not officially closed as this requires an Act of Parliament, so the rails are generally still in place, as is the complete right of way.

Refer to Appendix B for more detail. As an update, prospective rail trails are on Rail Infrastructure Corporation land that is managed for them by the Australian Rail Track Corporation Ltd (ARTC). Rail Trails Australia and local groups have been lobbying the government for many years to come up with a system that will allow the rails to be removed and rail trails constructed on long disused rail way corridors. Options include transferring or leasing the land to another statutory body such as a council or the Lands Department. It is not clear at this stage who would have salvage rights to rails, sleepers etc.

In the second half of 2009 the NSW government introduced legislation to allow the construction of rail trails on disused rail corridors but some aspects of it were reasons for the opposition parties to oppose it and it failed to be passed.

As of October 2015 only minor progress has been made on establishing a trial rail trail on a long disused corridor despite repeated requests and this legislation is still a convenient excuse for the government to do nothing. Hopefully the efforts of many groups including Rail Trails for NSW will result in some positive progress.

SA

Open trails are managed by councils or the Department of Recreation and Sport. Railway land is under the control of Transport SA. To be confirmed.

Most closed lines have had their rails and sleepers removed.

Queensland

After a slow start Queensland is looking at getting some major rail trails, with significant government support for the Brisbane Valley Rail Trail.

When Queensland Rail closes a railway line they return the land to Queensland Transport. Queensland Rail is apparently required to remove all its infrastructure such as rails and bridges, which in earlier days resulted in a bit of a scorched earth policy. The loss of bridges is quite

unfortunate especially for the northern half of the Brisbane Valley Rail Trail. However with greater awareness of rail trails now, more consideration is now been taken, the Mareeba to Atherton line being a good example of cooperation. Obviously the earlier proposals are developed after Queensland Rail indicates closure of a line the better. Councils or other statutory bodies would lease rail trail land from Queensland Transport and of course take responsibility for the bridges.

WA

A Rails to Trails group was set up in the mid 1990s under Trailswest to promote the development of rail trails and got some off the ground.

All development has been by councils. Not sure who owns rail trail land or unused railway land. The exception is the Munda Biddi Trail Foundation which is using many rail trails in its very long trail from Mundaring to Albany.

Most closed lines have had their rails and sleepers removed.

2.4. Funding

Almost all funding for rail trails has come from local, state and federal governments. And most of this funding is in the form of grants from many different sources and quite often requires “in-kind” contribution. Refer to some of the feasibility reports for possible sources of funding.

Don't forget grants and sponsorship from private business and organisations. Sponsorship of rail trails has been fairly limited, the exception being the Munda Biddi Trail in WA. The High Country rail trail co-ordinator has been effective in getting numerous donations from local businesses and organisations to stretch grant funding. This funding has generally been in the provision of materials and labour rather than cash.

Having read the above, and if you have grand visions, you may want to jump to the first attachment in the Appendices that details in vivid detail what was required to deliver Australia's longest rail trail, the Great Victorian Rail Trail.

The Otago Central Rail Trail Management Plan 2012 also provides a good overview of what is required.

3. INFRASTRUCTURE

3.1. Trail Surfaces

One of the most important decisions, as generally trail surfacing is the biggest cost in construction of a rail trail apart from bridges. Many factors to consider including the amount and type of users to be attracted, available construction budget and maintenance budget. If used by cyclists the trail surface should be a minimum of 2.5m and preferably 3m wide if practical. The bitumen surface in the photo to the right is 2.5m wide and the gravel surface in the bottom right photo is 3m wide.



Refer Appendix D for more detail.

As mentioned earlier, ideally a separate dirt path besides the main trail should be provided for horses where the corridor permits this. Horses and riders prefer the separate path, especially if the main trail is very hard, it reduces maintenance on the main trail and separates bikes and horses. With long distance horse trails watering facilities must also be considered and some trails even have holding yards.

3.2. Bridges

Bridges add greatly to the interest of a rail trail but are potentially the most costly pieces of infrastructure to make trafficable and to maintain.

Ideally your trail has a few bridges that have concrete supports, steel or concrete girders and a concrete deck requiring only some handrails to be fitted. However the odds are that the bridges will be any combination of wood, steel and concrete, in various stages of deterioration or have been removed altogether.



