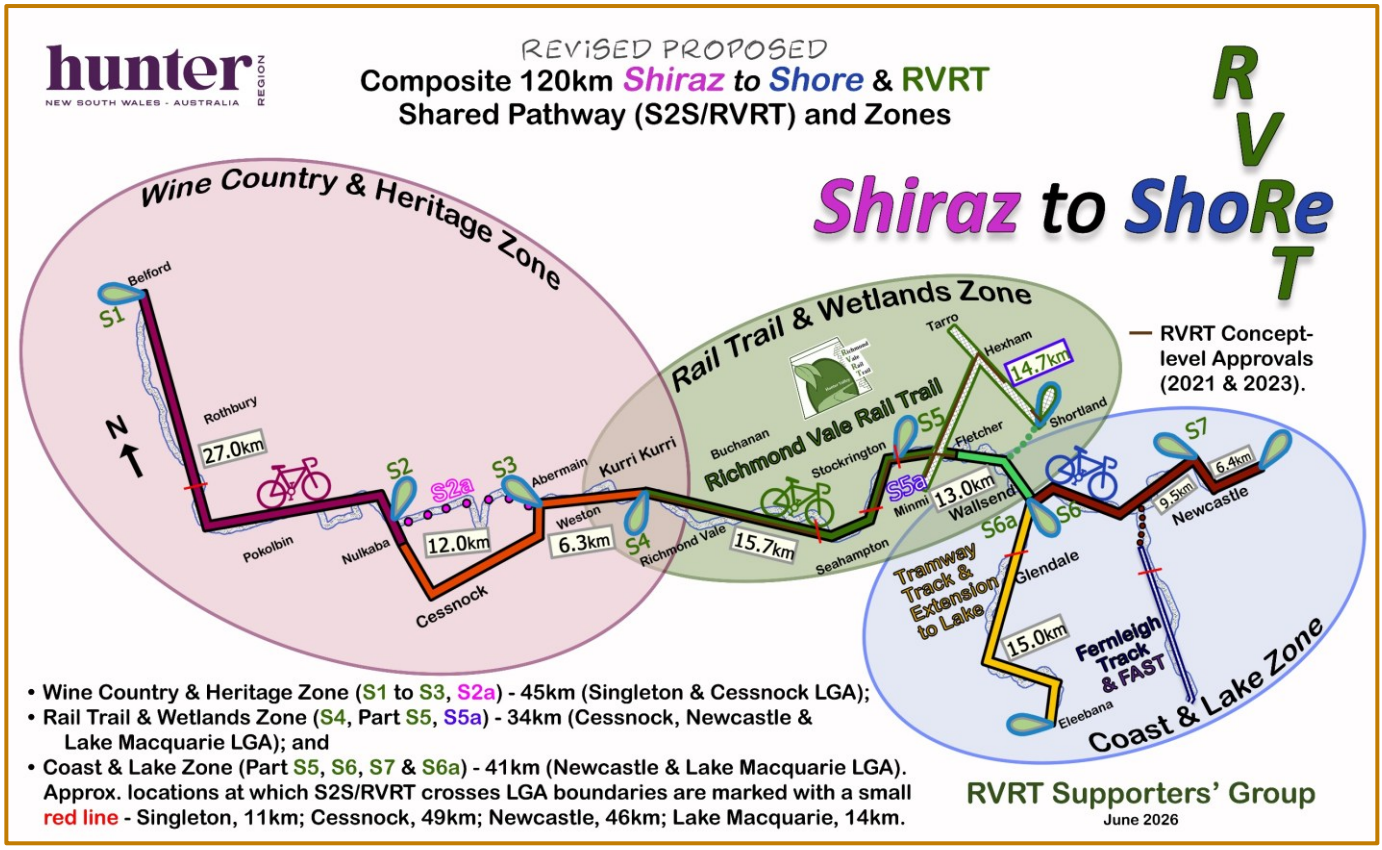

RVRT Supporters' Group **Newsletter** (July 18th 2026)

Once again, this ***Newsletter*** has a few simple goals: to **increase awareness** about the Composite S2S/RVRT Shared Pathway proposal and its benefits; to **provide an update** about recent and ongoing activities, strategies and concerns; and to **help progressively move this proposal forward**. **Each topic contains a set of labelled dot points**, so you can skim through the *Newsletter* to find what interests you.
[**Nine keynote dot points (with red text labels)** were included in a *Facebook* post on July 19th 2026].

