

GREATER HOBART MOUNTAIN BIKE MASTER PLAN



November 2011

Photos courtesy of Jupe/Bergshoeff and the Hobart City Council

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1 Executive Summary

1.1 Introduction

The Tasmanian Mountain Bike Plan (State Plan)¹, released in 2009, was written due to the significant increase in the popularity of mountain biking locally, nationally and broadly on an international scale. The State Plan identified that the increase in local participation had resulted in the demand for mountain biking trails significantly exceeding the available opportunities. This has led to difficulties for land management agencies, such as illegal track construction, unauthorised use of existing walking trails and conflict between the various user groups. To assist the land management agencies to mitigate these issues and provide an efficient and effective trail network, the State Plan recommended the development of regional mountain biking projects. The Greater Hobart Mountain Bike Master Plan (master plan) is the first of these regional projects to be developed and is a co-operative approach between Cycling South, the Wellington Park Management Trust and the Councils of Clarence, Glenorchy, Hobart and Kingborough, and supported by the State Government through Sport and Recreation Tasmania's Trails and Bikeways Program. The master plan will be a significant factor in contributing to the effectiveness of a regional trail network. It is regarded that rather than every natural area attempting to cater for each riding need, each area will develop its own riding character, providing for a particular mountain biking experience.

1.2 Development of Maps and Trail Priorities

Through consultation with the key stakeholders including land agencies, local riders and other trail users (such as walkers) an audit of trails was undertaken. This included existing trails (both authorised and unauthorised) and trails where mountain bikers would like to ride, be it key connections or trails offering a unique experience. The trail network was then refined and the attached maps developed by using: the existing authorised trails; the priority proposed trails; and the priority unauthorised trails to be formalised. The priorities were identified based upon the guiding principles², which were created at the beginning of the process. A rationale based upon the guiding principles³ was also developed to inform the land management agencies how the trails fit into the network and why a given trail is important to the riding community.

Approximately half of the priority trails were identified in either Wellington Park or in South Hobart/Ridgeway area, demonstrating a strong demand for the development of mountain biking opportunities in this area. The Redgate Section of the Meehan Range was identified as the main hub for the eastern shore and the Snug Tiers also highlighted as having significant opportunities. A number of connections were also identified as priority trails such as a connection between Fern Tree and the Springs and connections between Kingston and Fern Tree, Ridgeway and Mt Nelson.

¹ Inspiring Place (2009) *Tasmanian Mountain Bike Plan*, Sport and Recreation Tasmania

² Refer Appendix A *Guiding Principles to Evaluate the Suitability of Trails*

³ Refer Appendix B *Rationale for Priority Trails based on Guiding Principles*

1.3 Supporting Elements of a Successful Trail Network

The trail network is the fundamental component of the master plan. However, having trails built to an appropriate standard and the quality of the trails constructed being best practice consistently throughout the greater Hobart region is also key to a successful network. Subsequently, recommended actions have been given for obtaining permits for trail development, construction standards and education for track workers. Similarly, signage, development of a coherent track classification system and the management of volunteers, were all found to be important factors in ensuring a harmonious trail community and an effective trail network occurs.

1.4 Mountain Biking Tourism

The State Plan considers that with the unique natural landscape of Tasmania, combined with its established reputation as a nature based tourism destination, Tasmania has an opportunity to become a unique, niche mountain biking destination. The State Plan found that the greater Hobart region has a greater supply of opportunities compared with the rest of Tasmania, which is an excellent foundation to build upon. Greater Hobart, with its proximity to spectacular natural scenery such as Mt Wellington and the varied terrain available such as coastal rides on the Tangara Trail, along with the city's supporting infrastructure of cafes and accommodation, is leading the way in terms of mountain biking tourism.

1.5 Management

The management and implementation of the master plan are important considerations due to its regional nature, the number of land management agencies that it affects and the significant resources involved to realise the recommendations. A steering committee should be formed that includes representatives from each of the land management agencies, as well as Sport and Recreation Tasmania to oversee implementation of the plan. The involvement of the riding community in the design, development and maintenance of the trail network cannot be underestimated and it is also recommended that 2 – 3 riders representing the mountain biking community be part of the committee.

Ideally, a project officer position could be identified or created that is the responsible person for coordinating the implementation of the master plan and leading the steering committee. This position could be a part time position funded by the land management agencies affected by the master plan that specifically focuses on the subject master plan. A position could also be created within the State government that coordinates mountain biking opportunities and/or trail opportunities on a state wide level. Until such a position is created, it is recommended that the steering committee be coordinated by Sport and Recreation Tasmania.

2 Background

2.1 Introduction

The State MTB Plan identified that the increase in participation in mountain bike riding has resulted in a situation where the demand for MTB trails significantly exceeds supply. Consequently, illegal track construction has occurred and continues to do so, the riding of trails restricted to walkers takes place and conflict between the various user groups of the trail network, land managers and land owners transpires. Regional MTB projects were a recommended action in the State Plan to strategically provide for mountain bike riding opportunities and thereby mitigating the issues that have arisen.

The Greater Hobart Mountain Bike Master Plan (master plan) is a co-operative approach between Cycling South, the Wellington Park Management Trust and the Councils of Clarence, Glenorchy, Hobart and Kingborough, and supported by the State Government through Sport and Recreation Tasmania's Trails and Bikeways Program. The master plan is an important step in legitimising riding as a recreational use in the natural areas of Greater Hobart. The master plan aims to ensure that the development of the trail network occurs in a strategic and effective manner, which in turn will support and strengthen participation in the activity and attract mountain biking tourists to greater Hobart.

2.1.1.1 The linear nature of trails often result in the one trail crossing municipality boundaries and parcels of land of different private and public landowners. Furthermore, each natural area provides for a different experience. For example, in a single day in greater Hobart you can ride in the sub-alpine areas of Wellington Park, the coastal area of Sandford on the Tangara Trail or in the Coningham Reserve. The trail network has therefore been considered on a regional level, with each area having its own character and providing for a particular riding experience.

2.1.2 Vision

The following vision is from the Tasmanian Mountain Bike Plan and it is considered to broadly meet the vision for the Greater Hobart Mountain Bike Plan:

“Tasmania will provide a world-class, diverse range of outstanding mountain bike riding experiences showcasing Tasmania’s natural environment to entice local, national and international riders, where the network of trails and facilities are managed on a sustainable basis with the support of land managers and riders.”

2.1.3 Project Aims and Objectives

The following aims and objectives were identified by the Steering Committee prior to the commencement of the project and largely guided the development of the master plan.

Regional Aims

- To provide a regional approach to the consistent and high quality development and maintenance of mountain bike tracks and associated facilities and infrastructure on reserved and private land.

- To provide a platform for the development of the Greater Hobart Regional Mountain Bike Hub as an innovative and exciting riding destination.
- To facilitate the establishment of a regional mountain bike management committee.

Regional Objectives

- To develop an extensive knowledge base of existing authorised and unauthorised mountain bike tracks.
- To outline an aspirational regional network of mountain bike tracks including:
 - Localised track networks and centres;
 - Mountain bike facilities;
 - Connecting routes.
- To establish criteria for prioritising development of proposed new tracks and for upgrade of existing tracks.
- To identify (based upon the criteria and public consultation) several high priority projects and undertake further investigation of those tracks, including:
 - Initial planning, environmental and cultural assessments;
 - Broad costings for development and maintenance of the tracks and associated infrastructure.
- To develop an assessment criteria for determining suitability for multi-use or single use bike trails.
- To develop event, marketing and information initiatives in accordance with the State mountain bike plan, including branding and image for the region.

2.1.4 Process

The process undertaken for the development of the master plan occurred as follows:

- A literature review of relevant studies, books and documents.

This review of literature together with consultation with the Steering Committee provided an outline for the master plan, as it identified key issues and opportunities for mountain biking specific to greater Hobart.

- Development of Consultation Groups

Consultation with the general community and stakeholders was undertaken at various levels. Firstly expressions of interest were invited from local riders, not necessarily affiliated with any club or organisation (only a small percentage of riders belong to a

club or similar). Approximately 30 were received. From these we developed a Working Group and a Consultative Group.

The Working Group included key stakeholders such as land and track managers, representatives from local riding and walking clubs as well as local riders chosen through the expression of interest process. Approximately 15 people were in this group. The Working Group made a significant contribution to the master plan, particularly in terms of the trail network, attending 9 evening workshops.

A second broader Consultative Group was formed which provided comments and recommendations on specific issues at various milestones in the process. The Consultative Group included a greater number of local riders and broader group of stakeholders such as bush care groups, private operators, bike shop representatives and horse riding groups. Two workshops were held with the Consultative Group.

In addition to the workshops, a web forum open only to the Working Group and Consultative Group was created to facilitate continuous dialogue on the development of the network. Additional consultation also occurred beyond the consultation groups such as meeting representatives of the walking fraternity.

- Development of Guiding Principles

A set of guiding principles were written to assist in determining which trails would be considered in the master plan and whether a trail would be considered as a high priority. The principles have proven to be important in the decision making process, providing a common sense approach through the experiences and knowledge of the consulting groups. The guiding principles are attached as Appendix A.