A report on the state of all bridges, works required to make them safe and/or trafficable, and the cost of these works should be obtained. All bridges should be checked by qualified people and costs obtained to bring them up to standard required by regulations. The cost of making the bridge trafficable and long term maintenance, particularly for timber bridges, should be determined.

Funding should be spent on providing long lasting, fire resistant and maintenance free bridges as a higher priority than retaining historical authenticity. If an original bridge does not meet these criteria then other options should be investigated for funding including:

- Replacement with a lower cost maintenance free bridge such as a concrete or steel one (or even a culvert for very small bridges).
- In the case of very large bridges, replacement with a smaller low level bridge or even causeway, just to get across the waterway or gully itself.

Relatively low cost, prefabricated bridge with a 100 year life span for the High Country Rail Trail, Victoria



Ideally the original (usually timber) bridge could be left there to be admired or the new bridge put over the top of it as has been done in the case of some smaller ones.

Low level crossings should be the least preferred option as they can detract from the rail trail experience by deviating off the original gradient, particularly long diversions or short and steep low level crossings. However sometimes a well-constructed low level crossing provides an opportunity to really appreciate the amazing work that went into constructing the original bridge, particularly for the old timber bridges. This may otherwise not be noticed by those riding briefly across it. One example is the Nowa Nowa trestle bridge on the East Gippsland Rail Trail in Victoria.



Rail Trails Australia does not advocate the destruction of existing timber bridges unless they are a threat to public safety. For significant bridges ideally at least a section should be maintained to a minimum safety standard so that they can continue to be appreciated into the future.

3.3. Signage

Regulatory signs are essential for safety reasons. Directional and interpretive signs add to the experience for trail users. Signage can also be used to promote the trail to motorists when in proximity to major roads.

RTA fully supports the wonder range of innovative interpretive signage found on different rail trails. The only standard we recommend is to use the historical nameboards for stations to provide a common link and connection between our network of rail trails.

Refer Appendix D, which includes Rail Trails Australia's guide for signage development.



3.4. Fencing and Access Control

Fencing along rail trails appears to be a case by case nature. Most trails in Victoria are fenced when abutting private land which keeps stock in the right place and discourages trespassing. This also gives the options of temporary agistment of stock in some sections to keep vegetation under control and to assist adjacent farmers. Many trails or some sections of them are regarded as natural heritage areas so livestock are not permitted at all. The rail trail usually pays for fencing alongside crown land if required and some rail trails have also assisted adjacent private landholders with fencing, typically by providing materials.

Refer to Appendix D for general information on fencing.

There are many different methods of limiting unauthorised access to rail trails and we hope to provide examples soon. Cars are relatively simple to exclude with little inconvenience to trail users as they can only usually get on at road crossings and are wide vehicles. Keeping out trail bikes at road require more elaborate and expensive devices that often inconvenience trail users. And if trail bikes can enter along other parts of the trail they are relatively useless. It may be

more effective to actively police the trail when problems occur as usually the offenders are locals.

3.5. Code of Conduct for Trail Users

Rail trails have a code on conduct, usually displayed at major points. Typically they would include:

- Observe local signs and restrictions.
- Do Not disturb plants and animals (including any livestock).
- Respect adjacent landholder's property and livestock.
- Take rubbish home with you or place it in bins if provided.
- Keep dogs on a leash
- Cyclists alert other users of your approach and pass at reduce speed.



3.6. Logo

Many rail trails have developed their own logo.

Developing a logo does not have to be an expensive task; several rail trails have used this to get community involvement by running a public competition for the best logo. One example of a competition is the High Country rail trail logo.



4. PROMOTION

Many people now know rail trails are different from other types of trails, i.e. an easily graded trail generally away from cars that is an enjoyable ride or walk by yourself or with friends or family. People are now looking out for rail trails or even planning holidays around them. However there are also established rail trails actively promoting themselves to attract these people, i.e. competition. So after all the hard work of constructing a trail it has to be promoted to attract those that know about rail trails and those that don't. Ideally it should be considered before construction starts!

The bare essentials include a name, logo and signage mentioned above along with a trail brochure. Rail Trails Australia may be able to assist with the map in some instances.

Refer to Appendix E for examples.

