

City of Newcastle
Richmond Vale Rail Trail
Socio-Economic Impact Assessment

September 2019

Executive summary



The **Richmond Vale Rail Trail (RVRT)** will be a **unique and iconic multi-use recreational trail**, with health, social, educational, tourism, safety, and other non-motorised travel benefits. As part of this socio-economic assessment, a rigorous **benefit-cost analysis (BCA)** has been completed that shows that the expected benefits provided by the RVRT are close to **two and half times** the expected costs. The BCA justifies the public expenditure on the project, as investment in the RVRT will create lasting community benefits for the region.

Project overview

The RVRT will deliver a 32 kilometre (km) shared pathway from Kurri Kurri to Shortland utilising the former Richmond Vale railway alignment and unused Hunter Water pipeline route.

A number of branch lines from the main trail alignment are proposed to provide connections to the suburbs of Tarro, Fletcher and Minmi, as well as a section traversing the Stockrington State Conservation Area. The trail will be located within the Newcastle, Cessnock and Lake Macquarie local government areas (LGAs). The trail will utilise the following corridors:

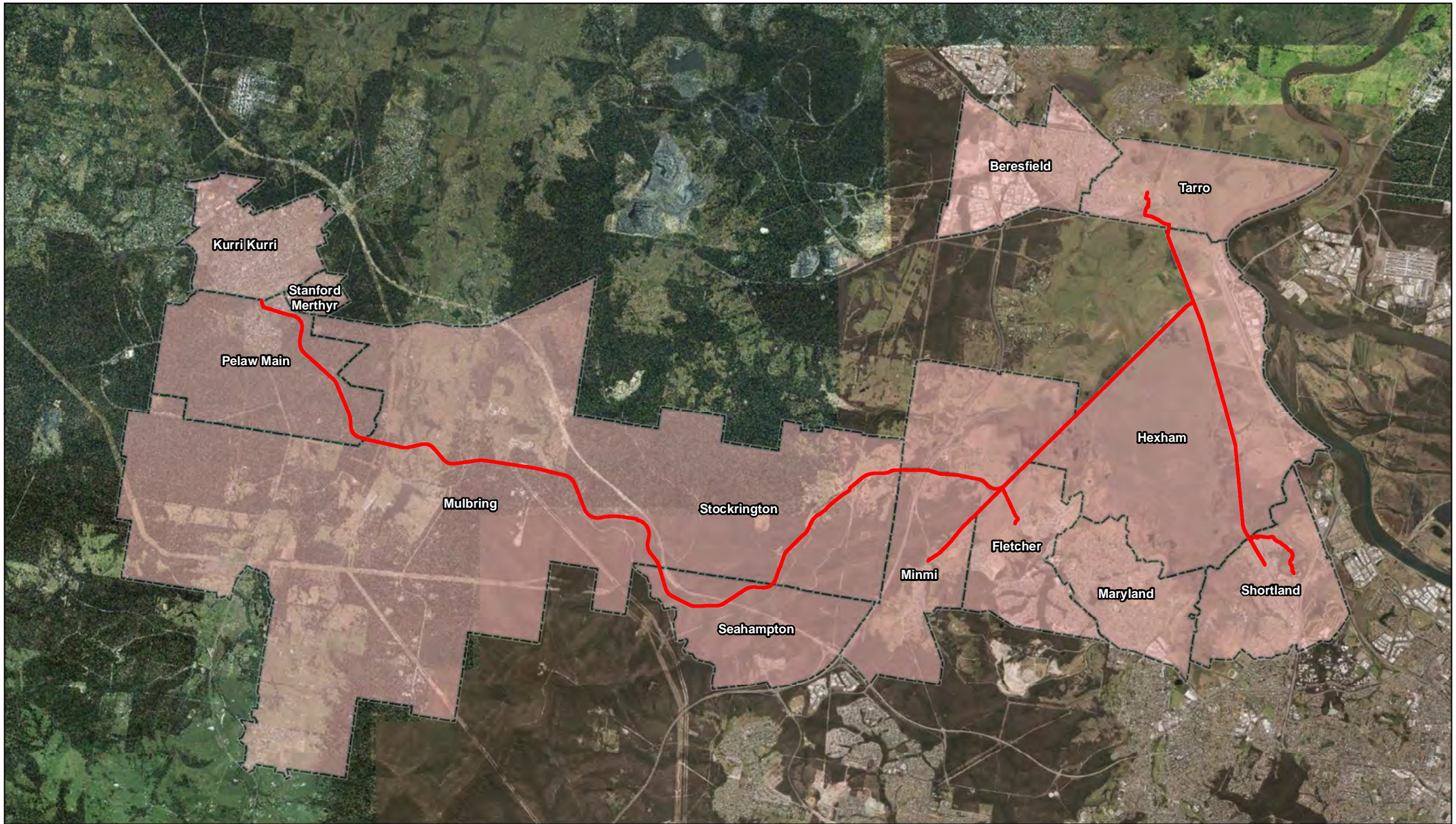
1. Shortland to Tarro utilising an unused Hunter Water Corporation (HWC) pipeline corridor.
2. Hexham to Minmi utilising the closed Richmond Vale rail alignment. A connection to Fletcher is proposed using HWC corridor.
3. Minmi to Kurri Kurri using the Richmond Vale rail alignment.