- Trail Audit

A trail audit was undertaken with both the working group and consultative group. The audit was undertaken in a staged process during 11 workshops. Existing trails were identified that were authorised, unauthorised and on private land. Proposed trails offering a key connection were identified, as were proposed trails that offered a desired experience. Based on the guiding principles these trails were refined on the attached maps.

- Rationale developed based on guiding principles

Based on the guiding principles and the needs of the riding community the trails were refined to identify authorised trails with high and medium priority trails. Notably, there are some trails that have been identified as high priority trails by the riders that are located on private land. A large portion of these have not been included on the maps, due to the land owners yet to have been approached in regards to the trails on their land. It has been recommended that the land owners be approached as soon as practicable. Regardless, a written rationale has been provided for all of the high priority trails, including those trails located on private land, which will guide land

agencies in the development of the network as to the justification of how a trail is important to the overall network. The rationale together with a summary of each mountain bike area is attached as Appendix B.

- Writing of Document

The written component of the master plan was based upon the key issues and opportunities identified during the literature review and meetings with key stakeholders.

- General community consultation – review of submissions.

2.1.5 Limitations

There were a number of limitations in the writing of the master plan, in particular the accuracy of the location of some trails. Due to the area covered and the number of existing and proposed trails, many of the trails have not been ground-truthed. The proposed trails are indicative and demonstrate the need for a particular connection or trail experience only, however on ground assessments would need to be carried out before an exact route is identified. In terms of the existing trails, the vast majority have not been accurately located on the ground; the routes shown therefore are approximate only. Before the development of area maps occurs the trails would need to be accurately mapped on ground with a GPS.

The second limitation of the master plan is the minimal consultation with private landowners, given the limitation in resources. Consequently, these trails have not been identified on the attached maps. The high priority trails regardless of the landowner, however been identified under section 14. It is noted, that private landowners are critical and consultation should occur as soon as practicable.

2.1.6 Acknowledgements

The contribution made by members of the working group⁴ through evening workshops and in some instances day time meetings, was fundamental to the development of the master plan, particularly in the preparation of the maps. Similarly, the time volunteered by the consultative group⁵ and their contributions and suggestions was a valuable resource throughout the process. The support given by the Wellington Park Management Trust, in particular Michael Easton and Axel von Krusenstierna was invaluable.

2.2 Rider types, profile, motivators and trends

2.2.1 Tasmanian Situation

The State Plan identified that there is a greater supply of opportunities in the greater Hobart area compared with the rest of Tasmania, however the plan also identified that a significant portion of these trails have either informal access or have been illegally constructed within

⁴ Refer Appendix C *Members of Working Group*

⁵ Refer Appendix D *Members of Consultative Group*

public reserves and private land. A variety of local, state and national mountain bike riding events occur in the greater Hobart area. The State Plan recognises that there has been limited investment in mountain bike specific infrastructure such as trailhead signage, facilities and information initiatives about trails and riding areas. Further, the State Plan identifies a general lack of consistency in the standard of construction and maintenance of trails and the application of classifications and signage.

Notably, greater Hobart has a landscape which is highly diverse within a relatively small area, providing a unique opportunity for riders to experience varied environments and terrains within a short period of time. Through the implementation of the master plan, Hobart has the potential to establish itself as a niche mountain bike tourism destination, with potential economic benefits for local economies, advancement of the sport and improved environmental management of riding areas.

Cycling has the fourth highest participation rate of any physical activity undertaken in Tasmania, with a participation rate of 11.1 per cent⁶. Between 2001 and 2010 in Tasmania cycling participation increased by 63 per cent. Significantly, this is against a backdrop of stalling participation rates amongst most organised sports.

There is no recent data specifically related to mountain bike participation rates in Tasmania. The most recent comprehensive data was collected by the Australian Bureau of Statistics in 2000 which indicated that 4.2 per cent of Tasmanians participated in off road cycling (mountain biking). If the above trends for cycling participation were translated (i.e. a 63 per cent increase since 2001) then mountain biking participation rates in Tasmania would currently be around 7 per cent. As a comparison bushwalking participation rates are 3.6 per cent nationally, and 9 per cent in Tasmania (ERASS 2010).

This data indicates that mountain biking is a very high participation activity that is also experiencing strong growth. This highlights the importance of providing mountain biking opportunities, particularly when viewed in the light of the current lack of opportunities (i.e. trails) for mountain biking as opposed to other activities with similar participation rates such as bushwalking.

2.2.2 National and International Situation

The increase in participation rates in mountain biking is not unique to Tasmania. The popularity of mountain biking has increased markedly over the last decade both nationally and internationally. This increase demand and limited supply of mountain biking opportunities has resulted in similar challenges for park and reserve managers everywhere.

2.2.3 Mountain Biking Trends

The State Plan highlights the following trends in mountain biking:

- Mountain biking is a popular physical activity on an international scale, with participation rates continuing to increase;

⁶ Australian Sports Commission (2010) *Exercise Recreation and Sport Survey*

- Participation rate for cycling in Tasmania has increased significantly since 2000.
- There is an increase in nationwide bike sales (1.2 million bikes were sold in Australia in 2008, outselling motor vehicles for the ninth consecutive year);
- Approximately 70 percent of bikes sold in Australia in 2005 were mountain bikes. Local bike shops indicated that the most popular type of mountain bikes sold are in the \$500 range, followed by mountain bikes in the \$1,000 range supporting research presented in the *Australian Bicycle Industry Report 2006*.

2.2.4 Rider Profile

- Mountain bikers are most commonly well educated males 25-45 years of age with high household incomes. Mountain bikers tend to prefer the sport over other activities, participate frequently and maintain this participation over the long-term. Women are a rapidly increasing segment of the market. Notably, the rider profiles are generally consistent both nationally and internationally.
- Destination reputation and recommendations from friends and family are key travel decision making factors for mountain bikers. Mountain bikers consider variety/difficulty of terrain, number of trails and scenery to the most desirable features in a mountain bike destination. A large percentage of mountain bikers travel and participate in the sport almost exclusively during their mountain bike trips. Mountain bikers show a strong preference for single track and their willingness to pay in the travel decision is directly related to the abundance and variety of single track.
- The two additional groups, which are often overlooked because they do not fit within the standard rider profile, are Downhillers who are generally younger males in their late teens to early 20's and Family Groups.

2.2.5 Primary Motivators for Mountain Bikers

The primary motivators identified for riders to participation in mountain biking are identified as follows:

- Connection to Nature. Appreciating nature is consistently reported as a key motivator by mountain bike riders.
- Escape. Mountain Biking gives the opportunity to escape momentarily from society and enjoy the simplicity of being active in the outdoors.
- The trails. The best mountain biking trails are single tracks⁷, which wind through the landscape with a twists and turns, ups and downs, and offer a series of interesting, natural features, which are often technically challenging and exciting. For many riders the actual trail is more important than the destination.

⁷ Single Track – for the purpose of this master plan single track is considered to be trails that are anywhere from 20cm to approximately 1.5m wide

- Exercise. Mountain biking exercises the whole body – heart, muscles, reflexes and brain.
- Variety. Mountain bikers are motivated by trail systems with an assortment of routes and varied terrain.
- Connections. Each rider’s idea of a perfect route may vary, but most want loops of varying terrain, difficulty and distance, all connected to other trails or transportation routes.
- Camaraderie. The social aspect of riding with friends is an important motivator.
- A sense of belonging. When welcomed on trail systems, mountain bikers are valuable partners in the trails community, eager to contribute their skills and time to support trails to the benefit of all users.
- Fun. The excitement, the challenge and the sum of all of the above factors creates an experience that is fun and enjoyable⁸.

2.2.6 Riding Types and the Greater Hobart Network

Beginner Cross Country Riders like dirt roads, dedicated bike paths and relatively wide, smooth, short trails. It has been noted throughout the consultation process that there is a lack of beginner cross country opportunities in Greater Hobart. Subsequently, it has been recommended that a number of areas within the Greater Hobart trail network to be developed for beginner/family friendly riders such as the Domain, Sandford area of the Tanagra Trail and particular trails such as the Pipeline Track.

Avid Cross Country Riders are experienced cyclists and sometimes race orientated riders who are comfortable in the backcountry, typically self sufficient, and carry tools, water, food and clothing. Avid cross country riders seek trails that let them cover 15 -100km in search of solitude, nature, exercise and challenge. The network of greater Hobart is ideal for this category of rider. The opportunities are diverse in terms of terrain, level of challenges and length of rides available, once the majority of the network is implemented, in particular the opportunities of trails linking areas such as Ridgeway, Fern Tree and Kingston, or the development of the Meehan Range Skyline Traverse.

All Mountain Riders fall into a catchall category that include both highly skilled experienced riders as well as newcomers to the sport. They typically seek a variety of trails, both uphill and down and often enjoy technically challenging routes. They use cross country bikes that emphasise longer travel suspension, aggressive tyres and durability. Similar to the cross country riders greater Hobart offers significant opportunities to develop. Mt Wellington with its technically challenging rides is well suited to this style of riding. This category of

⁸ This information was compiled resourcing:
 International Mountain Bicycling Association (2007) *Managing Mountain Biking IMBA’s Guide to Providing Great Riding*
 Wellington Park Management Trust (2005) *Wellington Park Bike Strategy*

riding has become the biggest and fastest growing category in mountain biking and relates back to the original concept of a mountain bike – a bike that can be ridden on almost any trail.