Obviously consider keeping Rail Trails Australia informed of your developments and activities. We can let others know about them as described in Section 1.

Establishing a good relationship with the local media is very important to keep getting coverage of your work. It reminds people that the trail is (or will be) there and all the benefits it is bringing. The local newspaper and tourist guides are probably the most important but use radio and television where possible.

Refer to Appendix E for examples.

Larger trails have succeeded in getting coverage in state and national media to promote their open trails. Rail Trails Australia also assists these media when they do generic features on rail trails.

It is essential that a rail trail be promoted in conjunction with local business that offer services that visitors would want, such as accommodation, food & drink and transportation. Part of a rail trail's management plan would be encourage local business to develop these services to make the trail accessible to a greater sector of the community. Particularly successful examples are the Murray to Mountains and Otago Central rail trails.



(Photo courtesy Peter McManus)

5. APPENDICES (From Australia)

NOTE: Under Acrobat menu **Edit – Preferences – Documents** de-select option **Open cross-document links in same window** so that appendices are opened in a different window and you can easily return to this main document.

	TITLE	AUTHOR	COMMENTS
	The Great Victorian Rail Trail Story	Mansfield Shire Council	A great summary of what it took to deliver Australia's largest rail trail project
A	STUDIES ON THE BENEFITS OF RAIL TRAILS AND USERS		
	Rail Trails Economic Report - 2003	Sue Beeton – Latrobe University	Economic contribution of rail trail users.
	Regional Communities and Cycling MtoM - 2006	Sue Beeton – Latrobe University	Update of 2003 study concentrating on Murray to Mountains rail trail. High average is due to purchase of local products.
	Rail Trails Economic Report MtoM - 2009	Sue Beeton – Latrobe University	The latest study on the Murray to Mountains rail trail.
	Regional Communities and Cycling MtoM - Fact Sheet- 2006	Sue Beeton – Latrobe University	Summary of above 2006 report.
	Rail Trail Rider Expectations - 2009	Paul Willard – Latrobe University	Thesis on the expectations of bike riders on long distance rail trails
	Otago Central Economic Impact and Trends Survey - 2008	Carla Jellum & Arianne Reis, Otago Central Rail Trail Trust	Report on a survey of business affected by this very popular NZ rail trail.
	Otago Central User Survey - 2011	Central Otago District Council	User surveys on this very popular NZ rail trail.
	Rural Restructuring Along the Otago Central - 2008	O.Dowsett – Lincoln University	A thesis on the five levels of rural restructuring in NZ, the lowest level being case studies along the rail trail.
	Estimating Rail Trail Demand - 2003	Betz, Bergstrom & Bowker – USA Journal of Environmental Planning and Management	Similar aims to above but based on USA state and a lot of detail on theory of modelling.
	Rail Trails & Cycle Tourism Thesis 2004	Paul Willard – Latrobe University	Economic implications for regional business operators and influence of stakeholder relationships, on Murray to Mountains rail trail
	MtoM Data overview 2001-2005	Murray to Mountains Rail Trail, Victoria	Comparison of amount of uses of very popular rail trail
	National Cycling Strategy 2005-2010 Draft	Austrroads	Good summary of cycling statistics
	Queensland Outdoor Recreation Fact Sheet - 2001	Qld Outdoor Recreation Federation	Statistics on participation in outdoor activities in SE Queensland
	Pedalling Health-Health Benefits of a Modal Transport Shift.pdf	Roberts, Owen, Lumb & MacDougal	South Australian study on affect of bike riding on health
	Sport and Recreation - Statistical Overview - 2003	Australian Bureau of Statistics	Some statistics may be of interest