The path will typically be a three metre wide sealed pavement up to four metres wide where it is expected that a high number of cyclists and pedestrians will interact, such as the connection between Shortland and Tarro (Hunter Wetlands National park). Formal access points will be provided at Minmi, Dog Hole Road, George Booth Drive (at both Tunnel 1 and Surveyors Creek) and Kurri Kurri. These facilities will include parking, toilets, rest areas and water.

This socio-economic impact assessment has been undertaken to support the environmental planning and approvals processes for the project.

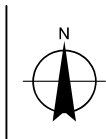
Study area

The local area of influence for the assessment of the RVRT was considered to be the thirteen state suburb areas that intersect with the proposed pathway and may be directly impacted by the project, both during construction and during future use. A regional study area including the LGAs of Newcastle, Lake Macquarie, Cessnock and Maitland was also considered. In 2016 the local area population was 30,951 persons and 486,000 for the regional area. The local study area is shown in Figure E-1.



Paper Size A4
 0 700 1,400 2,100 2,800
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1994
 Grid: GDA 1994 MGA Zone 56



LEGEND

- Proposed route
- Local Study Area



Newcastle City Council
 Richmond Vale Rail Trail
 SocioEconomic Impact Assessment

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Local study area

Figure E-1

Socio-economic profile

The project links both old and new suburbs with varying characters. Younger families are more common in Fletcher and Seahampton, with older families, and increasingly empty nesters in other suburbs such as Shortland, Kurri Kurri, Pelaw Main, Mulbring, Stanford Merthyr, Tarro and Beresfield. Significant population growth is anticipated in the region, and particularly in the local area in coming decades.

Health data indicates that populations in the region face significant behavioural health challenges, with the poorest health indicators in Cessnock and Maitland LGAs. The RVRT will provide infrastructure to facilitate increased physical activity for these communities.

The RVRT will be in close proximity to public schools in Shortland, Minmi and Pelaw Main, and accessible for schools in Maryland, with the potential for the RVRT to be utilised for educational purposes/field trips. Opportunities for local businesses are likely to be located in Shortland, Kurri Kurri, Tarro and potentially Minmi and Fletcher. The RVRT is close to sports fields and facilities at both Shortland (Tuxford Park) and Kurri Kurri (Kurri Kurri sports ground). Walking trails already exist at both ends of the trail (in the Hunter Wetlands Centre and Log of Knowledge Park). There is potential for activation and use of these areas by trail users.

The proximity of the RVRT to the University of Newcastle Callaghan Campus creates a significant opportunity for use by commuting students in the local and regional area.

The RVRT has the potential to improve accessibility between areas as there are no rail services, and bus networks and timetables are limited (perhaps even connecting Seahampton, which has limited bus services and connections).

Commuter travel in the local area is dominated by a reliance on motor vehicles, a reliance that is greatest in the middle of the route, around Fletcher. However less than 40 percent of all trips are commuter related, and average trip lengths are less than 15 km, indicating there is considerable potential in the local area for increasing mode change to cycling or walking for both commuter and non-commuter trips.

The RVRT is well supported by State and local government planning policies. It is consistent with the *Greater Newcastle Future Transport Plan*, which includes multiple actions to facilitate and promote cycling, is a priority project in the *Cessnock Cycling Strategy* and will respond to multiple cycle routes noted in *the Newcastle Cycling Strategy and Action Plan*. The RVRT will also support many of the overall objectives for local government including providing community connectivity, healthier communities, more sustainable travel and recreational assets, improved access to natural areas, and increased tourism.

Consultation

The evolution of the RVRT has been a process that has been cooperatively driven by local government and members of local communities over many years. Consultation for this socio-economic impact assessment has drawn on these evolving consultations, as well as engaging key stakeholders, including those who currently use or have an interest in the area the route will traverse and those who may have in the future.

Future users

Estimating the demand of active transport users (cyclists and pedestrians) for the RVRT is one of the key parameters for economic justification of this project. The RVRT has great potential to attract a broad range of user groups, owing to the variety of experiences that the trail can offer. Estimating demand for the future use of the RVRT is inherently difficult. In order to estimate demand for the RVRT, a combination of different techniques were used. These included an analysis of other comparable and local trails, local and regional population growth trends and a survey of potential users. An average of the different approaches was used to estimate future use as 250,030 trips per annum. This approach is outlined in the economic assessment, but includes consideration of:

- Experience in Mundaring Shire in Western Australian where 10 percent of users were local but represented 63 percent of trips, and spent on average \$1.44 per trip.
- Bicycle counts which found the nearby 15 km Fernleigh Track receives 2,800 trips per week, or approximately 145,000 trips per annum.
- Considerable population growth expected in the region with extensive residential growth planned and occurring along the route.
- Trends in increasing domestic overnight stays and preferences for active and nature-based tourism.
- Research into cycling participation, which highlights its growth, size, mobility and economic contribution to the local and regional economy. The RVRT would have the potential to host cycling events and would attract cycling club tours and independent cyclists from outside the regional area.
- Potential for commuter use, given the proximity of the trail to the University of Newcastle and the enhanced safety afforded by the proposed route, especially for the section from Tarro to Sandgate.

Economic assessment

A BCA was completed in order to justify public expenditure for the RVRT. A BCA is commonly used to appraise projects to see if they are economically worthwhile (i.e. the project provides an economically efficient use of resources). The analysis provides an economic evaluation of the societal costs and benefits likely to be accrued as a result of the RVRT. Where possible, attempts have been made to quantify all of the benefits and costs for the proposed route.

