



Cycling Tasmania
PO Box 357
Launceston 7250
29 October 2018

**North East Railway Corridor
Government Administration 'B' Committee
Submission from Cycling Tasmania**

Ms Natasha Exel
Committee Secretary
Legislative Council
Parliament House
Hobart Tas 7000
ner@parliament.tas.gov.au

Cycling Tasmania (CT) is the peak governing body for both organised competitive, and recreational cycling within Tasmania. CT is an affiliate of Cycling Australia (CA) and the UCI (International Cycling Union) and currently has 19 affiliated clubs.

Historically CT has been an organisation that has predominantly focussed on Road, Track and Para-Cycling. However, we have recognised that cycling is a participative sport with some competitive overlays, and this has led us to change the scope of our mandate to include MTB, BMX, Recreational/Commuter and Advocacy. We all ride the same roads and trails so we face the same issues. Currently membership of Road, Track & Mountain Bike clubs has reached almost 1,500 in Tasmania.

As an organisation we are developing a structure to support and strengthen cycling in Tasmania and provide greater assistance to all state based cycling organisations. We are undertaking this development to help these organisations to grow and develop - to carry out their founding intent. CT is working with organisations to develop an overarching, long-term strategic plan & leadership model for cycling in the state of Tasmania.

Analysis published in the Cycling Strategy for Northern Tasmania 2016¹ indicates that from an economic impact assessment viewpoint:

- *Cycling markets currently contribute to regional income and jobs in the region, mainly in tourist-related services (accommodation and food services) and recreation services*

¹ <http://tas.cycling.org.au/Portals/16/Cycling%20Strategy%20for%20Northern%20Tasmania-FINAL%20Report.pdf>





- *An expansion in cycle visitor numbers would increase the level of spending in the region and generate growth in ongoing jobs and higher regional income*
- *Under conservative assumptions for growth (over a 10 year period to 2024-25) regional employment in sectors linked to cycling visitor markets would increase.*

The Strategy identifies that the development of the North East Rail Trail from Launceston should be a high priority.

During the development process for the Rail Trail from Scottsdale to Launceston, incompatible use of the rail corridor by rail enthusiasts has been proposed. Infrastructure Tasmania identified that there have been a number of conflicting reports on the feasibility and viability of the rail options and recommended that an independent assessment be made by the Department of Treasury and Finance. This report indicated that *“Market trends, particularly increased tourism in Tasmania and the growing demand for cycling, support this (the Rail Trail) proposal. The project has the potential to deliver significant local economic benefits, depending on the level of demand and investment by businesses, particularly local businesses”* (Tasmania’s North east Rail Corridor. Assessment of the Launceston and North East Railway and Rail Trail Proposals, July 2018). On the other hand, the report indicated significant financial, operational and safety risks surrounding rail proposals.

In order to reach a compromise position that will allow the development of the Rail Trail and provide an opportunity for the rail proponents to prove their capacity, Treasurer Peter Gutwein has announced that the corridor will be allocated for the development of the Rail Trail from Scottsdale to Lilydale and rail initially from Turners Marsh to Lilydale and Stage 2 from Turners Marsh to Launceston.

This compromise will allow the Trail to link with the existing North East Rail Trail from Scottsdale to the Billycock, creating a significant 70 km trail. Dorset Council and North East Recreation Trail Inc (the community body promoting the section of the trail from Scottsdale to Launceston) have welcomed this decision.

Cycling Tasmania fully supports the Government’s compromise position and move that it be accepted. Whilst while we retain the view that the Rail Trail would be maximised by initiating in Launceston, the Government’s decision will allow this important project to progress. This will allow the communities to focus on their specific interests after a period that has created some conflict within the community.

We also submit that realistic time frames be imposed on both projects to create certainty for the community, our members, government and businesses.

Collin Burns
Executive Officer
Cycling Tasmania