Downhillers are usually advanced riders who use sophisticated equipment specifically designed for descending challenging trails. Since downhill bikes are heavy, riders tend to seek trails with vehicle access to the start of the trail – such opportunities are currently limited in the Greater Hobart area, despite the potential of the mountainous terrain. Notwithstanding, a number of new trails or the upgrade of existing trails have been recommended within the master plan such as Ridgeway, South Hobart and Wellington Park that, if implemented will significantly improve the opportunities. It is noted that generally, these trails have to be single use due to the twisting nature of the trails and the speed at which the Downhillers ride them.

Dirt jumpers seek dedicated jumping areas with a mix of jump styles. Dirt Jumper opportunities exist at mountain bike parks with dirt jumps such as Glenorchy Mountain Bike Park and Clarence Mountain Bike Park. Additionally, bike parks are recommended for Kingborough (which has just recently received funding) and South Hobart.

Free riders enjoy challenges such as rocks, logs, elevated bridges, dirt jumps and drop offs. Some free riders want these technical features within cross country rides, whilst others prefer them as stand-alone experiences. There are limited opportunities within the network of Greater Hobart for this style of riding. It has therefore been recommended that in the opening of a track to riders or the construction and upgrade of a new trail opportunities for free riders are given due consideration.

2.3 Planning Context

2.3.1 State Mountain Bike Plan

The master plan is consistent with and complements a number of strategies, both State and local. The overarching document which directed the need for sub-regional master plans is the Tasmanian Mountain Bike Plan. The State Plan was guided by a number of background reports including:

- Ryan, K (2005) *Mountain Biking in Tasmania: a summary of current trends and future opportunity, Sport and Recreation Tasmania*
- *Inspiring Place (2008) Trails Tasmania Strategy, Trails Tasmania Steering Committee*
- *Inspiring Place (2008) Mountain Bike Tourism Market profile for Tasmania, Tourism Tasmania*

A recommended action of the State Plan was to establish regional mountain biking projects. The State Plan was used as a key guiding document during the development of this master plan and has therefore been referred to throughout the body of the report.

The master plan supplements the state plan. The recommended actions from the state plan still need to be implemented, particularly for areas such as funding, policy and legislation or track classification where this master plan has recommended minimal if any additional or amended actions. In these instances it is considered that a state-wide approach is the most effective strategy.

2.3.2 Local Plans

There have also been a number of localised bike and trail strategies specific to the areas included in the master plan, as follows:

2.3.2.1 Wellington Park Bike Plan (2005)

The *Wellington Park Bike Strategy 2005* is the current guide to the development of mountain biking opportunities within the Park. The strategy identifies a number of needs of riders such as connections from urban areas to the Park including Knocklofty via Noahs Saddle and the provision of riding only- downhill opportunities. Investigations dependent on available resource are also recommended for a number of trails to be shared use such as the upper section of Middle Track (as uphill only) and the opening of the Lenah Valley Track to riders. The majority of recommendations in the *Wellington Park Bike Strategy 2005* such as those listed above are also recommended actions in the subject Greater Hobart Mountain Bike Master Plan. It is noted that the overarching management document for the Park, is the *Wellington Park Management Plan 2005*, which contains management objectives, policies and action that further the purposes of the Park. The Management Plan identifies the Bike Strategy to guide development of mountain biking opportunities.

2.3.2.2 Kingborough Tracks and Trails Action Plan (2010)

The master plan identifies actions for the planning, development and marketing of trails, establishing a data base of tracks and trails as well as involving the community in the development, management and maintenance of trails, which will result in furthering the identified objectives of the Kingborough Tracks and Trails Action Plan (2010). It is noted however, that the master plan has much more of a mountain biking focus, therefore not all of the trails identified in the register of tracks and trails have been identified as a priority in the master plan. Notwithstanding, six out of the seven trails identified as high priority for Stage 1 of the Action Plan have been identified as priorities for mountain biking trails in the master plan.

2.3.2.3 Glenorchy Recreation Plan (2008 – 2013)

The master plan is consistent with the goals of the Glenorchy Recreation Plan and specifically meets actions to achieve these goals such as the identification of the downhill trail from Big Bend to Glenorchy Mountain Bike Park and to develop trails in bushland settings beyond the fire trail network for mountain biking.

2.3.2.4 Hobart Rivulet Park Strategic Master Plan (2011)

The Hobart Rivulet Park Strategic Master Plan (2011) is due to be finalised in September. The plan is largely consistent with the recommendations of the Greater Hobart Mountain Bike Master Plan. The Rivulet Master Plan emphasises the importance of the Rivulet Trail between the Cascade Brewery and Wellington Park to the trail network of the western shore

for both mountain bikers and walkers. Appropriately, the plan identifies that shared use of the Rivulet Trail as well as the trails feeding into it should occur where possible for the upper section of the Rivulet Trail.

2.3.2.5 DRAFT Queens Domain Master Plan (in development)

The Queens Domain is considered to be an underutilised resource for mountain biking.

Areas within the Domain have the potential to provide family friendly, beginner-intermediate mountain biking. This is a section of the riding community where there is considerable unmet demand for trails. Park activation and attracting new user groups is consistent with the direction of the Domain's current master planning process. However, any new facilities proposed for the Domain will be subject to a planning / consultation process and need to satisfy management authority assessments for impacts on natural and cultural heritage values. It is considered that the Queens Domain has the potential to provide entry level trail facilities that are centrally located and easy to access - an identified gap in the greater Hobart mountain biking network.

2.3.2.6 Clarence Tracks and Trails Action Plan (2008)

The master plan furthers the strategic objectives and complements the recommended actions in the Action Plan. Including, such actions as developing an auditing and maintenance procedure, and the identification of significant trails within the Greater Hobart Network, such as the Clarence Foreshore Trails, the Meehan Skyline Trail and the Tangara Trail. A notable difference between the master plan and the action plan is the master plan includes a significant number of additional trails, which contribute to the local trail network such as new trails in the Redgate Section of the Meehan Range and the existing network in the local trail areas such as Gordon Hill. The master plan also has a mountain bike riding focus and recommends the development of mountain biking opportunities in the Sandford Area of the Tangara Trail. These differences are considered to be complementary to the Tracks and Trails Strategy.

2.3.2.7 Clarence Tracks and Trails Strategy and Tangara Trail Activity Plan (in development)

The Clarence Tracks and Trails Strategy was developed in 2004. Subsequently, a Tracks and Trails Action Plan was developed (as detailed above) which recommended a review of the Tracks and Trails Strategy in order to evaluate progress since the original document was prepared and recommend future direction in the management of the Clarence Tracks and Trails Network. As part of the review of the Tracks and Trails strategy a Tangara Trail Activity Plan is being developed which includes an audit of existing tracks for condition and legibility, identifying circuits and missing links and suitable locations for hubs. Sections of the Tangara Trail which offer attractive mountain biking opportunities have been identified as part of the Tangara Trail review in accordance with the Greater Hobart Mountain Bike Master Plan.

2.4 Effects of Mountain Biking on Greater Hobart

2.4.1 Social Effects

The provision of mountain biking opportunities within the natural environment has a positive effect on both the physical and mental health of the community. Physical activity in natural environments can have greater psychological and physiological benefits than physical activity in other settings. Studies demonstrate that contact with the natural environment can reduce blood pressure, cholesterol and stress levels, improve concentration and productivity, improve mental health and assist with disease prevention and management as well as reducing obesity, hypertension, depression and anxiety⁹. The 'Healthy Parks Healthy People' philosophy is an integrated, multi-disciplinary, collaborative approach that acknowledges the integral link between nature and human health, this philosophy has recently been formally adopted by Tasmanian Parks and Wildlife.

Furthermore, trail activities facilitate participation and interaction between a diverse range of community members, age groups, individuals and families, facilitating social interaction between segments of the community who would not normally meet. Engaging people through relevant, contemporary park experiences is the best way to foster public appreciation and understanding of nature and cultural heritage and strengthen support for protecting and extending the natural environments into the future¹⁰.

It is considered that the negative effects associated with mountain bike riding in terms of social aspects is largely focused upon the perception of riders having differing values to walkers and the perceived danger of a physical conflict between trail users. Literature¹¹ states that the perceived conflict is greater than actual in that when walkers were questioned as to their shared use trail experience the more negative perceptions of bikes came from walkers that had not encountered bikes. This reflects the distinction between perceptions based on wider social values than those based on actual interpersonal encounters in the field.

It is considered that regardless of whether these perceptions are founded, reducing the perception of these impacts is a concern to land management agencies. A combination of mitigation measures need to be employed such as education in regards to trail etiquette, education in regards to the effects of mountain bike riding on the environment and the provision of trail experiences that meet the needs of all users are necessary to ensure that this conflict whether perceived or actual is minimised.