The decision rules most commonly used in BCA to test the economic justification of a project are the net present value (NPV) and the benefit cost ratio (BCR).

A project is deemed economically worthwhile if the NPV is positive (i.e. the present value of the benefits of the project exceeds the present value of the costs). Alternatively, a project is economically worthwhile if the BCR is greater than 1 (i.e. the present value of the benefits divided by the present value of the costs is greater than 1).

The results of the economic evaluation indicate that a **NPV of \$44.7 million** would be achieved by the RVRT project. The **BCR of 2.40** indicates that the level of expected benefits provided by the RVRT is close to two and a half times the level of expected costs.

Benefits

A summary of the key benefits that were either quantitatively or qualitatively assessed to inform the BCA is as follows:

Increased safety for commuting cyclists between Tarro and Shortland. There have been three cyclist fatalities in six years in this section of the New England Highway. Recent bicycle counts in this section indicate that 23 commuter cyclists use this route daily.

Reduction in disease, morbidity and mortality. The physical health benefits of the trail would be greatest for the inactive and underactive, and by extension in savings to health care costs for individuals and government. Health data indicates that populations in the regional area face significant behavioural health challenges, with the poorest health indicators in Cessnock and Maitland LGAs. The RVRT will provide infrastructure to facilitate increased physical activity in the regional area.

Improved mental health. There is evidence to support the premise that increased accessibility to natural areas for all ages and abilities improves mental health. Exposure to nature and natural areas reduces the risk of developing chronic depression and cardiovascular disease. This would be particularly beneficial for children and older people.

Patronage by regional users will support local businesses and generate economic benefit. Cyclists would be particularly advantageous group of tourists to attract as they have been demonstrated to be a high spending market. Although expenditure per trip by local and regional visitors is generally estimated to be low, evidence from other trails demonstrates that due to their frequent use, the cumulative spend and flow-on benefits to the community from local users are significant.

Attract bicycle tourists and general tourists. The RVRT will diversify current tourism offerings in the region, likely evolving into a significant destination itself and attracting both cycle specific and general tourists. Australians are having longer and more frequent domestic trips and participating in more outdoor, active, nature-based and cultural activities than ever before. It is estimated that 4.89 percent of jobs and 2.65 percent of the Newcastle LGA economic output is generated by tourism, and as high as 15.7 percent of employment and 10.73 percent of economic output in Cessnock is generated from tourism (REMPAN 2016).

Primed to integrate mountain bike tourism opportunities. Mountain bikers will likely use the George Booth Drive and Mount Sugarloaf Road trail entry points to access Awaba Mountain Bike Park (AMBP) trails amongst the Watagan National Park, as well as Mount Sugarloaf State Conservation Area trails. The RVRT is also in close proximity to mountain bike trails accessed via Holmesville, east of Mount Sugarloaf. The Lake Macquarie City Council has recently announced a \$450,000 grant to the Hunter Mountain Bike Association (HMBA) as part of a state funded package to rejuvenate sporting and community projects in the region. HMBA are funding maintenance of current trails within the AWMP, as well as establishing four entirely new trails. The AMBP is already a significant destination for mountain bikers across the country, attracting as many as 500 visitors per week. The potential to connect with mountain bike networks in the area also presents significant economic opportunities in tourism, which is evidenced by the experience of the Blue Derby Mountain Bike Trails in Tasmania where a \$3.1 million investment saw returns of \$30 million a year. Since the 30 km of mountain bike trails were established in the town of Derby in 2015, it is estimated that 30,000 visitors flock to the town annually.

Growth and diversification for local business. Organisations such as the Hunter Wetlands Centre and the Richmond Vale Railway Museum will be the main beneficiaries, with other local food and beverage businesses in Shortland, Kurri Kurri, Tarro and potentially West Wallsend, Minmi and Fletcher also benefiting from patronage of the RVRT. Opportunities for new businesses or diversified services along the route such as accommodation, bicycle hire and repair services are also anticipated. It is expected that the RVRT will also be the catalyst to extend cycling routes into the Hunter Valley and have a cluster of cycling towns generating economic benefits for businesses right across the region.

Improved journey ambience. The RVRT will provide improved aesthetic environments. As an off-road facility in a natural area, it can reduce traveller stress by providing a more reliable and safe route.

Enhanced property values. Proximity to green infrastructure has been shown to increase property values. Properties in close proximity to the Fernleigh Track are advertised to highlight their access to the track, and it is likely that this will occur to some degree for properties in close proximity to the RVRT.

Diverse and equitable active travel access to open spaces and social infrastructure. Consistent with the Hunter Regional Plan 2036, the RVRT will enhance access to recreational facilities and connect open spaces, supporting thriving communities (Goal 3 in the Plan). Additionally, the RVRT is expected to provide greater accessibility for residents and visitors within Newcastle and between Newcastle and the Maitland and Cessnock LGAs, connecting not only recreational and natural areas (including the Hunter Wetlands National Park, Stockrington and Werakata State Conservation Areas and Pambalong Nature Reserve), but also education (University of Newcastle), health and employment facilities.

Key to this improved accessibility is the safety of the route, as it is off road and thus free of vehicular traffic risks, and its usability (i.e. a relatively low gradient path making it easily navigable by, and attractive to, people of varied abilities).