	TITLE	AUTHOR	COMMENTS
B	INITIAL PROPOSALS		
	Rail Trail Introduction Presentation-2006	Andrew Graham	Good summary of rail trails
	Cycle Tourism Briefing paper -2010	Mount Remarkable and Northern Areas Council	Proposal for 125km rail trail in Southern Flinders Ranges
	Implementing Active Trails - Challenge For Collaboration -2007	Darryl Low Choy and Steve MacDonald	Background to implementing Queensland's Active Trails.
	Bungendore - Captains Flat (NSW) Proposal -2004	Pedal Power ACT	Good two page example
	Queanbeyan - Williamsdale Proposal - 2004	Pedal Power ACT	Good two page example with maps
	Cycleways Along Railway Corridors in NSW -1997	Bruce Ashley	Comprehensive report prepared for NSW Dept. of Transport. Almost a manual in itself. Also covers Rails-with-Trails.
	Victorian Rail Trails Project - 1998	Vic. Natural Resources & Environment	Details and map of the project that got Victoria off to a great start. Useful hints as well.
	NSW Re-use of disused railway lines - 1998	Rail Access Corporation NSW and Railway Digest	Outline of condition of closed lines and refurbishment costs.
C	FEASIBILITY STUDIES		
	Murrumbidgee (NSW) Feasibility Study - 2009	Transplan and Mike Haliburton Associates	Detailed feasibility study for the local council
	Atherton Tablelands (Qld) Feasibility Study - 2008	Transplan and Mike Haliburton Associates	Detailed feasibility study for the Queensland Government and Tablelands Council
	Brisbane Valley (Qld) Draft Plan - 2008	Queensland Dept. of Infrastructure & Planning	Draft of plan to construct 148km rail trail
	Brisbane Valley (Qld) Draft Plan - Plans - 2008	Queensland Dept. of Infrastructure & Planning	Detailed plans of route for above report
	Riverina Highlands (NSW) Feasibility Study - 2006	Transplan and Mike Haliburton Associates	Detailed feasibility study for the NSW Riverina Regional Development Board
	Goulburn River (Vic) Final Draft Concept-Business plan - 2006	Urban Enterprises	Detailed feasibility study for the Mitchell, Murrindindi and Mansfield Shires
	Feasibility Study Brief - 2001	Mitchell Shire, Vic	Example of short brief for consultants
	Detailed Feasibility Study - 2001	Mitchell Shire, Vic	For Tallarook to Alexandra
	Concept Design Brief - 2004	Mitchell Shire, Vic	Example of comprehensive brief for consultants
	Busselton - Flinders Bay (WA) management plan - 2004	Shire of Augusta Margaret River, WA	Includes addressing concerns of adjacent land holders.
	Response to Community Concerns - 2004	High Country Rail Trail/ Parklands Albury Wodonga	Example of responding to the concerns of local residents, mostly adjacent landholders.
	Goulburn Valley Rail Trail Proposal (Vic) Meeting Notes 2005	Urban Enterprises	Information presentation to public meetings on behalf of the Mitchell, Murrindindi and

	TITLE	AUTHOR	COMMENTS
			Mansfield Shires
	Goulburn Valley Rail Trail (Vic) Consultant Update 2005	Urban Enterprises	Example of public update newsletter during consultation and design stage for above Shires
	Rail Trail "Green Paper"	High Country Rail Trail/ Parklands Albury Wodonga	Moderately detailed proposal that has been worded in a form that could be used as government policy.
	Riesling Trail Extension Report (SA) - 2005	Transplan and Mike Haliburton Associates	Executive summary of the feasibility study for the Riesling Trail CoM
	Port Fairy - Dennington Report (Vic) - 2004	Transplan and Mike Haliburton Associates	Detailed feasibility study for Moyne Shire
	Oakbank - Mt Pleasant Report (SA) - 2003	Maher Brampton Associates	Detailed feasibility study for Adelaide Hills Council
D	TECHNICAL REFERENCES		
	Rail Trail Construction Costs	Rail Trails Australia	Summary of funding sources and overall costs for many of the rail trails.
	Bridge timber condition assessment - 2011	Timber Restoration Systems	Assessment and restoration ideas for timber bridges
	Bridge deck standard design - 2010	Goulburn River High Country Rail Trail	Modular deck with handrails for steel girder bridge
	Bridge drawings - existing condition - 2010	Goulburn River High Country Rail Trail	Documentation of existing bridge condition
	Bridge work scope - 2010	Goulburn River High Country Rail Trail	Example of documentation of bridge works required.
	NSW Bicycle Guidelines - 2005	NSW Roads and Traffic Authority	Comprehensive guidelines to bicycle path construction on and off road.
	Usage and Maintenance Summary - 2006	Bass Coast Shire Council	Good short overview on usage of trail and future works. Also setting up a friends of the rail trail group
	Trail Surface and Maintenance - 2004.ppt	High Country Rail Trail/ Parklands Albury Wodonga	Good overview on selection of trail surfaces. Microsoft Powerpoint file included on disk as well.
	Trail Surface Experience - 2004	Warburton Rail Trail, Vic	Presentation on trail development. Microsoft Powerpoint file included on disk as well.
	Trail Construction Cost Estimate Map - 2001	Mitchell Shire, Vic	For Tallarook to Alexandra feasibility study
	High Standard Trail Construction Cost Estimate - 2001	Lake Macquarie Council, NSW	Based on actual construction costs for Fernleigh Track
	Trail Implementation Guidelines - 2010	Queensland Dept of Infrastructure and Planning	A more detailed version of this document
	Trail Maintenance Program - 2005	High Country Rail Trail/ Parklands Albury Wodonga	Annual maintenance program and budget
	Trail Facilities Plan - 2005	City of Onkaparinga, SA Habitable Places Arch. Sustainable Solutions	Draft of comprehensive study into facilities needed along Coast to Vines Rail Trail, SA.