Contents *(with clickable links)**:***

- ***History & Proposed Route – A Quick Recap***
- ***Council Activities and Plans***
- ***Multi-layered Perspectives & Opportunities***
- ***Targeted Funding Required for Non-urban Segments***
- ***Supporters' Group & Recent Promos***

History & Proposed Route – A Quick Recap:

- **RVRT History:** First proposed around 30 years ago, the Richmond Vale Rail Trail (RVRT) seeks to re-purpose parts of the former Richmond Vale Railway and disused water pipeline corridors to produce a **32+km walking and cycling trail from Kurri Kurri to Shortland via Minmi/Fletcher and Hexham/Tarro** (within Cessnock, Lake Macquarie and Newcastle LGAs). A supportive *Feasibility Study* was completed in 2014 and the RVRT has been included in *Regional Strategic Plans* since 2016. Comprehensive environmental, geotechnical, heritage and socio-economic assessments and consultation were undertaken between 2016-2023, with several concept-level planning approvals now in place:

Newcastle LGA [Regional Planning Panel approval (PPSHCC-55, DA2020/00641): **6th December 2021**; Staging Plan Modification (MA2026/01169): lodged **1st June 2026**]; and Cessnock LGA [Major *Review of Environmental Factors* (*REF*): endorsed **17th May 2023**].

- **S2S History**: The *Shiraz to Shore* (S2S) Cycle Trail was proposed around 2020 by Hunter Joint Organisation of Councils (Hunter JO), with **Finalised Plans and promotional material launched in early August 2024**, including a Concept Plan (100+km, with **8 Core Sections**), Business Case and associated *Hunter Cycle Tourism Strategy* (www.hunterjo.com.au/projects/shiraz-to-shore-cycle-tourism). The S2S and/or RVRT are now **included in a range of Local Community Strategic Plans and Other Local Plans** (e.g., *Hunter Valley Destination Management Plan*, March 2023), together with a variety of **Regional Strategic Plans** [e.g., *Hunter Region Plan 2041* (December 2022); *Hunter JO's Strategic Plan 2035* (August 2025); and *Hunter Strategic Regional Integrated Transport Plan* (SRITP, October 2025)].

- **Revised Route Map**: The *Newsletter* banner image presents a Stylised Map of the Revised Proposed Composite 120km S2S/RVRT Shared Pathway, featuring three Zones, the Core Route (Sections S1 to S7, S2a and S6a) from Wine Country to the Shores of Newcastle Harbour/Beach and Lake Macquarie, and the remainder of the RVRT (Section S5a). The **Table** *below* presents an **LGA Breakdown** of the currently proposed route, showing: key locations, approx. distances and overlap with the RVRT. Almost 80% of the route falls within Cessnock and Newcastle LGAs, with approx. a **20km overlap** between the RVRT and Core S2S sections (between Kurri Kurri and Fletcher).

Local Government Area (LGA)	Composite *Shiraz to Shore* and Richmond Vale Rail Trail (S2S/RVRT) Shared Pathway			Included Richmond Vale Rail Trail (RVRT) Segments		Comments
	Key Locations	Sections (see Map)	Approx. Distance	Overlaps with Core S2S	RVRT Only (Non-core S2S)	
Singleton	Belford to LGA Boundary via Hermitage Road	Part S1	11.0 km	-	-	Existing pathway (Since 2017)
Cessnock	Pokolbin to Stockrington via Nulkaba, Cessnock, Abermain and Kurri Kurri (excluding Seahampton section)	Part S1, S2 (or S2a), S3, Part S4	48.7 km	14.4 km	-	**Some** existing and recent pathways (Within S2, S3)
Newcastle	Pambalong Nature Reserve (Lenaghan) to Newcastle Harbour/Beach via Fletcher/ Wallsend; Minmi to Shortland via Tarro/Hexham; Wallsend to LGA Boundary via Tramway Track	S5, S5a, S6, Part S6a, S7	46.1 km	2.9 km	14.7 km (S5a)	**Some** existing and recent pathways (Within S5, S6); Existing pathways (S6a, S7)
Lake Macquarie	Seahampton (Tunnels #1 and #2); Glendale to Speers Point	Part S4, Part S6a	13.7 km	2.7 km	-	Existing and recent pathways (S6a)
		Total	119.5 km	20 km	14.7 km	

Proposed route adjustments to date have mainly been within Cessnock LGA [e.g., preferring a straight pathway along Broke Road (i.e., removing the proposed Halls Road & DeBeyers Road segment); and making the primary route from Nulkaba to Abermain via Cessnock CBD (with the originally proposed gravel pathway via Werekata National Park as a secondary pathway – see Section **S2a** on the Stylised Map).

- **Minmi to Shortland RVRT Section:** We continue to argue strongly for **full, integrated S2S/RVRT development, funding and construction**, including the 14.7km (Non-core S2S) section within Newcastle LGA labelled as **S5a** – which **facilitates access to growing communities** (Minmi, Beresfield/Tarro, and Shortland), potential **future connections** to Beresfield station, and a **range of experiences/facilities** (e.g., Blue Gum Hills Regional Park; and Hunter Wetlands Centre and National Park), as well as providing the **best construction access** for nearby sections.

The **Tarro to Shortland sub-section** will also provide an **invaluable future active transport link**, facilitating safe off-road connections to Newcastle, as well as providing a **direct link to the new M1 Extension** (see image *opposite*) – for usage by experienced cyclists travelling between Newcastle, Maitland and Raymond Terrace.