⁹ Sport and Recreation South Australia(2010) *Sustainable Recreational Trails, Guidelines for the Planning, Design, Construction & Maintenance of Recreational Trails in South Australia*

¹⁰ Department of Environment, Climate Change and Water NSW (2010) *Discussion Paper: National Parks and Wildlife Service Cycling Policy and Sustainable Mountain Biking Strategy*

¹¹ Cessford, G.R. (2002) *Perception and Reality of Conflict: Walkers and Mountain Bikes on the Queen Charlotte Track in New Zealand*

2.4.2 Environmental Effects

Mountain biking, like all forms of recreational activity, can result in measurable impacts to vegetation, soil, water resources, wildlife and cultural sites¹². The majority of riders stay on track, therefore environmental impacts are largely confined to the track itself making wider environmental consequences of mountain bike riding minimal. Research concludes that while the impact mechanics and forces may be different from walkers, if a trail is constructed to best practice standards mountain biking impacts are little different from hiking and are substantially less impacting than horses or motorised activities¹³. Trail design and management are much larger factors in environmental trail degradation than the type of use in terms of walkers and riders.

Many of the studies conclude that any physical impact problems that arise are more likely to be the effects of greater use-levels overall, or from tracks passing through physically sensitive environments, particularly bad drainage characteristics than from mountain bike riding. It is therefore vital to plan, design and construct mountain bike tracks to best practice standards in order to minimise any environmental impacts to an acceptable level.

Impacts are far greater on unauthorised tracks than authorised tracks, because the trail can inadvertently pass through areas with readily erodible soils, threatened plant or wildlife species or communities, important water catchments, sensitive cultural sites and the trail is unlikely to be constructed or maintained to best practice standards. Properly designed trails can keep people away from a particular tenuous object or area; they also concentrate and direct trail user impacts whilst enhancing their experience.

2.4.2.1 Reducing Negative Effects

Evidence from interstate and international experience suggests that providing quality opportunities for mountain bike riders significantly reduces illegal use and associated risks and impacts.

Glenrock State Conservation Area, which is managed by National Parks and Wildlife Service of NSW has experienced a rapid expansion of illegal mountain biking and track construction over a 10-year period. By providing authorised single track, developing a cycling code of conduct and engaging mountain bike riders through a volunteer group, a significant decrease in illegal mountain biking activity has been documented.

Several years ago Brisbane City Council provided 12.5 kilometres of legal single track at Mt Coot-tha, an urban park in Brisbane¹⁴. Since the track opened there has been a documented decrease in the total number of mountain bike tracks at Mt Coot-tha, with the closure of

¹² International Mountain Bicycling Association (2007) *Managing Mountain Biking, IMBA's Guide to Providing Great Riding*

¹³ Cessford, G.R. (2002) *Perception and Reality of Conflict: Walkers and Mountain Bikes on the Queen Charlotte Track in New Zealand*

¹⁴ Department of Environment, Climate Change and Water NSW (2010) *Discussion Paper: National Parks and Wildlife Service Cycling Policy and Sustainable Mountain Biking Strategy*

illegal tracks, a decrease in the erosion generated by the track network and an increase in compliance with restrictions on riding on walking trails.

Locally, Wellington Park has identified less illegal usage of trails such as the Lenah Valley Track since the construction of the North South has been undertaken.

It is therefore important for land management agencies to realise, that if a reasonable substitute is provided when a trail is closed to riders, unauthorised trail usage and construction will significantly decrease.

2.4.3 Economic Effects;

It is noted that the size of the mountain bike component of the adventure travel market within Tasmania is difficult to determine due to the limited amount of data specifying mountain biking. For example, the Tasmania Visitor Survey¹⁵ does not differentiate mountain biking from cycling. Notwithstanding, the state's trail network is recognised as one of the key experiences to the tourism market. In the year ending March 2010 Tasmanian visitor surveys indicated over 400 000 visitors to the state undertook bushwalking or cycling experiences, spending over \$950 million and accounting for 4.7 million room nights.

Anecdotal evidence shows that mountain bikers are willing to travel a significant distance for quality riding experiences, which is important when considering Hobart's distance from major population centres such as Melbourne, Sydney and Brisbane. Hobart has a unique opportunity with having world class riding opportunities on its door step whilst possessing all of the supporting businesses such as restaurants and accommodation to support independent traveller as well as a major mountain bike event, like a multi-stage MTB event, a 24 hour event or a festival.

There are a number of international examples where mountain bike riding has had a direct and positive effect on the local economy. The 7Stanes project of Scotland 2001¹⁶, is based on a plan to build a trans-regional group of mountain bike centres in the underused forests of south Scotland. The trails, many of them technically challenging, were an instant success attracting mountain bikers from all over the United Kingdom. At Glentress, the 7stanes flagship site, annual visitor numbers increased from below 90, 000 to 250 000 per annum in just a few years.

Another example is in British Columbia¹⁷ where the trail systems of the North Shore, Squamish and Whistler, are estimated to have collectively generated \$10.3 million in spending from riders that live outside of the host community over a 3 month period from June to September, 2006. The spending was identified to have supported 194 jobs through the payment of just over \$6.3 million in wages and salaries. Notably, the authorised trail

¹⁵ The Tasmanian Visitor Survey (TVS) provides a profile of the characteristics, travel behaviour, and expenditure of international and domestic visitors to Tasmania, based on a sample of more than 9,000 visitors.

¹⁶ EKOS Limited (2007) *7Stanes Phase 2 Evaluation* Forestry Commission Scotland

¹⁷ Tourism British Columbia (2008) *Mountain Bike Tourism*

system in the Whistler Valley generates considerably more economic activity than trail systems in Squamish and on the North Shore where fewer authorised trails exist. When the values of trail systems at the community level were compared, the results suggested that the level of economic impact is dependent on whether or not trails are authorised and offer some long term certainty for both public and commercial use.

In addition to the trail systems, festivals and events are important in not only creating economic activity but are also useful tools in creating awareness of the sport and the destination and increasing participation levels. Mountain Bike Festivals are popular because they combine the social and competitive aspects of mountain biking and cater to families and riders of all abilities. The potential economic benefits gained from these events depend largely on their size and scope. For example, a mid-sized, primarily grassroots event such as the Fruita Fat Tire Festival¹⁸, in the United States attracts over 800 people each year, with an estimated economic impact of \$1.5million.

The World Championships is the premier event for most mountain biking disciplines and accordingly attracts the largest field of competitors. The media exposure and economic benefits of these events are significant. The World Championships in Lugano¹⁹, Switzerland in 2003, over 350 print and broadcast media were accredited and more than 64 hours of television coverage of the competition was broadcast in over ten countries. A post-event economic impact analysis estimated (of a small town in Alberta) after the hosting of the Canadian Cup in 1998 and 1999 estimated that 2.5 non-residents attended the event for every competitor. The combined economic event of the cross country and downhill events was approximately \$4 million.

Events such as 24 hour Races where the objective is for both teams and soloists to complete as many laps as possible in a 24 hour period have proved to be popular for mountain bikers. The MONT 24 Hour held in Canberra annually consistently attracts over 2000 riders. The 2011 event had 2, 850 participants (entries sold out in 24 hours) with approximately 3,500 thousand additional people as support and spectators. Each participant is charged \$135 except for juniors who are charged \$90. Notably, the 2011 event was held at a new purpose built site²⁰. Long distance events such as the KONA Colville Connection in New Zealand is one of the premiere mountain bike events in the country, attracting about 1,300 riders, the day-long event generates about \$500,000 (NZ) for the local region.

The development of Hobart based mountain bike festivals and events should be explored. Recommendations have been given accordingly under section 11, Marketing.

¹⁸ Tourism British Columbia (2008) *Mountain Bike Tourism*

¹⁹ Koepke, J (2005) *Exploring the Market potential for Yukon Mountain Bike Tourism* Cycling Association of Yukon

²⁰ Allan Vogt, Self Propelled Enterprises, pers. comm. (May 2011)

3 Key Management Issues

3.1 Trail Users

3.1.1 Rationale for Shared Use Trails

With the increase in participation rates of trail use, be it for mountain biking, walking or horse riding, combined with the limited resources of both the land agencies and the natural area itself, shared use trails²¹ become a necessary consideration. For many land management agencies, the concept of shared use is relatively new, with some land managers believing that separating trails users is the solution to eliminating user conflict. However, it is well documented that through appropriate trail design, education of trail users in trail etiquette and the continuous development of a trail community, shared use trails can work successfully. Successful examples already in greater Hobart include the Tangara Trail, the North South Track, the Pipeline Track and the Kaoota Tramway. The rationale for shared use trails is identified as follows²²:

- a) Shared use trails best accommodate the needs of most users. Open trails disperse users across an entire trail system, while single use trails tend to concentrate users.
- b) Sharing trails helps build a trail community.
- c) Shared trails are most cost effective for land managers.
- d) Shared trails empower responsible, experienced users, opportunity for peer regulation is enhanced.
- e) Shared use trails take better advantage of available space.
- f) Shared trails require less trail miles and therefore have less impact.
- g) Shared-use trails manage the most visitors.

3.1.2 Types of Shared Use Trails

There are different types of shared use trails available for land management agencies. When considering the users permitted on a trail, be it existing, proposed or upgraded there is more than one option for a shared use trails. As follows:

- a) Shared use trails where mountain bikers can travel uphill only and hikers travel in both directions.
- b) A shared use trail where access to the trail are on particular days or times of days. Bike riders are week days and walkers weekends only or on alternating days with walkers. Similarly, riders may be permitted between 6pm – 6am (with lights) and walkers between 6am – 6pm. Signs must clearly spell out the policy.