	TITLE	AUTHOR	COMMENTS
		John Nowland Design	
	Trail Signage Plan - 2005	As above	Draft of comprehensive study into signage needed along a rail trail
	A Guide to Signing Cycle Networks - 2009	Queensland Transport	Guide to developing signage systems on bicycle routes.
	Cycle Network Directional Signage Guidelines - 2009	Queensland Transport	
	Producing Bicycle Network Maps- 2009	Queensland Transport	
	Trail Signage on East Gippsland RT - 2004	East Gippsland Rail Trail	Full example of signage on a major rail trail
	Signage for Station Name boards - 2012	Rail Trails Australia	Guide for developing a signage for stations
	Signage for Station Name boards Detail - 2012	Old Beechy Rail Trail	Detailed instructions for station name boards
	Signage Development - 2003	Rail Trails Australia	Guide for developing a signage policy on trails
	Horse Trail Design - 2005	Australian Trail Horse Riders Association	Needs, Specifications and Infrastructure Requirements for recreational horse riding trails
	Cycle Notes - Design Standards 2002	Vic Roads	General guide for on-road sections
	Cycle Notes - Behavioural Signs 2001	Vic Roads	For shared path signage
	Cycle Notes - Directional Signs 2002	Vic Roads	For of-road trails
	Cycle Notes - Road Crossings 2005	Vic Roads	For road crossings and covers rail trails.
	VicTrack Shared Pathways Guidelines - 2009	VicTrack	Guidelines to trails with rails in Victoria
	Solar Powered Bike Path Lighting - 2010	SolarOne	
	Fencing of Seedlings - 2003	S.M. Jennings – Forestry Tasmania	Comparison of methods of fencing large scale plantings, including costs.
	Fencing Wildlife Habitat - 1999	Victorian Dept. of Sustainability & Environment	General guide to fencing and costs.
	Victorian Rail Trails Program - 1994	Victorian Dept. of Sustainability & Environment	The program that got rail trails really underway in Australia
E	Rail Trail Promotion		
	Warburton Rail Trail (Vic) Package - 2008	Businesses along Warburton Rail Trail	Example of packaging services for a rail trail
	Brochure Marketing Prospectus - 2009	Murray to Mountains Rail Trail, Vic	Getting local businesses involved with marketing the trail through a brochure
	Rail Trail Marketing Plan - 2005	City of Onkaparinga, SA Habitable Places Arch. Sustainable Solutions John Nowland Design	Draft of Coast to Vines Rail Trail, SA marketing plan.
	Rail Trail Brochure - 2010	Shire of Mundaring	Railway Reserves Trail (WA)
	Rail Trail Brochure - 2008	The Oberon Council	Pioneer Rail Trail (NSW)
	Rail Trail Brochure - 2008	Brisbane Valley Rail Trail (Qld)	Linville to Blackbutt section
	Rail Trail Brochure - 2006	Colac-Otway Shire, Vic	Old Beechy Rail Trail