[Extracted June 2026 image from Big JayDog Adventures video (at 1 Min. 51 Sec.) – Link: https://www.youtube.com/watch?v=YpNMmnb9yIc].

- **Lessons from Other Locations**: The growing **popularity of rail trails and other cross-regional trails** across Australia and internationally (including the Northern Rivers Rail Trail and our region's own Fernleigh Tack and F.A.S.T. extension) adds further weight to the likelihood of achieving substantial (localised, regional and national) benefits from S2S/RVRT Shared Pathway construction.

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Council Activities and Plans:

- **LGA Responsibility**: Most of the approved route within the '**Rail Trail & Wetlands Zone**' falls within former railway and pipeline corridors. However, more broadly, the **individual Councils are ultimately responsible for the S2S route choices** within their LGAs, as well as staging, funding and construction strategies, timelines, promotion and maintenance of those segments. **Optimising usage of existing and planned pathways** is a key consideration, especially those linking local schools, facilities and attractions, and/or associated with recent Masterplans or proposed upgrades (e.g., Broadmeadow Place Strategy; proposed Creek Road Sports precinct at Maryland; historic Federal Park at Wallsend; Central Sports facility and Margaret Johns Park in Kurri Kurri). Funding and

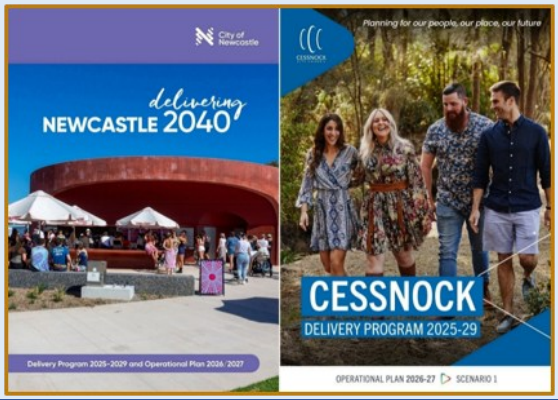
development of S2S/RVRT trail segments could also be linked with and benefit from other regional initiatives or celebrations (e.g., **completion of the M1 Extension** to Raymond Terrace; the **Bicentenary of Commercial Wine Growing** in Australia in 2028).

Federal Park, Wallsend (*opposite*) which could be accessed from Section **S5**. Proposed **Flood Mitigation and Bridge Upgrade works** in Wallsend (along the Ironbark Creek stormwater channel) could also potentially incorporate small sections of the S2S route.

- **Community Strategic Plans (CSPs):** CSPs and associated planning documents provide **overarching (10+ year) guidance** within the State-wide **Integrated Planning and Reporting** (IP&R) framework. While the RVRT and S2S are not explicitly mentioned in **City of Newcastle's adopted CSP** (April 2025), there are a range of relevant Community Objectives/Strategies [e.g., *"1.2.1 Develop accessible, connected cycleways and pedestrian networks"* and "*1.2.4 Strengthen active and public transport connections and services*" (Safe, active and linked movement across the city); "*3.1.2 Position Newcastle as a premier destination*" (Vibrant and creative city); and *"3.3.3 Promote and support active and healthy communities"* (Connected and fair communities)].

  Several of the Objectives/Strategies within **Cessnock City Council's adopted CSP** (June 2025) have a similar flavour [e.g., *"1.3.3 Provide recreation and open space facilities that are connected and well utilised"* (Develop an active and creative community); "2.3.2 *Encourage a variety of niche tourism opportunities"* and (amended) ***"****2.3.3 Support regional planning and advocacy for the construction of the* ***Richmond Vale Rail Trail*** *and additional* ***Shiraz to Shore*** *connections"* (Increase tourism and visitation opportunities); *"3.3.1 Provide options for people of all abilities to support active and healthy lifestyle habits"* (Effectively utilise our open spaces for both passive and active recreation options); and *"4.1.2 Provide and maintain a range of shared pathways that connect our community"* (Progress our transport links)]**.**

  Similarly, **Hunter JO's Strategic Plan 2035** (August 2025) includes an overall '**Infrastructure & Connectivity Strategic Objective**' (https://hunterjo.nsw.gov.au/hunter-jo-strategy/), which contains the following Advocacy Priority/Objectives: "***Transport Improvement*** *- Improved low-emissions transport solutions for the region, including electric vehicle infrastructure, park and ride, and* ***investment to implement the NSW Strategic Cycleway Corridors Plan****"; as well as: "****Shiraz to Shore*** *- Delivery of the Shiraz to Shore cycle trail from the Hunter Valley to Newcastle and Lake Macquarie"*.



Cover Images (*opposite*) from City of Newcastle's and Cessnock City Council's (June 2026) ***Delivery Program 2025-2029*** and ***Operational Plan 2026/2027***. Links to current **IP&R documents**: *Newcastle* – https://newcastle.nsw.gov.au/about-us/our-responsibilities/integrated-planning-and-reporting; *Cessnock* – https://www.cessnock.nsw.gov.au/Council/Integrated-planning-and-reporting.