The RVRT is likely to be used primarily for recreational purposes, including sporting, fitness, nature and bird watching, tourism and general recreation, and some parts are also likely to be used for commuting. As such, the trail is expected to benefit a diverse cross section of the community, including people at different life stages, with different abilities, and of varied common interests likely to benefit.

With significant population growth anticipated in the region and particularly the local area, the RVRT is expected to accommodate a growing population. The RVRT will provide equitable access for local residents with varied socio-economic status, with the route passing close to both higher and lower income areas.

Activate local spaces and build social capital. Due to its universal accessibility, the RVRT will enhance activation, primarily around its start, end and access points and create opportunities for interest groups and incidental social interaction between users, reducing social isolation and increasing opportunities for community inclusion.

Daily commuting provides financial and environmental benefits. While users who incorporate cycling as part of their daily commute benefit from not having to sit in their car on congested roads, they are also at a financial advantage through avoiding vehicle operating costs. There will also be benefits as users switch from cars to more active forms of transport like cycling and walking, which in turn reduces vehicle emissions.

Placing the Hunter Region on the map as a cycling destination. Cycling destinations have fast become highly sought after in the wake of ecotourism trends worldwide. The region is primed as a key cycling destination by the existing networks of trails, as well as natural and tourist attractions, such as the internationally popular Hunter Valley wine region. Newcastle harbour is also a popular cruise boat destination, where passengers sweep through to experience the offerings and attractions of the region during their stay. Encouraging multi-day tourism through such attractions has promising economic benefits. Tourism expenditure indicates that domestic overnight visitors can spend more than double that of day trippers in the Cessnock and Newcastle regions. The local and regional area hosts an evolving network of recreational trails and cycleways, and the construction of the RVRT will continue to forge important connections between towns, villages and attractions in the region, supporting the growing tourism culture of the region.

Heritage management. The RVRT is strewn with archaeologically significant places, landforms, structures and artefacts, both Aboriginal and European, as well as conservation areas. These include places of Aboriginal cultural significance, as well as the Richmond Vail Rail Museum. Heritage items and conservation areas along - and in proximity to - the trail are attractive to visitors, as well as bringing recognition to the importance of heritage management in the area. Heritage assessment during the design stage will inform ongoing conservation and management however, informal management though user best practice will be encouraged by signage along the trail. This signage will encourage users to stay on the trail as well as educate them on areas or items of significance. The RVRT is also of historical significance and the adaptive reuse of the former railway into a recreational trail preserves and protects the site's history.

Critical regional conduit to high conservation value areas. The RVRT passes through or nearby to several high conservation value areas that have previously been largely inaccessible to the general public (e.g. the western sections of the Hunter Wetlands National Park, the majority of the recently established Stockrington State Conservation Area). Establishment of the RVRT will provide a unique conduit for accessing the region's varied ecosystems (e.g. from estuarine wetlands to red gum forests), which will encourage longer-term development of other local walking trails, further social/ recreational infrastructure investment, and associated educational and environmental programs. It will also stimulate long-term development of related recreational, educational and environmental programs.

The RVRT's rail and coal history, wetlands systems, and flora and fauna have been documented recently in *Towards the Richmond Vale Rail Trail* (2017) produced by the University of Newcastle's Tom Farrell Institute for the Environment. While appropriate environmental safeguards will be put in place to protect these areas, there will be considerable long-term societal-ecological 'opportunity benefits' associated with the RVRT, beyond the predominantly 'active transport' related socio-economic benefits included in the current assessment.

Mitigation measures

Some properties may be impacted by land acquisition or by proximity to the route. Negative impacts (e.g. privacy and land access issues) will need to be addressed with appropriate measures that have been extensively informed by consultation with relevant stakeholders and a deep understanding of the local and regional communities that live within close proximity to the RVRT, as well as drawing on experience from other similar trails.

Construction of the trail will generate some short-term noise, vibration, traffic and amenity impacts in the local area. Generally, these will be temporary (in the order of less than a month) as works progress along the route. However these will be longer and more severe at the Tarro underpass and at bridge locations.