²¹ For the purpose of the master plan, shared use trail is defined as a trail that permits cyclists and walkers.

²² International Mountain Bicycling Association (2004) *Trail Solutions IMBA's Guide to Building Sweet Single Track*

- c) Mountain bike riding or walking preferred trails. This is where the trail has been constructed with a particular user group in mind. For example a mountain bike riding trail may have some technical features and have numerous twists and turns seemingly unnecessary to a walker. The mountain bike riding preferred status alerts the walker to the style of trail and the likelihood of coming across a rider. The North South Track is a successful recent example of this approach.

Consideration of the above shared use options should be given due consideration before a decision of single use is made.

3.1.3 Rationale for Single Use Trails

It is noted, that having multiple users on the one trail is not always the appropriate outcome. The following are instances where single-use tracks are both necessary and appropriate²³:

- a) Crowded trails. Popular trail systems with very crowded trails can have a blend of shared and single-use.
- b) High-speed Trails. A designated single direction trail can allow advanced mountain bikers to ride at higher speeds without impacting upon other trail users. The one way trail allows for tight single-track with short sightlines and blind corners, without the risk of collision.
- c) Challenge Parks. A mountain bike playground can be set-aside for riders to develop their skills in isolation. A practice area with a wide variety of challenging obstacles from easy to difficult will allow for skills progression. A park is a perfect place to offer skill clinics.
- d) Diversity. Ideally some single-use trails will be provided to give hikers the seclusion and solitude that some desire.
- e) Extraordinary Mountain Biking Trails. The experience of riding a narrow, roller-coaster trail where there are constant twists and is highly valued by mountain bikers. These types of trails envelope riders in a zone of exhilaration and are most successful when they are specifically designated for mountain bikers.

3.1.4 Slowing Riders Down

The importance of single track to mountain bikers cannot be understated. Most trail enthusiasts prefer narrower trails, desiring to experience a close connection to nature and a degree of challenge that a fire trail or dirt road cannot provide. Furthermore, in terms of shared use it is well documented that single track trails tend to slow mountain bikers, due to the narrow and frequently rough nature of single track demanding constant focus and a reduced speed. Speed and risk tend to increase when bikers are confined to wide unchallenging trails where speed is quickly attained and direct conflict can occur with other trail users.

²³ International Mountain Bicycling Association (2004) *IMBA's Guide to Building Sweet Singletrack*

It is important that land management agencies are aware that there are many options for slowing riders down without ruining the experience for riders and other trail users. The use of more single track, the use of turns, corralling the trail (include objects that define the sides of the trail and emphasise turns), installing choke points (create a narrowing of the trail with rocks or vegetation to control speeds) or modifying the surface texture (a trail with lots of texture and rocks routes and other rough surfaces provides desirable challenge and slows riders) all contribute to slowing riders down²⁴.

It should also be noted that 'flow' is another crucial element to successful mountain bike trails. Experienced mountain bike trail designers/designers will be required to achieve both elements of keeping speeds slow whilst maintaining flow.

3.1.5 Recommendations

Given the benefits of shared use trails and the reasons for a single use only trails, it is recommended that land management agencies consider all trails be shared use for cyclists and walkers as a default position and then consider why a trail should be dedicated single use, whether that be for walkers, mountain bikers or horse riders as a second response. This will assist in the legitimising of all trail users as equals and contribute to the development of a harmonious trail community. Such an approach has been successfully implemented by the Clarence City Council.

It is acknowledged that for some land management agencies such as Wellington Park Management Trust and the Tasmanian Parks and Wildlife Service, additional controls are in place that makes this position more problematic, therefore this policy has been recommended to the Local Government Authorities only at this stage. However, it is an aspiration that all land management agencies move towards this approach in the future.

The second recommended action however, incorporates all land management agencies as regardless of the level of controls in place it is appropriate that the decision process deciding upon trail users is formalised to ensure that due consideration is given.

1. ***Council's adopt a policy where all trails are considered shared use for cyclists and walkers as a default position, with consideration given to single-use designation on a case-by-case basis.***
2. ***All land management agencies formally consider options for shared use trails when: developing, upgrading or constructing new trails based upon Section 3 of the Greater Hobart Mountain Bike Master Plan.***

²⁴ International Mountain Biking Association (2007) Managing Mountain Biking, *IMBA's Guide to Providing Great Riding*

3.2 Skill Development

3.2.1 Track Worker Skill Development

A number of land agencies have commented that there is a shortage of skilled and experienced track workers within Tasmania. Notably, a track worker is not able to become 'qualified' within Tasmania due to no suitable course being available that specifically teaches the skills needed to design, build and maintain a track. The only relevant course available in Hobart is the *Certificate of Conservation and Land Management*, which provides limited modules in track construction.

A well designed and constructed trail results in a sustainable trail that requires minimal maintenance and has a significant life span. For these reasons a specific training course for track workers is required. The course would ideally involve varied levels of qualifications from a trainee, to a team leader and an auditor of a finished track. The skills required to be an effective track worker, which constructs sustainable, best practice trails are many and varied. Such as understanding geology, hydrology and vegetation management, having the ability to design and build trails in accordance with sustainable design principles, as well as understanding basic planning requirements, including responsibility under the *Aboriginals Relics Act 1975*.

It is noted that many of these skills, such as operating machinery and implementing armouring and drainage techniques, are predominantly best taught on site. A considerable amount of practical work in the field would therefore need to be a component of the course.

3.2.2 Primary and High School Education

The psychological and physiological benefit of outdoor education for students is highly regarded. Certain styles of mountain biking such as dirt jumping and downhill attract young males. This participation in a healthy, exciting activity should be encouraged and can help alleviate social problems associated with inappropriate risk taking behaviour.

Mountain biking is an element of some outdoor education programmes currently operating. This element of outdoor education should continue and be developed amongst schools that currently do not include mountain biking as a choice. This could be done through the sharing of equipment and staff. Outdoor Environmental curriculum for schools could also extend to teaching students restoration and trail work. There is an existing international program called Sprockids, which teach young people to mountain bike, maintain a bike, trail safety and trail building. The programs run after school and school holidays. The Tasmanian branch of Cycling Australia, is currently exploring the possibility of developing the program in Tasmania.

3.2.3 Adult skill development programmes and camps

As detailed above, there has been strong growth in the sale of mountain bikes and significant increases in the participation rates in cycling (an increase of over 63% from 2001 – 2010). These are strong indicators of people's enthusiasm to improve their fitness, enjoy the outdoors, engage in a healthy and challenging activity. However, for many it is a daunting prospect to 'get out there', particularly if the person does not know or have

someone to ride with. Furthermore, for many intermediate riders the prospect of riding at the next level is appealing which requires additional skills and knowledge. It is therefore recommended that short weekend or after work courses are administered so people are able to increase their skill set whether at a beginner stage or experienced and for some to meet people to ride with. Importantly, these courses can incorporate trail etiquette and codes of conduct also.

3.2.4 Recommendations

- 1. *In conjunction with Skills Tasmania a course be developed that teaches the skills required to design, build and maintain sustainable shared-use tracks.***
- 2. *Work with secondary high schools and colleges to facilitate the development of mountain biking opportunities within Outdoor Education programmes.***
- 3. *Support Cycling Australia to develop the Sprockids programme in Hobart.***
- 4. *Work with mountain bike clubs and adult education programmes to further develop rider skill programs.***

3.3 General Management Issues

3.3.1 Downhill Riders

The demand for single use gravity fed downhill trails has been identified by the riding community as a high priority. Currently, beyond the mountain bike parks there are no authorised single use gravity fed trails with vehicle access. Compounding the issue, these mountain bike parks do not have vehicle access to the top of the trails. Vehicle access is restricted to approved event days only as the access is provided via fire trails within nature reserves. Subsequently, illegal downhill trails are being constructed or shared use trails are being ridden inappropriately as downhill trails, such as the Radford Track on the eastern slopes of Mount Wellington, where public vehicle access is readily available.

A number of potential gravity fed, single use downhill trails that have vehicle access have been identified in the master plan including concepts within Wellington Park, Ridgeway and South Hobart, to provide adequate opportunities for this segment of the mountain bike riding community.

3.3.2 Trails Construction Standards

Currently, there are no formal standards that mountain bike trails can be constructed and managed to. The formal standard that is therefore used is *AS 2156.1-2001 Australian Standard Walking Tracks Part 1: Classification and Signage*. Notably, the standard does not go into detail in regards to techniques of track construction, nor does the standard consider other trails users such as bike riders or horse riders.

The International Mountain Biking Association (IMBA) has written more specific guidelines in terms of sustainable trail design. These principles are found in Part 3, Part 6 and Part 8 of

Trail Solutions IMBA's Guide to Building Sweet Single Track. Similarly IMBA-Australia has a manager user guide for track classification and management of mountain biking trails.