- **City of Newcastle's Operational Plan for 2026-27:** Over the next 12 months, City of Newcastle plans to spend approx. **$128.5m in capital works**, including **$4.3m on cycleways projects**, $7.6m on footpath and pedestrian access and mobility projects, and $29m on road renewal and road upgrades. The RVRT was specifically mentioned in the Capital Works Program Figure (showing Major Projects over $1m, on Pages 92-93) and within the Cycleways items (on Pages 150-151), with '*Delivery*' related activities flagged during each of the remaining financial years of the current Council term. In both sections of the Operational Plan, the relevant item was identified as: "***Shared path connections, Minmi and Fletcher - Richmond Vale Rail Trail***".

  Council also needs to commence construction of one segment of the RVRT before the end of this year (**to activate DA2020/00641 within the 5-year approval window**). In all likelihood, and based on the recent **Staging Plan Modification** application (MA2026/01169), this will involve **construction of a short segment within King Trail in Shortland** – as this is a relatively straightforward RVRT segment (e.g., accessible, flat, and with a single owner, Hunter Water Corporation) and because compliance with the 100 (modified) Conditions of Consent will be easier in this location. As this will involve associated road works, drainage, parking spaces and so on, it can be viewed, in the overall scheme of things, as **preparing for two of the three ends of Section S5a** – in conjunction with Stage 2 of the proposed Woodford Street Minmi infrastructure improvements (https://newcastle.nsw.gov.au/about-us/news-and-updates/projects-and-works/roads-bridges/woodford-street,-minmi-road-infrastructure-improvements).

- **Cessnock City Council's Operational Plan for 2026-27:** Cessnock City Council's budgets are relatively constrained at present, as they seek to improve their financial sustainability and to deal with a 'growing structural operating deficit' and the 'ageing condition of many Council assets'. Approx. **$74.3m in capital works** is planned for 2026-27, $60.8m of which is assigned to roads (including extensive grant-funded upgrades to Wollombi Road). While no capital works funds have been directly allocated to the S2S/RVRT this year, **Council planners and staff continue to move these initiatives forward** (e.g., design, consultation, reporting, grant application activities). A recently added **Operational Plan Action** also reflects this – ('Move') Objective/Strategy *4.1.2: "In conjunction with adjoining Councils, Hunter Joint Organisation and Transport for NSW, pursue State and Federal grant funding opportunities as they arise to continue with concept designs for active walking and cycling trails such as **Shiraz to Shore and the Richmond Vale Rail Trail**"*. Cessnock City Council has also been relatively successful in obtaining grant funds for shared pathways from programs such as *Get NSW Active*, which will assist with progressive S2S development, in conjunction with key interconnectors (e.g., completion of 5.3km of shared pathways from Bridges Hill Park to Wine Country Drive in Nulkaba).

- **Composite S2S/RVRT Proposal and Route Needs a Heightened Level of Council Endorsement, Promotion and Reporting:** The timing of Hunter JO's public launch of the suite of documents associated with the S2S Concept Plan (August 2024) was probably a little unfortunate – as all of the NSW Council terms were coming to an end (with elections held on September 14th 2024); so, there was limited scope at that time for related Council endorsements or displays of support. Across the participating Councils, relatively large sections of the Composite S2S/RVRT either already exist (approx. 40+%) or are effectively ready for construction – **about which members of the public would be largely unaware**.

  As we approach the second anniversary of the S2S's launch (by Hunter JO) … **Local Councils need to commit to actively working together to refine, promote, progressively develop and regularly report on the Composite S2S/RVRT Shared Pathway** and its interconnectors; for example, by way of complementary Council Resolutions, Mayoral Minutes, etc. Far from being an additional burden, this largely represents an opportunity to showcase, upgrade (refresh) and co-badge cycleway and

walking corridors that exist or are already planned [e.g., the long-standing R5 (Newcastle City to Wallsend) and R6 (Newcastle City to University) Regional Cycleways Routes; interconnectors with the Fernleigh and Tramway Tracks); shared pathways leading to Cessnock CBD].

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Multi-layered Perspectives & Opportunities:

In reality, the Composite S2S/RVRT proposal is **much more than a 'cycle trail'** – and its development needs to be approached from '***multi-layered perspectives***' if we are to optimise the long-term '***multi-layered opportunities***'. Highlighted below are some of the different ways the S2S/RVRT can be viewed:

- **Concurrent Localised and Regional Benefits:** Cross-regional initiatives like the S2S/RVRT will bring **cost effective, long-term community benefits**, including: **localised impacts** (e.g., connecting schools, housing estates, commercial areas, and recreational and sporting facilities); **regional impacts** (e.g., active transport, socio-economic, health, heritage, conservation, and tourism benefits); and **cycling-specific** safety and commuting benefits – as well as essentially being **free to use**. As a **long-life asset**, the trail will also generate **benefits for decades to come**, including ongoing promotion of the Hunter Region as a **premier cycle tourism destination** (highlighting the region's natural beauty and providing links between our growing infrastructure and attractions).