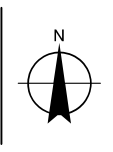
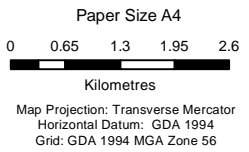
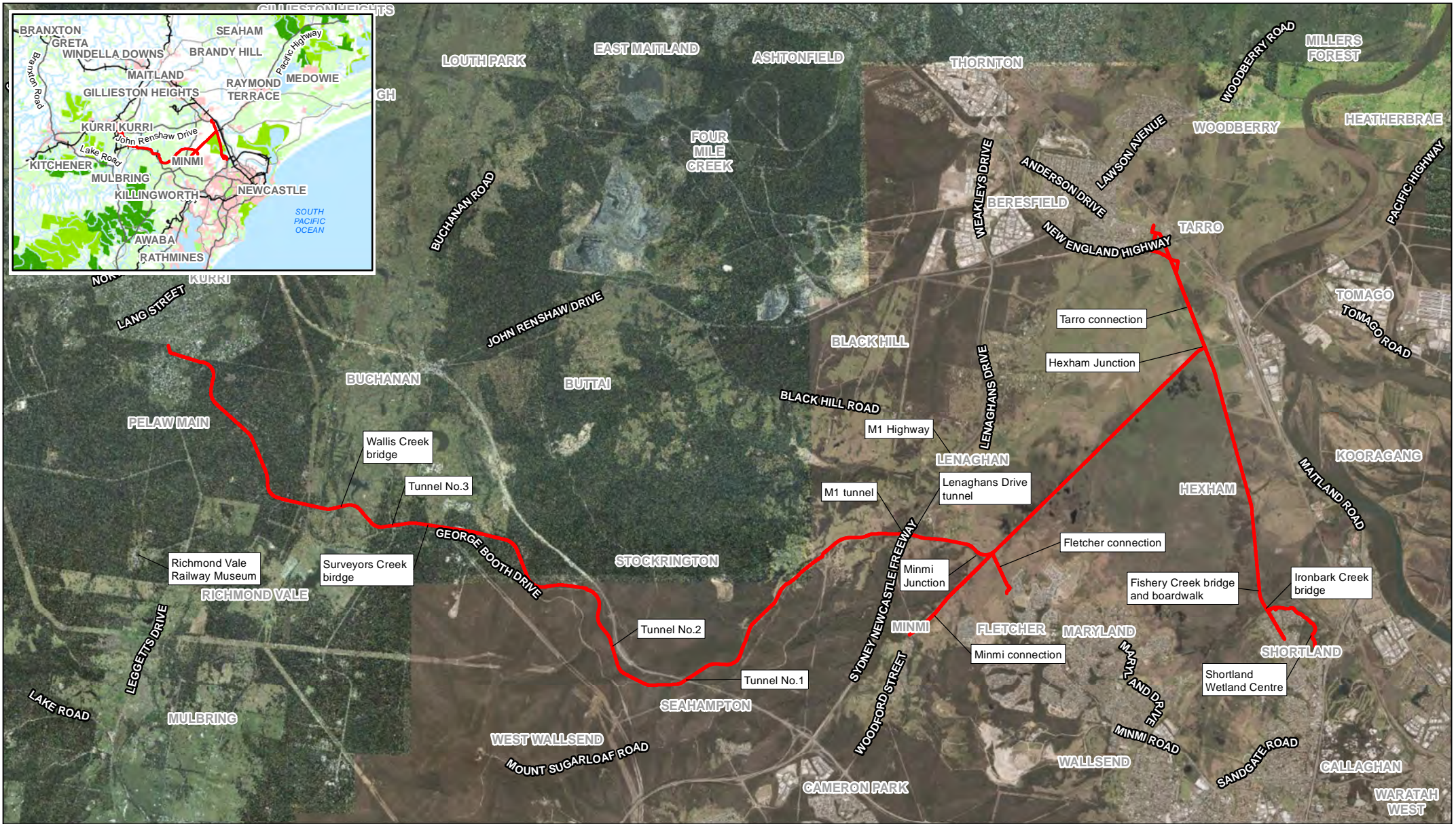
Recommended mitigations to avoid or ameliorate negative impacts from the RVRT are:

- Rest areas and trail interpretation locations and content be developed in consultation with local and regional bird observers, Aboriginal stakeholders, railway historians, and other key members of the community or management authorities.
- Motorised cycles/ scooter/ chairs (adequate to carry birdwatching equipment) and hire facilities for these to be provided at some access points.
- Lighting of the route to be provided to enhance safety.
- Fencing or screening of private properties close to the route to be implemented to minimise overlooking and privacy impacts.
- Adequate waste facilities would be provided to avoid nuisance to other users from litter in areas that might be used for social gatherings
- Property acquisition would be negotiated with affected land owners in accordance with legal requirements to reach fair compensation and acquisition arrangements.

Enhancement measures

A number of enhancement measures are recommended to augment health, access, social connectedness and place activation benefits. The recommended enhancement measures are:

- Accommodation options along the trail would be explored and promoted, including the existing RV friendly site at Kurri Kurri and other potential sites along the route.
- Existing and evolving cycle networks in the region to be used to market the region as a cycle tourism destination.
- Joint marketing of the trail and associated 'RVRT friendly' businesses be undertaken to maximise benefits to local business and make users feel welcomed.
- Accessibility features of the RVRT to be promoted in promotional materials and signage.
- Bike hire services (automated) to be provided at key points along the route (e.g. Hunter Wetlands Centre, Kurri Kurri, Fletcher).
- Bike skills workshops and courses would be conducted, aimed at various age groups, including school aged children, mature adults and retirees. Such events could be timed with other events and programs such as Ride to School Days and Seniors Week.
- Formation of new common interest groups or activity groups would be supported such as Heart Foundation walking groups, parent/ family cycle or walking groups, birdwatching or seniors walking or cycling groups.
- Opportunities for future connections to and from the RVRT would be explored to encourage tourism into other parts of the region, e.g. Hunter Valley.