	TITLE	AUTHOR	COMMENTS
	Rail Trail Brochure - 2002	City of Glen Eira, Vic	Rosstown Rail Trail
	Rail Trail Brochure - 2003	Murray to Mountains Rail Trail, Vic	
	Abashiri Tokoro Brochure - 1995	Hokkaido Prefecture	Ohotsk Cycling Road Rail Trail, Japan
	Tsukuba Brochure - 1995	Tochigi Prefecture	Tsukuba Rail Trail, Japan
	Rail Trail Event Promotion - 2006	Otago Central Rail Trail	Penny Farthing Tour Flyer
	East Gippsland Rail Trail (Vic) opening - 2006	ABC Local Radio	Good example of a radio interview. MP3 file.
	High Country Rail Trail media coverage	Rail Trails Australia	Collection of clippings with good and bad coverage.
	Rail Trail Feature in The Age	The Age newspaper	Leading Victorian newspaper
	Rail Trail Operator Brochure	Rail TrailsRus	Organise tours on rail trails
	Rail Trail User Testimonials	Various people	Letters from rail trail users
F	Rail Trail Management		
	Lilydale to Warburton Management Plan - 2013	Shire of Yarra Ranges	One of the most popular rail trails in Australia
	Otago Central Management Plan - 2012	Otago Central Rail Trail Trust	One of the most popular rail trails in the southern hemisphere
	Design Guidelines - 2010	Goulburn River High Country Rail Trail	
	Construction Environment Management Plan - 2010	Goulburn River High Country Rail Trail	
	Management Plan Brief - 2011	Goulburn River High Country Rail Trail	Example brief for development of a management plan
	Management Plan Interim - 2010	Goulburn River High Country Rail Trail	Example interim management plan
	VicTrack Environmental Management Plan - 2010	Goulburn River High Country Rail Trail	
	Rail Trail Management Plan - 2008	Rail Trails Australia	Preliminary draft of a generic rail trail management plan
H	Suppliers		Rail Trails Australia Inc has no connection to any of these companies.
	Trail User Counters	Eco Counter	
	Trail User Counters	TRAFx	
	Trail User Counters	Traker	
	Recycled Plastic Supplier news	Replas	Various materials and signs, even bridges
	Outdoor facilities Design - 2010	GR Design & Construct	shelters, footbridges and street furniture.
	Composite Panels for Bridges - 2010	LOC	
	Examples from Signage Supplier - 2006	Repeat Signs	
	Lanotec Wood Treatmentr - 2006	Lanotec	May have benefits for bridges.

6. APPENDICES (From Overseas)

Many of these are from the Rails-to-Trails Conservancy (RTC), the peak rail trail body in the United States of America. http://www.Rail_Trails.org

	TITLE	AUTHOR	COMMENTS
G1	Rails-to-Trails Conservancy Reports		
	Successful Rail Trails Manual	RTC and National Parks Service	USA focussed but some very useful generic information.
	Rail Trail Opposition Questions - 1996	RTC	The 12 most frequently asked questions by opponents of rail trails.
	Community Sentiment - 1998	RTC	A study of opposition to rail trails and strategies for success
	Work With the Opposition - 1997	RTC	Summary of above
	Rail-Trails and Safe Communities -1998	RTC	Crime on rail trails
	Rail Trails and Liability - 2000	RTC	Trail-Related Liability Issues & Risk Management Techniques
	Smart Growth - 2002	RTC	Advancing Smart Growth
	Tunnels on Trails - 2001	RTC	Study of 78 Tunnels on 36 Trails
	Sharing With Utilities - 1997	RTC	Brief look on shared use of rail trail corridors
	Maintenance and Operations - 2005	RTC	Maintenance and operation of open rail trails.
	Rail banking History - 2005	RTC	Details of preserving rail corridors for future use.
	D & L Trail User Survey - 2012	RTC	Details of preserving rail corridors for future use.
G2	Rails-with-Trails		
	Chelatchie Prarie Rail Trail Study - 2008	Alta Planning and Design	Study on a rail trail beside a railway line in Vancouver Canada.
	Trains Magazine Article - 2005	Kalmbach Publishing Co	"The Truth About Rails^with-Trails"
	Lessons Learned - 2002	U.S. Department of Transportation	Literature Review, Current Practices, Conclusions Management Techniques
	Report - 2000	RTC	Design, Management, and Operating Characteristics of trails besides railway lines
	Report: Appendix - 2000	RTC	A. Individual Survey Responses B. Trail Manager Contact Information for above report
	Trails to Rails - 2010	Kalmbach Publishing Co	Article on rail trails being converted back to railways
G3	Economic Benefits		
	Scotland Cycling Economic Benefits - 2013en	Ivan Zovko / Sustrans Scotland	Quantifies the anecdotal evidence of the benefits
	Little Miami Rail Trail Property Values - 2008	Duygu Karadeniz, University of Cincinnati	Thesis on the effect of this Ohio rail trail on property values
	Bicycling & Walking in Colorado -2000	The Colorado	Economic Impact and