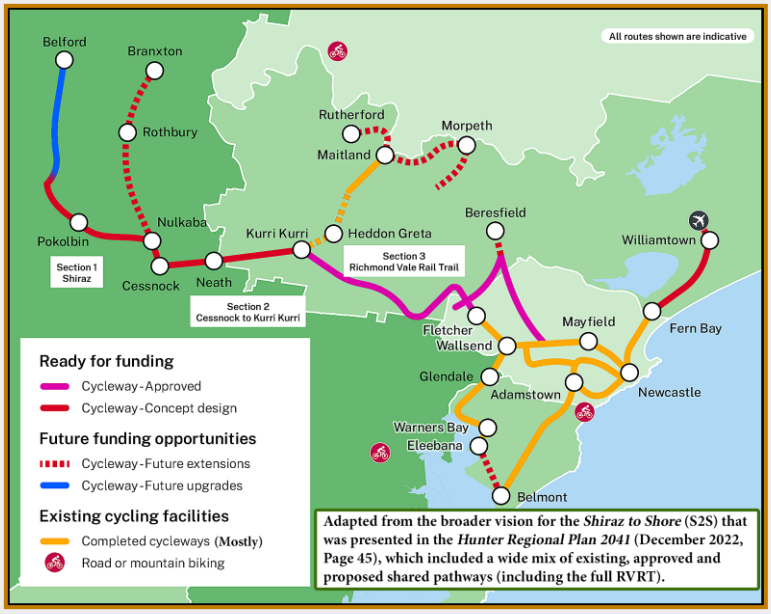
- **A Multi-user Linked Network:** The S2S/RVRT's benefits will extend to a **broad range of user groups** (e.g., recreational cyclists, walkers, runners, and bird watchers; active/regular commuters; families and social groups; individuals/families with mobility constraints; general and eco-tourists; and participants engaged in community and sporting events). The associated benefits also need to be viewed in aggregate terms – as it is **inherently a linked network with cumulative and inter-related benefits along its full length** (e.g., recreational, health, tourism and societal benefits).

- **Restoration/Re-purposing and New Connections:** The '**Rail Trail & Wetlands Zone**' has a somewhat different character and history to the other zones. Firstly, the RVRT is a long-standing **joint initiative of the three participating Councils** (Cessnock, Newcastle and Lake Macquarie), with additional financial contributions from Donaldson Conservation Trust (DCT) and NSW National Parks and Wildlife Service (NPWS). Secondly, as noted in the supporting documentation, the RVRT constitutes "***adaptive reuse***" **of former railway and pipeline corridors** (EIS; October 2019), in a way that "***preserves and protects the site's history***" (Socio-economic Impact Assessment; September 2019); which is also consistent with the fact that tens of millions of dollars of public money was spent during the preceding two decades protecting the RVRT corridor. By comparison, the **other S2S Zones require progressive identification, construction and linking** of new and existing shared pathways to create a largely continuous off-road link between Wine Country and Newcastle Harbour/Beach and Lake Macquarie.

- **A Conservation Conduit:** The RVRT, in particular, can be viewed as a **Conservation Conduit**, which passes through or near a host of conservation areas and reserves, making it a relatively unique rail trail (e.g., Werakata, Sugarloaf and Stockrington State Conservation Areas; Blue Gum Hills Regional Park; Hexham Wetlands; and Hunter Wetlands National Park). The other S2S/RVRT sections also provide **good access to conservation areas and parklands** (e.g., Werekata National Park; and Link Road Forest). More generally, the trail runs through a broad range of terrains (e.g., coastal wetlands; Sugarloaf Range; vineyards; rural, urban and waterfront areas).

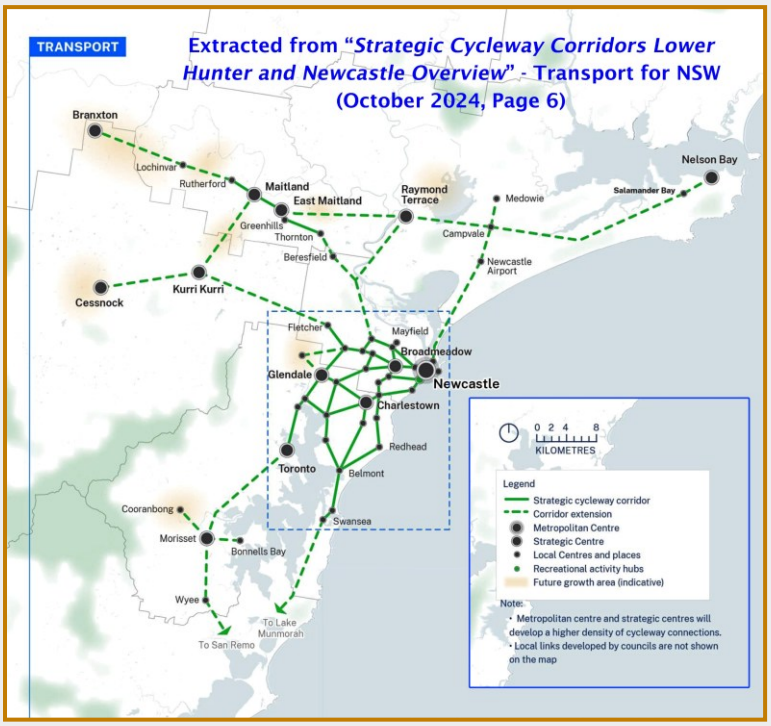
- **A Contributor to Complementary Initiatives:** Reciprocal benefits will also arise from **blending ongoing trail planning, construction, upgrades and extensions with other complementary local initiatives** [such as: Masterplans for nearby housing estates and