It is therefore recommended that a classification for each trail is specified under *AS2156.2001* so that trails are constructed and managed to a recognised standard, with the trails that permit riders constructed and managed to the IMBA Australia standard (e.g. Class 3 and 4 walking tracks are managed as intermediate mountain biking trails) and the design and construction principles of the IMBA Guide incorporated. This ensures sustainable trails are constructed, requiring minimal maintenance and establishes a clear understanding of management standards and the construction techniques that need to be utilised, which is particularly relevant for track workers, volunteers and contractors.

Appendix G details this system as well as overlays the system with: the Australian Standard Walking Tracks *AS2156*, the Tasmanian Parks and Wildlife Service Walking Track Classification and the Horse SA Classification System.

The *Australian Standards AS2156.2001* identifies 6 track standards for walking trails, with class 1 being a minimum of 1200mm in width, hard surfaced and suitable for wheelchairs and class 5 and 6 having limited to no modifications to the natural surface and the trail being indistinct at times. It is noted that the higher or rougher track standards (such as class 4 and 5) need to be utilised. Part of the appeal of certain trails, particularly for the more experienced cross country riders and downhill riders is the more natural, narrow and challenging 'rough' nature of tracks. Riders like many trail users, do not want all trails to be completely modified, wider trails constructed and managed at a Class 2 or 3.

It is further recommended that as a long term goal Track Standards are written, which contain standards, construction techniques and design drawings. Hobart City Council is currently in the process of writing such standards. It is recommended that consultation occurs with other land agencies and the standards are adopted by all greater Hobart land management agencies to ensure consistency in terms of trail design.

3.3.3 Liability

The relevant legislation in Tasmania for civil liability is the *Civil Liability Act 2002*. The introduction of the Act has had a significant impact on claims that can be made by people who have been injured whilst participating in sporting or other recreational activities. The reforms place emphasis on personal responsibility of the participant undertaking a 'dangerous recreational activity' with 'obvious risks' and afford public authorities and land owners who allow recreation on their land greater protection from liability²⁵.

3.3.4 Managing Risk

It is considered important that a risk management plan is written and followed for the trail networks provided by each of the land agencies with the intent of managing the trail system

²⁵ Refer Appendix E *Civil Liability Act 2002* Sport and Recreation Information Sheet which details information relating to liability and legislation reforms for land owners, land managers and other providers of sporting or recreational activities as well as sport and recreation participants.

responsibly. A risk management plan can help prevent accidents on trails and if an accident does occur on the trail network the plan is important evidence in a lawsuit.

A number of considerations should be taken into account when a risk management plan²⁶, is written, details are identified in Appendix H.

3.3.5 Memorandum of Understanding

A Memorandum of Understanding (MOU) is a useful tool for forming a partnership between land agencies and volunteers or in a successful private-public partnership. A memorandum of understanding clearly states each party's role and responsibilities, as well as outlining the projects aims and objectives.

Key Elements of an MOU are identified²⁷ as follows:

- Organisations that will be involved in the project, the representatives and the responsibilities of each.
- Trails and sections of land to be included?
- What specifically will be done in the name of mountain biking management? New trails? Volunteer bike patrol? Signage?
- What trail design and construction strategies will you use?
- What's the timeline for each stage of the project?

Notably, one size does not fit all when it comes to MOU's. Therefore a new memorandum of understanding would need to be composed for each situation. The above key elements may all be relevant or only some relevant, however all should be considered during the formation of a MOU.

3.3.6 Licence Agreements

Licence Agreements are voluntary but legally binding document between parties. The most common use of a licence agreement for a trail is when the trail is on private land. The Licence Agreement gives the management (including managing trail behaviour, maintenance and liability) to the licensee (usually a public authority); however ownership of the land does not change. The Cascade Walking Trail is an example of a trail managed by a public authority (Hobart City Council), where the land is owned privately (Cascade Brewery) through a Licence Agreement.

3.3.7 Conflict Management

There are three main causes of conflict between trail users, as follows:

Environmental – the perception that mountain biking causes excessive trail damage;

²⁶ International Mountain Bicycling Association (2004) *Managing Mountain Biking IMBA's Guide to Providing Great Riding*

²⁷ International Mountain Biking Association (2007) *Managing Mountain Biking IMBA's Guide to Providing Great Riding*

Safety – the perception that mountain biking threatens the safety of trail users;

Social – the perception that mountain bikers have goals and values that are incompatible with those other trail users.

Whilst the potential for conflict is an important consideration for land managers the perception is often greater than the reality. Notwithstanding this, perceived conflict is very real to the person, so the conflict must still be given due consideration. The following are key tools in mitigating user conflict:

- Clear, well placed signage – these should outline to rules of the trail and clearly demonstrate which users are permitted on the trail;
- Consistent rules regards to mountain biking – such as bikes give way to walkers and riders to verbally warn riders when approaching. A recommended action from the State Plan is to adopt and communicate the rider code of conduct throughout Tasmania²⁸.
- Trail patrols – the use of volunteer riders could be very useful with this. Anecdotal evidence shows that riders can be effective at self regulating.
- Brochures, maps and other forms of communication spreading the word of shared use;
- Bringing trail users together in the planning, building and management of trails. Building a harmonious trail community;
- Well designed trails and well thought-out trail systems can head off lots of problems between users. Designing trails to control speed, thinking regionally to ensure diverse trail opportunities, using one way trails, preferred use and single use trails.
- Creating fair, logical and enforceable regulations.

3.3.8 Cost Estimates

The amount that the trail costs to construct is an unfortunate but very realistic factor in whether it goes ahead. When a land agency is considering the costing of a trail the cost of maintaining the trail should be taken into account, as should the life span of such a trail. Notably, a sustainably constructed trail in the first instance will reduce the ongoing maintenance cost of the trail and increase its lifespan.

It is considered that the engagement of volunteers have the potential to significantly reduce the overall cost of the construction of a trail. Similarly, the engagement of volunteers to contribute to the ongoing maintenance of the trail can also contribute in cost reduction²⁹. The

²⁸ Refer Appendix F *Riders Code of Conduct*

²⁹ Kingborough Council have recently implemented a Track Care Volunteer program. The program is a volunteer program designed to help Council monitor the condition of Council owned and maintained tracks and trails. Track care volunteers will regularly walk (or ride) a specified track and report back to Council staff regarding any concerns or issues they observe. The monitoring program will assist track staff in priority maintenance.

cost of a trail also depends on the variations in the local conditions on the ground such as soil type, geology, vegetation, slope, aspect, drainage, water and remoteness of the trail.

3.3.9 Recommendations

- 1. All land management agencies and trail managers audit their mountain bike trail networks and specify the class under AS2156.1 – 2001 which each trail is to be managed to, utilising all track classes including Class 4 and 5, as well as classifying under IMBA-AU Trail Classifications (refer Appendix G).**
 - 2. All land management agencies ensure trails are constructed and upgraded incorporating IMBA's Guide to Building Sweet Single Track.**
 - 3. Hobart City Council be supported in the development of track standards, which incorporates design drawings, construction techniques and best standard practices. The subsequent track standards be endorsed and used by all land management agencies of Greater Hobart.**
 - 4. All land management agencies develop and implement Risk Management Plans for the trail systems consistent with the Australian Standard AS/NZ 4360 Risk Management, incorporating the key elements of a risk management plan identified in IMBA Managing Mountain Biking IMBA's Guide to Providing Great Riding.**
 - 5. Consideration is given to the use of a Memorandum of Understanding or similar when engaging with volunteers, sharing information or resources between Councils or when informal private/public partnerships are entered in to.**
 - 6. Consideration is given to the use of Licence Agreements when a trail is located on private land between the land management agency and the private land owner.**
 - 7. Land management agencies periodically review their conflict management strategies to ensure that each of the elements is being initiated.**
-

4 Implementation

4.1 Volunteers

The construction of trails is resource draining in terms of time and money. Land management agencies often agree to the concept of a new trail but do not have the funds to design, construct or maintain the trail. Consequently, the trail does not get built or in some instances the trail is constructed, but not maintained properly. Volunteers can be a key component in not only the design and construction of a new trail but also assist in the ongoing maintenance of it. Volunteers can assist with track construction, closure of illegal tracks, track maintenance and track monitoring.

Notably, illegal trail construction is experienced world-wide in natural areas close to residential populations. Experience has shown that engaging with volunteers to assist in the design and construction of trails reduces the number of illegal trails constructed, creates a sense of ownership and trail community. Volunteer days for shared use trails where walkers, riders, dog owners or horse riders are working on a particular trail will contribute to a united trail community resolving ideological conflicts amongst user groups.

Logically, people are interested in looking after the trail network that they are likely to use the most. Similar to bush care programs therefore, it is more effective to have a number of volunteer teams created where each team are responsible for their own patch. The trails at the Glenorchy Mountain Bike Park are largely, constructed and managed by volunteers, with the support from the land management agencies. The Hobart Trail Alliance³⁰ (HTA) is a group of riders that are interested in being involved in the design, construction and maintenance of trails. The HTA are largely interested in the South Hobart area. Similar groups of riders could also be set up for each riding area.

4.1.1 Volunteer Management

It is important not to underestimate the amount of work required to manage volunteer groups. Furthermore, due to the construction of a sustainable track requiring a significant amount of knowledge and skill, often an experienced track worker is needed for each small group of volunteers (3-6 people)³¹. Land management agencies must therefore be prepared to expend some resources in the recruitment and ongoing management of volunteer groups.