	TITLE	AUTHOR	COMMENTS
		Department of Transportation	Household Survey Results
	Fox River Trail Study - 2001	Brown County Planning Commission	Economic and usage study
	Property Values - 1999	John L. Crompton	The impact of parks and open space on property values and the property tax base in the USA
	Protecting Rivers, Trails and Greenways - 1995	U.S. National Parks Service	Economic impacts of protecting rivers, trails, and greenway corridors
	Thinking Green - 1998	Florida Department of Environmental Protection	Guide to the Benefits and Costs of Greenways and Trails.
	Vermont Tourism - 2000.pdf	Vermont Department of Tourism and Marketing	Various facts and figures from a U.S. state
	Economic Spin-offs - 1998.pdf	La Route verte, Canada	
G4	Trail Usage Studies in Indiana, USA		
	Monon Trail - 2001	Indiana Department of Transportation Indiana Department of Natural Resources National Park Service	Detailed analysis of a study on an urban rail trail
	Cardinal Greenway Trail - 2001	As above	Detailed analysis of a study on a rural rail trail
	Summary Report - 2001	As above	Summary of all the trails studied
			More studies in the "G4 Indiana" folder on the CD
G5	Health Issues		
	Best Practices for Health - 2004	RTC	Ten case studies of programs and partnerships to create active communities
	Transport, Environment and Health - 2000	World health Organisation	Study focusing on Europe
	Bicycling & Walking to Healthy Communities	Andy Clarke	Presentation on benefits of riding and walking.
			More reports in the "G5 Physical Activity" folder on the CD
G6	Others		
	British Columbia Trail Strategy Background - 2007	British Columbia Ministry of Tourism, Sports and Arts	Guide to future developments in this Canadian province.
	Women and Cycling -2010	Association of Pedestrian and Bicycle Professionals	Survey of 7000 women bike riders

7. APPENDIX H – Rail Trail Consultants

The businesses listed below have prepared reports contained in other appendices and are summarised below for convenience. Rail Trails Australia has no connection with these businesses.

Transplan Pty Ltd

Mike Maher
78 Gardner St
Como WA 6152
(08) 9474-4655
0419 744 655

mmaher@westnet.com.au

“Recreation and Heritage Trail Specialists”

In conjunction with Mike Haliburton in Brisbane they have done studies for numerous rail trails around Australia; recent examples include Warrnambool - Port Fairy in Victoria, Riverina Highlands in NSW, Riesling Trail extension in South Australia and Atherton Tablelands in Queensland.

Urban Enterprise Pty Ltd

Matt Ainsaar
PO Box 157
North Fitzroy 3068
Tel. (03) 9482 3888
Fax. (03) 9482 3933

mail@urbanenterprise.com.au

<http://www.urbanenterprise.com.au>

Have done the Feasibility Study and now the Concept Design and Business Plan for the Tallarook-Alexandra-Mansfield rail trail proposal.

Bruce Ashley

PO Box 525
Summer Hill NSW 2130
AUSTRALIA
phone 02 9560 9281

bruce@bike-it.com.au

www.bike-it.com.au

“Consultant for environmental planning, strategic cycling studies and also as author/publisher of cycling information and cycling maps (currently working on Bike-it 2)”

Prepared report into Cycleways in NSW

Habitable Places Architects

Richard Woods
169 Cross Rd Westbourne Park 5041
Ph (08) 8271 1711
Fax (08) 8271 1713

Sustainable Solutions

Terry Bruun
PO Box 6633
Halifax Street
Adelaide 5000
0412 200 724

terrybruun@picknowl.com.au

General Project management

John Nowland Design

John Nowland
122 Sturt St Adelaide 5000
(08) 8212 2037

The above three consultants prepared the Coast to Vines Rail Trail reports.