sporting/recreational centres; road network upgrades or other transport initiatives (e.g., SRITP); urban renewal initiatives such as the Broadmeadow Place Strategy; and other tourism and entertainment-related enhancements (e.g., around Pokolbin)].



- **A Cross-regional Backbone Linking Urban and Non-urban Areas (and Improving our Strategic Corridors):** The Composite S2S/RVRT provides a **long-term cross-regional backbone** for future trails and shared pathways, which is illustrated in the adapted image (*opposite*) from the *Hunter Regional Plan 2041* (December 2022). This perspective adds weight to the need for **co-ordinated and integrated development of the trail and its connectors**.

  We also need to move forward with '**Strategic Cycleways Corridors**' planning within the Hunter Region and across the State (see preliminary image *opposite* from October 2024) – together with accelerated development of rail trails and greenways.



- **Regional Co-operation, Co-ordination and Advocacy**: To achieve the desired local and regional outcomes (within a reasonable timeframe), we need **strong and ongoing support and advocacy from community members and a broad range of agencies**.

  Several Hunter-based groups have already begun their Advocacy Campaigns in the lead up to the next **NSW Election (March 2027)**, including Hunter JO and Local Councils. These activities include media releases and discussions with our State and Federal elected representatives (and Ministers and Shadow Ministers). Where possible, we need to **support and amplify these advocacy efforts**.

  From our Group's perspective, it also **still makes sense to establish an active cross-regional S2S/RVRT advisory group** (or similar), to improve overall S2S/RVRT co-ordination, monitoring and reporting and ensure that the trail is integrated (within and across LGAs), valued, appropriately staged, and progressively completed and promoted – **multiple-agency involvement** should include: Local Councils and Community Groups, Hunter JO, Business Groups, NPWS and Transport for NSW.

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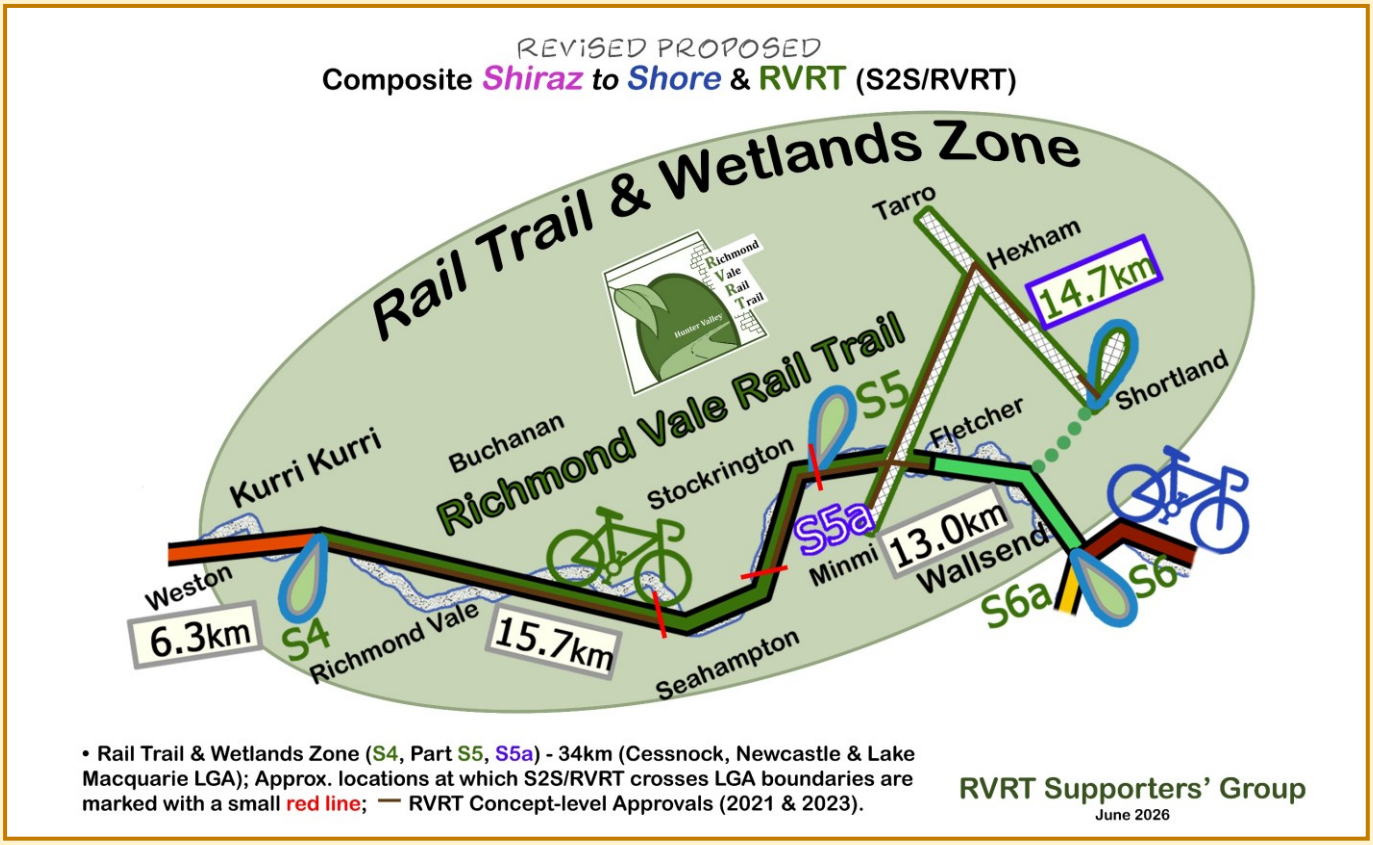
Targeted Funding Required for Non-urban Segments:

- **Funding and construction approaches:** Clearly, as a long-term cross-regional project, the Composite S2S/RVRT will require a **mixture of planning, funding and construction strategies**, as well as ongoing co-ordination and integration efforts. [Additionally, having Councils compete against one another for funding is potentially a very wasteful approach for such projects].

- **Distinguishing between Segments suitable for Progressive Construction and those Requiring Targeted Funding:** Shorter, localised trail segments that connect established facilities like schools, parks and town centres are likely to be **suitable candidates for existing programs** (e.g., *Get NSW Active*), which typically fund short-term (deliverable) projects costing up to $5m. Similarly, newer housing and commercial areas are likely to include shared pathways as a development requirement and/or be obliged to provide developer contributions to local Councils for a range of community infrastructure.

  Beyond that, it is becoming increasingly difficult for local Councils to accumulate, attract or allocate funding for major recreational trails, active transport, cross-regional and/or tourism-oriented projects. Essentially, we **need the State Government to make major funding contributions for such projects, with proportionate assistance from Federal sources**.

  In simplistic terms, it is the **long, non-urban segments of the proposed Composite S2S/RVRT that will require targeted funding** to help move them forward – which includes Sections **S1** and **S2a** within the '**Wine Country & Heritage Zone**' and the majority of the '**Rail Trail & Wetlands Zone**' (see **Map** and **Sample Images** *below*). With regards to the first of these, Hunter JO's recent Pre-Budget Submissions to the NSW and Federal Governments (Dec. 2025, Jan. 2026) included requests for **$23m to partially fund the 'Shiraz' section of the S2S** (potentially supporting the 2028 Bicentennial of Commercial Wine Growing in Australia).



'**Rail Trail & Wetlands Zone**' within Proposed Composite 120km S2S/RVRT Shared Pathway – Highlighting (Brown Lines) RVRT segments with concept-level approval [Cessnock LGA: *REF*, May 2023; & Newcastle LGA: DA 2020/00641, Dec. 2021].

The other, critical non-urban segment is **the historic Premier Sugarloaf Range RVRT section** between Stockrington and Wallis Creek in Buchanan (within Cessnock and Lake Macquarie LGAs), which is effectively the '***jewel in the crown***' for the Composite S2S/RVRT – given its **uniqueness**, **overall attractiveness** and **tourist-drawing potential** (e.g., three brick-lined 1904 railway tunnels; embankments and cuttings; access to several conservation areas; and heritage and educational value). We need a **concerted collective effort to secure targeted funding for the 'Rail Trail & Wetlands Zone'** to both preserve and protect these historic corridors and ensure that the 120km Composite S2S/RVRT becomes a reality.

Sample Images (West to East) illustrating **Core S2S sections within 'Rail Trail & Wetlands Zone'**: Col Brown Rotary Park & Log of Knowledge Park, Kurri Kurri; Wallis Creek Bridge; Tunnel #3 (under George Pooth Drive); Surveyor's Creek Bridge; Burrenjim Dam/Hunter Expressway & inside Tunnel #1 (Little Planet views); Near Wallambang Bridge; Pambalong Nature Reserve; Tunnel under M1 (Lenaghan); above Minmi Junction, looking westward; and three images at Kau Ma Park (Fletcher), including the Eagle Shelter, with Rocky Knob in the background.