LEGEND

— Proposed route



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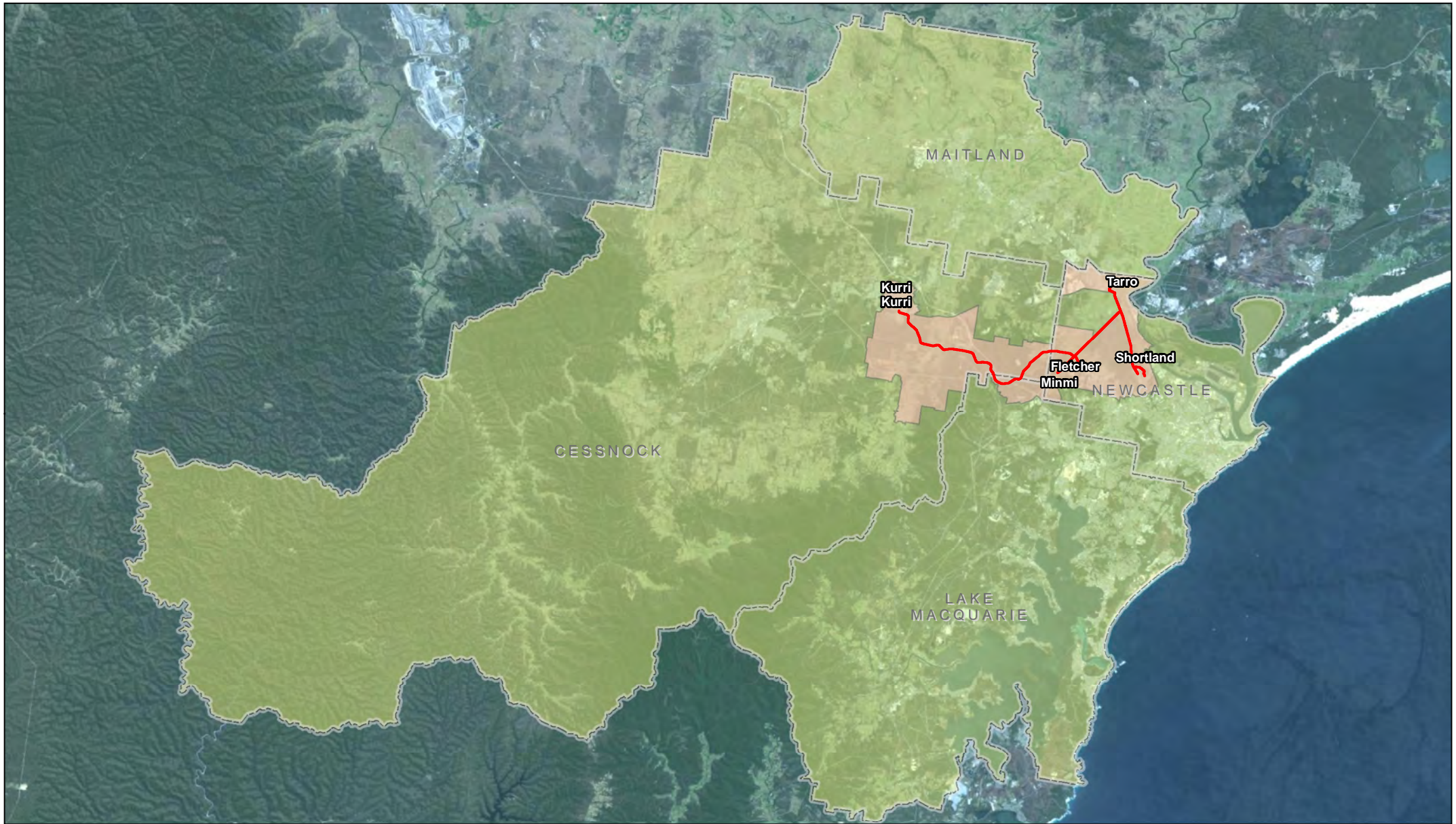
RVRT alignment

Figure 1-2

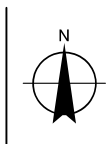
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


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Data source: Geoscience Australia: 250k Topographic Data Series 3, 2006; LPI: DTDB, 2012, Aerial 2016. Created by: tmorton, fmackay



Paper Size A4
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 Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1994
 Grid: GDA 1994 MGA Zone 56



- LEGEND**
-  Proposed route
 -  Local Study Area
 -  Regional study area
 -  LGA boundary