It is important the land management agencies are active in creating volunteer groups, are responsive to their ideas, realistic in what a volunteer work day can achieve and demonstrate appreciation of their time. The necessary induction and training sessions should be relevant, simple and onsite if practicable. Hobart City Council has a successful Bushcare Program for volunteers. Their program policy 2011³² outlines a number of actions that will support the

³⁰ The Hobart Trail Alliance was initially formed in response to a number of trail closures; their stated aim *is to work closely with land managers, mountain bikers and the local community to advocate, build and maintain a sustainable and enjoyable mountain bike trail network in the Hobart area.*

³¹ David Mason, Team Leader Stage 3 North South Track, pers. comm. (May 2011)

³² Bushcare (2011) *Hobart City Council Bushcare Program Policy* Hobart City Council

volunteers, which is a good foundation to develop a Trail Care Crew Program for Greater Hobart such as:

- Public liability and personal injury insurance;
- Supervision, on ground support and advice to volunteers;
- The necessary tools, materials and personal protective equipment;
- Induction and training sessions;
- Assist trail care crews in the making of grant applications;
- Actively assist in recruiting volunteers.

Clarence City Council and Glenorchy City Council have a contractor led, volunteer management system in place. This involves the engagement of a professional trail design and construction expert by Council, to be responsible for the management and coordination of the volunteers involved in the development of their respective mountain bike parks. This contractor led management system should also be investigated by Council's when considering how best to manage volunteers. Development of a regional volunteer management system would have a number of benefits particularly in light of the master plan being developed on a regional basis. Due consideration should also be given to a regional volunteer management model.

It is noted that all volunteers should sign a registration form to ensure there is consistency between all trail teams within greater Hobart and there is an understanding between both the land agency and the volunteer of expectations of each of their roles.

4.1.2 Volunteer's Roles

There are many roles that volunteers can fill and make a valuable contribution to mountain biking in greater Hobart. The roles can vary from recruiting volunteers, volunteering for track patrol duties, assist in designing a new trail, rehabilitating closed trails or constructing a new trail. It is important for a successful volunteer program that each volunteer finds themselves in a well suited role. It is important to involve volunteers in design and location decisions. Increasing the sense of ownership, ensuring rider's needs are being met, as well as utilising all of the skills that the volunteers bring to the table.

4.1.3 Recommendations

- 1. *Ensure the volunteer program is adequately resourced and key support techniques are provided in the management of the program.***
- 2. *Investigate the development of a regional volunteer program, exploring options based upon Hobart City Council's Bushcare Model and the contractor led model at Clarence City Council and Glenorchy City Council.***

3. *Ensure that a variety of volunteer roles are available in the provision of volunteer program.*

4.2 Signage and Track Classification

4.2.1 Signage

It is important for there to be consistency throughout Tasmania for information contained on signage and classification standards. Signage should portray sufficient information to trail users at particular points. It is a balance between adequately informing trail users without detracting from the experience, resulting in a hierarchy of information.

The amount of information on a sign will largely depend on its location. For example a sign at a major trail head may include maps of the area with suggested routes, level of difficulty of the trails in area, the user restrictions of the trails, trail etiquette, emergency contacts and potential hazards. In some instances education and interpretation of natural and cultural values will be detailed. However, a sign with too much information many users will ignore, it is therefore essential that the sign at the beginning of a trail informs the user of only key elements of the trail such as the track classification, which trail users are permitted on the trail and which user gives way.

Another category of signage is directional signage to find a facility or mountain bike hub. It is therefore recommended that directional signage for mountain biking facilities and hubs located on adjacent road networks is considered in accordance with the Tasmanian Signs Manual (2006) including the Tourism Signing Guidelines.

4.2.2 Track Classification

The State Plan identified that there was no consistent approach to the classification of mountain bike or shared use trails in Tasmania. Due to the importance of having a consistent track classification system within Tasmania, it is recommended that the actions in the State Plan in terms of track classification are implemented.

It is difficult if not impossible to invent a legible and user friendly system where a multiple use trail can have one classification and be relevant to other trail users such as walkers and horse riders. It is therefore necessary that the use of different track classification systems occur for each track user. For example the Tangara Trail where horses, riders and walkers are all allowed on the trail, three classification systems are required so each user is aware of the relevant level of difficulty. This also assists in informing users, which other users may be on the trail. Notably, trails in different regions will rate differently, with a 'difficult' trail in one region being classified as a 'medium' trail in another however, it is important that the ratings are consistent locally.

4.2.3 Recommendations

The State Plan made four recommendations as follows in regards to Signage and Track Classification. These recommendations have been refined to specifically refer to the greater

Hobart land agencies. A level of signage that is considered lacking is signage on main roads, for example the highway running directly past the Clarence Mountain Bike Park does not have a sign indicating the location of the mountain bike park, similarly there is limited signage directing a rider (driving to the park) from Main Road to the Glenorchy Mountain Bike Park. It is therefore recommended that each land agency ensures that adequate directional signage exists for a rider to access the main trailheads and/or mountain bike parks/hubs.

- 1. *Adopt the IMBA Australia Trail difficulty Rating System as the mountain bike classification system for Greater Hobart, incorporating a bike symbol inlaid on top of the colour for each difficulty category (particularly in the case of shared use trails) into the standard for Tasmania³³.***
- 2. *Incorporate a bike symbol inlaid on top of the colour for each difficulty category (particularly in the case of shared use trails) into the standards for greater Hobart.***
- 3. *For shared use trails, trail difficulty ratings should use different track classification systems for each track use as outlined in Appendix G.***
- 4. *Encourage integration of generic principles/guidelines for MTB signage within signage policies and guidelines used by individual land managers.***
- 5. *Each land agency ensures adequate directional signage exists on the adjacent road network for a rider to access main trailheads and/or mountain bike parks.***

³³ Refer Appendix G *IMBA Australia trail classification system*

4.3 Development of Network Processes

4.3.1 Planning Approval

Once a trail has been identified, planning approval must be obtained from the relevant local planning authority prior to any works occurring. In some cases additional approvals will be required for trails on reserved land, e.g. Wellington Park or on land managed by the Tasmanian Parks and Wildlife Service. A planning permit however is not usually required if a trail is simply changing from single use to shared use.

Trails located in Wellington Park and on Parks and Wildlife Service land may have additional statutory controls over use or construction of trails. Each natural area managed by the Tasmanian Parks and Wildlife Service has a particular reserve class reflecting the values of the area and determines the regulations that apply to the reserve class. Fortunately, the important areas in providing mountain biking opportunities in greater Hobart such as the Redgate section of the Meehan Range, the Snug Tiers and the Coningham Reserve are all classified as Nature Recreation Areas which allows for PWS to permit the use of bikes in the reserves. Notably, the local natural areas such as the Peter Murrell Reserve and Gordons Hill also are classed as a Nature Recreation Area. The regulatory requirements of some areas managed by the Parks and Wildlife Service prohibit any form of trail development. One such area is land located between Cremorne and Lauderdale.

Wellington Park is managed in accordance with the *Wellington Park Management Plan 2005* (currently under review). Broadly, the Management Plan permits the use and construction of bike trails as outlined in a Bike Strategy for the Park. Consequently, the Bike Plan shall require review to incorporate the recommendations of this master plan.

As the majority of the trails will be constructed within a natural environment a number of impact studies would generally be required prior to finalising the location of the trail and applying to the planning authority for a planning permit. This can be a significant cost that is often overlooked and should therefore be taken into account when budgeting for a trail's development. These reports may include Flora and Fauna Habitat Survey, an Aboriginal Heritage survey, a European Heritage Assessment, a Soil and Water Management Plan and a Geotechnical Assessment. In many cases an Environmental Management Plan would need to be prepared in accordance with the assessments and submitted with the application to Council.

4.3.2 Planning Permit Conditions

A number of conditions should be placed on a permit to ensure that there is consistency with the quality and design of each trail within greater Hobart and the environmental and cultural impacts are minimised. The following conditions should be submitted, where relevant, with a trail application as recommended conditions for the planning authority to include on its permit:

1. The design, construction and ongoing maintenance of the trail shall be in accordance with Australian Standard 2156.1-2001 and incorporate the principles of Part 3, Part 6 and Part 8 of *Trail Solutions IMBA's Guide to Building Sweet Single Track*.

2. Prior to the use of the trail a signage plan must be submitted to the satisfaction of the Senior Statutory Planner. The plan shall include but is not limited to the trails classification, the permitted and prohibited users of the trail, location of signs, size, and content. The signs must be in accordance with the *Greater Hobart Mountain Bike Master Plan 2011*.
3. Works must be undertaken in accordance with the Environmental Management Plan (submitted with planning application).
4. Prior to the commencement of works a soil and water management plan detailing proposed sediment and erosion control measures shall be submitted to Council to the satisfaction of the Senior Statutory Planner. The soil and water management plan should be completed in accordance with the *Hobart Regional Soil and Water Management Code of Practice* to prevent soil and other materials entering the local stormwater system, waterways, roadways or adjoining properties. The approved control measures shall be regularly inspected and maintained during the construction period and shall remain in place until such time as all disturbed areas have been stabilised or restored or sealed to the satisfaction of the Council.
5. Prior to the commencement of works details of any material (soil, fill and crushed rock) imported into the park/Reserve shall be free of threatening pathogens and weed seed prior to being imported in the Park/Reserve to the satisfaction of the Senior Statutory Planner.