Sample Images from Section 5a (Non-Core S2S segment – **Minmi to Shortland via Hexham/Tarro**, approx. 15km) within '**Rail Trail & Wetlands Zone**': Blue Gum Hills Regional Park, Minmi; two ground level and one aerial image between Minmi & Minmi Junction; two images from Minmi Junction to Hexham Junction; two images from Tarro Recreational Area & wetlands; future cycleways connections to the M1 Extension (near Tarro); historic and recent images of former pipeline corridor; above Ironbark Creek & King Trail, Shortland (Little Planet view); location for initial RVRT segment within King Trail (near Mort Lane, Shortland); & Hunter Wetlands Centre, Shortland.

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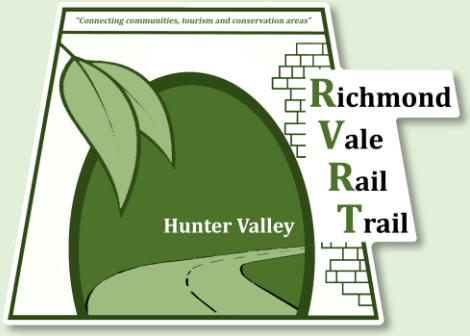
Supporters' Group & Recent Promos:

- **RVRT Supporters' Group (RVRT Inc.):** Our members and affiliates have long-standing interests in developing and promoting the Richmond Vale Rail Trail (**RVRT**) as a key Hunter Region shared pathway and community resource, in tandem with the broader *Shiraz to Shore* (**S2S**) cycle trail proposal. We are committed to working with local Councils, State/Federal representatives and agencies, local communities and businesses, other organisations and stakeholder groups, to help promote and deliver these important regional initiatives. See Contact and Communication Details *below*, with e-mail and text messages being our preferred method for initial contacts.



President: Terry Lewin (0404 439 616)
Email: Terry.Lewin@bigpond.com
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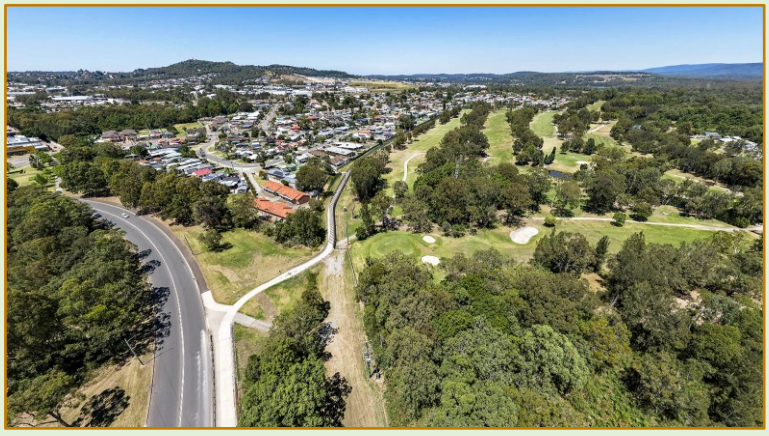
Email: Leigh.Gibbens@gmail.com
Secretary & Treasurer: Sam Reich (0418 402 644)
Email: **rvrt.inc@gmail.com**
Founding President: Billy Metcalfe (0417 453 152)
Website: https://www.richmondvalerailtrail.org.au/
Facebook: https://www.facebook.com/richmondrailtrail/
ABN: 38 561 671 292 - Registered with the Australian Charities and Not-for-profits Commission (ACNC)

- **Some Sample Promotional Videos:**

Updated Presentation about Composite S2S/RVRT Shared Pathway (Hunter Valley, NSW, March 2026) [20 Min.] (https://www.richmondvalerailtrail.org.au/news/updated-presentation-about-composite-s2srvrt-shared-pathway-hunter-valley-nsw-march-2026);
RVRT Doodle-based Promos (April 2026) - Illustrating the Kurri Kurri to Lenaghan [3 Min.] (https://www.richmondvalerailtrail.org.au/news/another-rvrt-doodle-based-promo-illustrating-the-kurri-kurri-to-lenaghan-segments-of-the-proposed-trail-april-2026) and Lenaghan to Shortland [3 Min. 42 Sec.] segments (https://www.richmondvalerailtrail.org.au/news/eastern-rvrt-doodle-based-promo-illustrating-the-lenaghan-to-shortland-segments-of-the-proposed-trail-april-2026).

- **Thanks to:**
  - All of our Members, Supporters and Committee Members (past and present);
  - Everyone who has contributed to development, refinement, and promotion of the S2S/RVRT;
  - Everyone who continues to advocate strongly for the Trail and associated walking & cycling, recreational & community infrastructure, including Local Councils, our Elected Representatives, Hunter JO, the Newcastle Cycleways Movement (NCM), Rail Trails Australia, Rail Trails for NSW, and Bicycle NSW.
  - Special thanks also to Bill Landenberger for allowing us to use his panoramas and drone videos. Aerial shot (*opposite*) looking South along the *Glendale to Speers Point* cycleway towards Lake Macquarie (Nov. 2025) – ***360 cities*** link: https://www.360cities.net/image/wallsend-to-speers-point-tramway.