DRAFT



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Regional Study Area

Figure 2-2

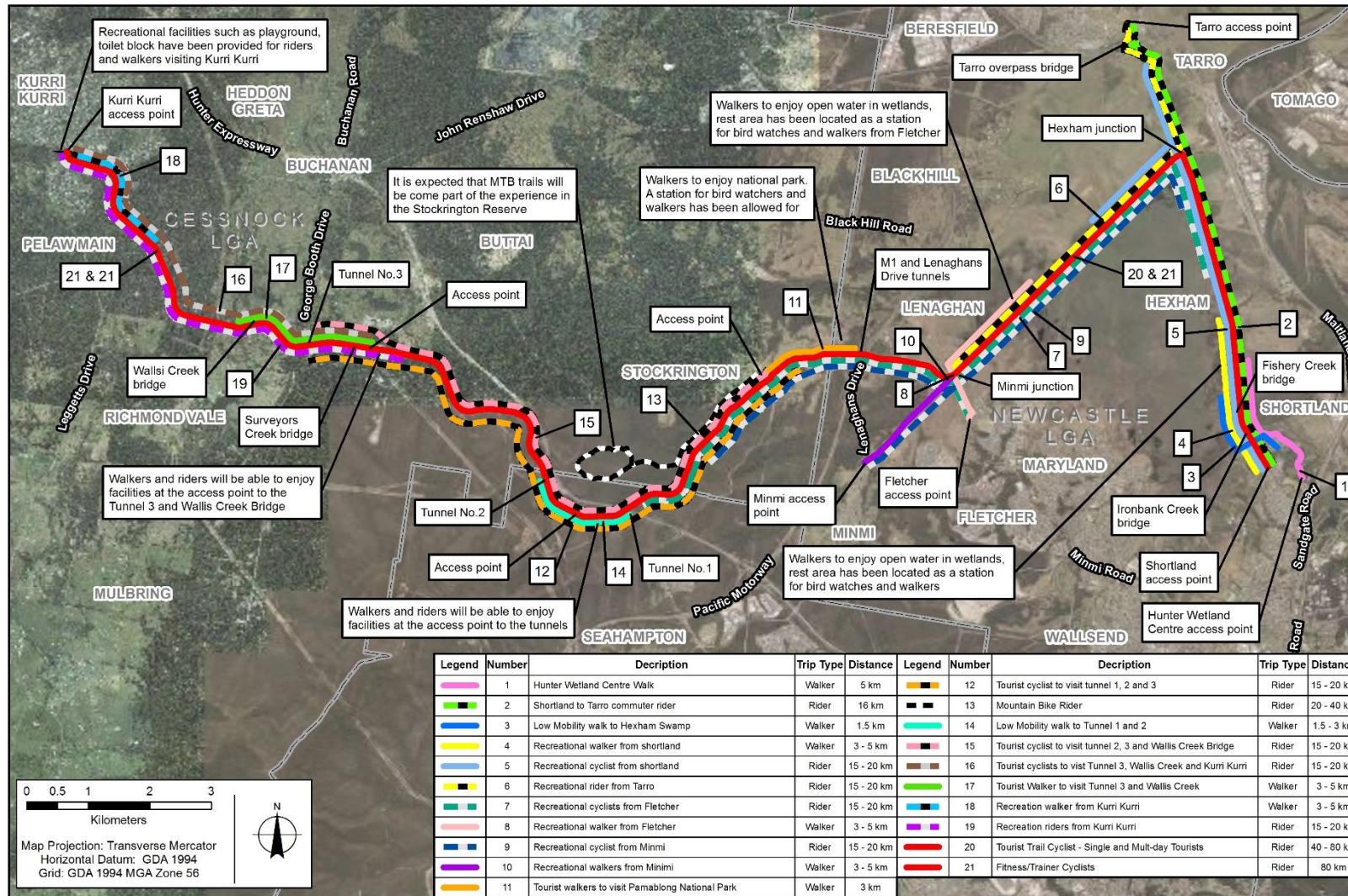










Figure 5-4 Predicted trip types




"Trip Types and Users"




Table 5-2 Summary of trip types and users




Item	Description	User type	Estimated distance
1	<p>Hunter Wetland Centre Walk</p> <p>Users would connect to the RVRT via the Hunter Wetland Centre. The connecting path leads along the Wetland Centre where users can enjoy the available facilities and activities, such as toilets, and bird watching opportunities.</p> <p>The users will enter the Hexham National Park via Ironbark Creek and Fishery Creek Bridge where users can enjoy vistas of the wetland, as well as the conveniences of toilet facilities and sheltered rest areas</p> 	Walker	5 km
2	<p>Shortland to Tarro commuter ride</p> <p>Users will use the connection between Tarro and Shortland to commute from Maitland city to Newcastle city, including the university. This route allows current cyclist users to avoid the New England Highway, instead using a faster and safer route.</p> 	Cyclist	16 km
3	<p>Low Mobility walk to Hexham Swamp</p> <p>Low mobility users will be able to enjoy the Hexham National Park accessed via the Hunter Wetlands Centre. This allows people with low mobility to enter the national park safely, while being able to appreciate water views, as well as bird and fish wildlife. Users will experience the convenience of universal access grades, toilet facilities (with change table), and viewing platforms.</p>	Walker	1.5 km

Item	Description	User type	Estimated distance
4	<p>Recreational walker from Shortland</p> <p>Local users will be able to enjoy a walk into the Hexham National Park where they can admire the views and wildlife offered by the park. Toilet facilities, viewing platforms and sheltered rest areas have been provided along the track to promote usage.</p> 	Walker	3-5 km
5	<p>Recreational cyclist from Shortland</p> <p>A safe and flat pathway will allow users to exercise while enjoying the wetland. Separate lanes for cyclists and walkers will assist to avoid clashes.</p> 	Cyclist	15-20 km
6	<p>Recreational cyclist from Tarro</p> <p>A safe and flat pathway will allow users to exercise while enjoying the wetland. Separation lanes for cyclists and walkers will assist to avoid clashes</p>	Cyclist	15-20 km
7	<p>Recreational cyclist from Fletcher</p> <p>A safe and flat pathway will allow users to exercise while enjoying the wetland. A 120 metre long boardwalk has been provided to allow users to pass over the wetland and join onto the old railway trail line. Users will have the option to either continue riding along the wetland to Shortland/Tarro, or connect to Stockrington where they will also visit Pamablong National Park. This trail flaunts historical tunnels and rock cuttings in the Stockrington Conservation Area.</p> <p>The Fletcher community facility is located within 1 km and is connected via an existing pathway. This facility is expected to provide car parking, toilets and café facilities for this connection.</p> 	Cyclist	15-20 km

