

1. the feasibility of the proposed Scottsdale-Lilydale Falls rail trail;

- The need to consider public safety

The proposed trail would potentially require police patrol on horse, bikes or foot to deter antisocial behaviour. People need to be able to feel safe to use the trail. Residents living next to the trail also need to feel safe and have their privacy and property security considered. The longer the trail, the more chances of the security and safety of the public being at risk.

- Construction and maintenance

The cost of replacing the rails with a surface adequate and attractive for use by bikes to allow for ease of riding and traction of wheels will need to be measured and factored into decision making. The trail would require regular maintenance. In a high rain fall area like the north east, the surface can become loose and wash away, which would also happen with general use. Weed control will also need to be considered. If people are not paying to use the trail, who will bear the ongoing costs of maintenance?

- Can the use of the trail be justified?

Tourists who do not bring bikes to Tasmania will have no use for the trail. People who come to Tasmania generally use hire cars or bring their own car or rely on public transport. Tasmania already has plenty of trails for people who are interested in walking. There is already the bike trail in Derby to cater for those interested in bike trails. Locals already utilise existing walking areas including the nearby trail near Mt Stronach and also the walking loop on the northern edge of Scottsdale locally known as "Lister's Lane".

2. the feasibility of the proposed Lilydale-Turners Marsh tourism railway;

- Financial risks and tourist appeal

The proposed route is not long enough, nor does it provide enough of a visual appeal to be sustainable as a tourist railway. It relies on people being able to travel outside of Launceston to access the railway. This does not suit the tourist groups who come into Tasmania by plane. These groups rely on public transport like taxis and hire cars. They may only stay in the local Launceston area, therefore they need to be able to access the train from a central and fully serviced position like the Inveresk precinct. People will want to only spend money on something worthy of their time and cash. The shorter route proposed is not financially viable for keeping the costs of the railway sustainable in the long term if it is to be solely managed by the charity Launceston and North East Railway (LNER). It could be a financial risk to the LNER to run such a short and limited route.

3. the feasibility, funding, future management and maintenance of any tourism developments on the North East Railway Corridor;

- Feasibility

A tourist railway needs to be a decent length and include attractions of significant visual appeal to have the biggest tourist pull to remain a viable venture for the LNER. It needs to

be a point to point attraction. It needs to start and end in places with existing facilities and infrastructure like Inveresk and Scottsdale. Stops along the way are a bonus. A tourist railway would not have appeal if the end of the line is in the middle of nowhere with no existing services. To be most feasible it has to meet the needs of the people using the service. A passenger railway meets the needs of tourists of all ages and physical abilities and can be used by locals and tourists. A tourist railway also meets tourism trends into the future, because train tourism is popular worldwide and has been for over a century now, whereas a recreation trail only meets a specific group of people who are not even paying to use it. A tourist railway meets the needs of tourists and locals who are travelling in family groups where all generations of the family are catered for in comfort. Small children do not have the interest or capacity to ride or walk for long distances and adults and older adults all have varying levels of physical capabilities. A tourist railway can be used in all weather, not just in warmer months, making it a viable year round attraction. Tasmania would benefit significantly from an attraction that has an appeal in the "off season" as it would assist nearby businesses who rely on tourists in slower times of the year. Specific mention should be made to the opportunities for the tourist railway to include culinary aspects because food tourism is already a big draw card for Tasmania. Railway tourism means that people can sit down and have a meal or consume alcohol with no need to be driving. If the railway is not a decent length it really limits the options to compliment the food tourism aspect which could be a source of significant profits for the LNER.

- Funding

The funding should be managed by the LNER and funded by the cost of tickets, donations, and any partnering hospitality or catering businesses. Government should have limited input if any. LNER as a charity are not for profit, so profit can be put back into the railway maintenance, paying a lease to use the railway line and train stations, employment of staff and upgrading facilities etc.

- Future management

The tourist railway scenario would be managed by the LNER as a not for profit community owned asset. Any venture needs to be community driven, owned and led to be sustainable. This is a model alluded to by community development author, Jim Ife. LNER has already been established under a community driven model. Similar models exist in other parts of the world, where communities have become self-sufficient and sustainable through mobilisation of people and resources to benefit the entire community because profits are shared. An example of a similar but much smaller railway project would be the Don River Railway charity, which has existed for decades.

- Maintenance

LNER needs to ensure it can meet safety requirements to operate and will need to demonstrate steps taken to address this to the government to ensure public safety obligations are maintained. As a social and community based enterprise it could partner with local employment agencies to be a work for the dole provider to provide skills and training for job seekers. If successful, the expansion of the tourist railway venture may allow for increased employment of paid staff in addition to volunteer staff ensuring ongoing maintenance is possible.

and 4. any other matters incidental thereto.

Cultural and historical significance and meeting the communities needs for economic growth and employment

-The need to preserve Tasmania's unique cultural and engineering history.

The railway is not owned by a single council, it is owned by every Tasmanian being a state owned asset. It was built by people's ancestors. It is a heritage icon and deserves respect and recognition, particularly the bridges and tunnel. It is the responsibility of government to preserve historical icons. There is already widespread acceptance that Indigenous cultural icons in the Tasmanian landscape deserve protection, and the North East railway is another cultural icon that should be preserved the same way that early colonial buildings are given heritage status. Around the world, where cultural icons have been preserved, they often become drawcards for tourists. Tasmania has a new (only 200 year old) history and steps taken now ensure future generations get the chance to understand and know Tasmania's history. The railway allowed the communities along the North East to develop. The development and construction of engines and railways around the world were a significant point in our modern history and society. Tourist railways exist in other parts of the world and are a significant draw cards for visitors.

The train track should not be destroyed. Destroying the train tracks means the only access in and out of the north east is by road vehicles. If it had been constructed by convicts would the council be so quick to want to dismantle and destroy it? When it is in almost perfect working condition? There is plenty of exposure given to places like Port Arthur that were constructed with convict labour, however other feats of engineering such as the North East railway line, constructed not even 100 years post convict labour, are not given the same recognition by the current Dorset council. There is also the consideration of future fuel insecurity and methods of transport may rely on rail again in the future to service an already isolated region.

-Tourism as a solution to current and future employment needs in the region

The station in Scottsdale is a heritage building. It is an attractive building that would assist the LNER to market their tourist railway to its full potential. The Scottsdale station is also in the centre of the town and sits within walking distance to a micro brewery, bakery and supermarket. The recreation ground, which hosts events is also within walking distance.

It is the responsibility of government to consider the current and future needs of the people who live in the north east. The north east region faces employment and transport barriers that have existed for decades. When a long term perspective is applied, which also factors the projected changing nature of work into the future, these communities need to remain viable to be desirable places to live. Tourism is a sustainable and employment generating industry, complimenting Tasmania's existing image as a destination. A tourist railway opens up endless options for future generations to be employed and for young people to remain in the community when they finish school. There are also business opportunities. The tourist railway option would drive up the profits and potential of a variety of existing and emerging

businesses and companies in the whole north east corner of the state, including Launceston and surrounding areas.

The benefits to the surrounding communities along the railway (Lilydale, Scottsdale) allows for new and emerging businesses such as hire car companies and bus companies. It also provides money for the local economy in terms of accommodation businesses, shops and helps to increase the services available in the communities.

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