Item	Description	User type	Estimated distance
8	<p>Recreational walker from Fletcher</p> <p>Users will be able to safely access the wetland via wheelchair ramp compliant grades and a 120 metre long boardwalk. Rest areas with water views are offered along the walk.</p> <p>Fletcher community facility located within 1 km along a concrete pathway from the entrance will provide car parking, toilets and café facilities.</p> 	Walker	3-5 km
9	<p>Recreational cyclist from Minmi</p> <p>A safe and flat pathway will allow users to exercise while enjoying the sites along the trail. Users will have the option to either continue riding along the wetland to Shortland/Tarro or connect to Stockrington where they will also visit Pamablong National Park. This trail flaunts historical tunnels and rock cuttings in the Stockrington Conservation Area.</p> <p>Future connections will allow the trail continue to Blue Gum Tree park. An allowance for car parking and toilet facilities at the entry has been provided.</p> 	Cyclist	15-20 km
10	<p>Recreational walker from Minmi</p> <p>Users will be able to safely access the wetland via wheelchair ramp compliant grades and a number of small bridges. Rest areas with water views are offered along the walk.</p> <p>Future connections will connect the trail to Blue Gum Tree park. Car parking and toilet facilities at the entry will be provided.</p> 	Walker	3-5 km

Item	Description	User type	Estimated distance
11	<p>Tourist walkers to Pamablong National Park</p> <p>Walkers can enjoy the convenience of the car park and facilities at the Dog Hole Road entry and take a short 1.5 km walk into Pamablong National Park. A covered rest area will allow users to relax and take in the sights of the wetland. A feature of the park is the beautiful display of flowering melaleuca forest.</p> 	Walker	3 km
12	<p>Tourist cyclist to visit Tunnel 1, 2 and 3</p> <p>Cyclists can enjoy the convenience of the car park and facilities at the Dog Hole Road entry. From this point, riders will be able to enjoy a flat ride into Stockrington Conservation Area, which boasts three historical brick lined tunnels and numerous rock cuttings.</p> 	Cyclist	15-20 km
13	<p>Mountain Bike Rider</p> <p>It is expected that the RVRT will benefit the accessibility to current and future mountain bike trails and facilities in the Stockrington Conservation Area. The predicted popular access points will be via Dog Hole Road or George Booth Drive car parks.</p> 	Cyclist	20-40 km

Item	Description	User type	Estimated distance
14	<p>Low Mobility walk to Tunnel 1 and 2</p> <p>An access point has been provided between Tunnel 1 and 2 along George Booth Drive. This is a short, flat 3 km trip, and will give opportunity to people with low mobility to view the steep rock cuttings and historical brick lined tunnels.</p> <p>Toilet facilities are conveniently located at the carpark.</p> 	Walker	3 km
15	<p>Tourist cyclist to visit Tunnel 2, 3 and Wallis Creek Bridge</p> <p>Cyclists will be able to enter the trail via George Booth Drive carpark and toilet facilities. From this point, riders will be able to enjoy a flat ride through Stockrington where they can visit two historical brick lined tunnels and large span suspension bridge proposed to cross Wallis Creek.</p> 	Cyclist	15-20 km
16	<p>Tourist cyclist to visit Tunnel 3, Wallis Creek and Kurri Kurri</p> <p>Cyclists will be able to enter the trail via car parking provided along George Booth Drive, near Surveyor's Creek. Starting from this point, riders will be able to cross Surveyor's Creek over a 50 metre long bridge, and through the historical brick-lined tunnel. Cyclists will then cross Wallis Creek via a suspension bridge, and traverse Watekata National Park. At the conclusion of this trail, users can enjoy the facilities and recreational offerings at Kurri Kurri. Upgrades are provided at The Log of Knowledge Park to create an appealing destination for riders entering Kurri Kurri.</p> 	Cyclist	15-20 km

Item	Description	User type	Estimated distance
17	<p>Tourist Walker to visit Tunnel 3 and Wallis Creek</p> <p>Users will be able to utilise parking at George Booth Drive, located near Surveyor’s Creek, to access the trail. From this point, walkers will be able to cross Surveyor’s Creek over a 50 metre long bridge; make passage through the historical brick lined tunnel, and finally pass over Wallis Creek via a suspension bridge.</p> 	Walker	5 km
18	<p>Recreation riders from Kurri Kurri</p> <p>A recreational rider will enter the site via Kurri Kurri and will be able to enjoy the vistas of Watekata National Park, cross 70 metre span suspension bridge and visit the historical brick lined tunnel at George Booth Drive.</p> 	Rider	15-20 km
19	<p>Recreational walker from Kurri Kurri</p> <p>Walkers will enter the site via Kurri Kurri, and immediately enjoy the views of Watekata National Park. A wide range of users will benefit from the availability of toilet facilities, upgrades to playground facilities and public art proposed for the Log of Knowledge Park.</p> 	Walker	3-5 km
20	<p>Tourist Trail Cyclist – Single and Multi-day Tourists</p> <p>The trail in its entirety displays an assortment of appealing trips for the cycling tourist, where all the above expands on the attractions of each trip. A range of affordable and luxury accommodation on offer within Newcastle and Kurri Kurri, will welcome multi-day users of the trail.</p>	Cyclist	40-80 km

Item	Description	User type	Estimated distance
21	<p>Fitness/Trainer Cyclist</p> <p>The trail is expected to attract a high number of fitness riders who will benefit from the safety of the trail. These users will also be attracted by the long distance trips, paved surfaces and high visibility along the trail.</p>	Cyclist	80 km