Advice if any suspected or known aboriginal sites, relics or artefacts are discovered during the works, the works must cease and the Aboriginal Heritage Section of the Department of Primary Industries, Parks, Water and Environment should be immediately contacted regarding responsibilities under the *Aboriginal Relics Act 1975*.

4.3.3 Building approval

A building permit may also be required for the development of some technical trail features or other elements of the track such as the construction of a bridge or retaining wall. It is recommended that a building surveyor be consulted to determine whether a trail requires a building permit.

4.3.4 Ongoing management required

Incorporating a management schedule for each trail including the financial cost of the ongoing management of the trail is another important element to a sustainable trail. A trail maintenance schedule is particularly important in terms of risk management. The classification system under *AS2156.1-2001* gives a guide to managers for inspection intervals. It is recommended that these are followed:

Class 3: 6 months or less

Class 4: 6 – 12 months

Class 5: 6 – 18 months.

4.3.5 Subdivision

Another component of the planning process is the opportunity for land acquisition and trail development through the subdivision and development of private land. The Hobart Rivulet Trail is an excellent example of how section, by section of the trail has been acquired over a number of years of development and subdivision proposals.

Clarence City Council has a trail register recorded on Council's Geographic Information System (GIS) to document existing tracks and provide a guide to possible future trails or links. It is recommended that each Council based upon the maps of the master plan includes a layer on their GIS which includes existing trails on public land, existing informal trails on private land and proposed trails on both private and public land. The GIS layer makes the information readily available for Council staff when an application is submitted to Council or when Council staff are advising a developer. As stated in the Clarence City Council – Tracks and Trails Action Plan the lines on the Trails Register do not necessarily reflect the specific alignment of future trails, but rather a corridor of intent for public access. This is of particular importance for creating links between local trail networks, such as Ridgeway to Kingston or Cremorne to Lauderdale.

4.3.6 Recommendations

- 1. The conditions identified in section 4.3.2 are to be submitted, where relevant, with each application to the relevant permit authority as suggested permit requirements.***
- 2. Each land management agency is to create an inspection and maintenance schedule in accordance with AS2156.1 – 2001.***
- 3. Each land management agency is to incorporate a layer in their geographic information systems identifying the trails associated with the Greater Hobart Mountain Bike Master Plan.***
- 4. Land management agencies to review existing trail, recreation and reserve plans to consider outcomes of this master plan.***
- 5. Consultation with private land owners that have priority trails identified on their land to occur.***

4.4 Management of Master Plan

The management and implementation of the master plan are important considerations due to its regional nature, the number of land management agencies that it affects and the significant resources involved to realise the recommendations. A steering committee should be formed that includes representatives from each of the land management agencies, Cycling South and Sport and Recreation Tasmania to oversee implementation of the plan. The involvement of the riding community in the design, development and maintenance of the trail network cannot be underestimated; it is therefore recommended that 2 – 3 riders representing the mountain biking community be part of the committee. Notably, it may also be beneficial to have a Mountain Biking Reference Group, similar to the composition and role of the master plans' Working Group to ensure the riding communities ongoing involvement with the implementation of the master plan. Furthermore, seeing on ground action in terms of the plans implementation as a high priority, within 12 months, is considered to be an important step in retaining mountain bikers support of the master plan.

Ideally, a project officer position should be identified or created that is the responsible person for coordinating the implementation of the master plan and leading the steering committee. This position could be a part time position funded by the land management agencies affected by the master plan that specifically focuses on the subject master plan. A position could also be created within the State government that coordinates mountain biking opportunities and/or trail opportunities on a state wide level. Until such a position is created, it is recommended that the steering committee be coordinated by Sport and Recreation Tasmania. However, it is noted that the responsibility for implementing actions within this plan will rest with the individual land management agency where the action will occur.

This master plan is seen as a platform for the development of the Greater Hobart Regional Mountain Bike Hub. To ensure the ongoing relevance of the master plan a review of the plan needs to occur in 5 years to examine the implementation of the plan and to monitor the priority trails.

4.4.1 Recommendations

1. ***Formation of a steering committee including representatives from greater Hobart land management agencies including Glenorchy, Hobart, Kingborough & Clarence Councils, Tasmanian Parks and Wildlife Service and Wellington Park Management Trust, representatives from the local riding community, Cycling South, coordinated by Sport and Recreation Tasmania.***
2. ***A review of the master plan should occur within 5 years of its release to ensure its ongoing relevance and to examine its implementation.***
3. ***Creation of a project officer position that is responsible for coordinating the implementation of the master plan and leading the steering committee.***

4.5 Priority Trails identified for the Greater Hobart Network

Based upon the guiding principles, a number of priority trails have been identified. This includes proposed trails to be constructed, existing walking only trails, trails located on private land and trails that have been constructed unlawfully. In accordance with the recommendations under section 5 the vast majority of the trails have been recommended to be shared use. It is noted, that the land management agencies have been consulted in regards to in principle support of the recommended trail network only; identification of the trail as a priority does not mean formal endorsement of the trail by the land management agency. Further refinement of the concepts, consultation with the community, as well as on ground cultural heritage, environmental and risk assessments may need to occur before the land management agency can give an endorsement for the trail.

Details of the importance of the trails in terms of the network and the rationale behind the need for such a trail are detailed in Appendix B. A summary of the rationale for each of the priority trails is given below.

4.5.1 Wellington Park

4.5.1.1 Wellington Park Proposed Trails

Trail Number	Trail Name	Importance of trail to network
70A	Chalet – Junction Cabin Downhill	The demand for single use, gravity fed downhill trails with vehicle access on the eastern slopes of Mount Wellington finishing in South Hobart has been highlighted as a high priority. Through consultation with the riding community the Chalet to Junction Cabin concept, is the most favourable downhill option. The trail is located high up the mountain, separates the downhill riders from the busy walking areas, Junction Cabin offers a number of options for riders (particularly cross country) and the trail does not feed riders onto private land. The trail also spreads users across the face of the mountain minimising congestion.
75	Big Bend Downhill Trail	The Big Bend Downhill Trail has been identified as an important trail within the network of trails of Greater Hobart to provide for an epic, signature style trail. The single use, gravity fed trail will provide a unique riding experience to the network. Linking the Pinnacle of Mt Wellington with the GMBP and the North South Track.

92A	Main Fire Trail Single Track	The trail, proposed on the edge of a 30m wide fire trail, will provide a fast flowing single track experience that could also include technical features, whilst connecting to a number of popular trails such as Tip Top Track (64), Junction Cabin Climber (157A and 157) and the Old Farm Track (113A).
96, 97 & 98	Glenorchy MTN Bike Park	<p>These trails contribute to the XC network of the Glenorchy Mountain Bike Park. Trail 98 is of key importance as it will connect with the North South Track (61) and provide for the identified gap in the network at GMBP of an easy to medium downhill track. There is currently a high level of usage of the GMBP, however the provision of these trails will provide for cross country loops within the park which will increase the levels of usage of the park, as it will attract a greater number of cross country riders to the park.</p> <p>As the North South Track is completed and the provision of trails for riders with Wellington Park improved, the network of trails at the GMBP will become increasingly important.</p>
99	Shoobridge Bend Downhill	The demand for single use, gravity fed downhill trails with vehicle access on the eastern slopes of Mount Wellington finishing in South Hobart has been highlighted as a high priority. The trail has excellent vehicle access and supporting infrastructure at The Springs, links directly with existing trails and creates an extended downhill only trail experience, from the Springs to South Hobart, if permission from the private land owner for the formalisation of the Luge (62) is obtained. It is noted however, of the two downhill options identified in Wellington Park, 70A is the more favourable option.
145	Lenah Valley Road Connector	The trail provides for an important link to the main fire trail from Lenah Valley Road and facilitates circuits incorporating trails such as the North South Track (78) via the Junction Cabin Climber (156A) and proposed trail 157. A 'rideable' connection into Wellington Park from Lenah Valley Road has been identified as a high priority, currently there is no accessible rideable route from Lenah Valley Road to Junction Cabin or the North South Track, and Trail 145 would facilitate this connection.
149A	Woods Track – Shoobridge Connector	This trail significantly improves the experience of accessing Shoobridge Bend and indirectly The Springs and Junction Cabin from key trailheads such as Fern Tree and South Hobart. The trail also improves the safety aspects of removing mountain bikers (and walkers) from Pinnacle Road.

152	Strickland Falls	The proposed trail will create an important connection between two areas of high usage for both walkers and riders. The trail which would cross over the Hobart Rivulet above Strickland Falls connects the Rivulet Track (112)/Drops Track – re-routed (151) with the Lower Sawmill Track (153)/ Middle Island Fire Trail (110A). There is widespread support within both the riding and walking community for this connection.
154	Inglewood Single Track	The trail allows for a fast flowing single track experience along a fire break. The trail is located in a highly used area connecting to numerous trails.
155	Old Farm Track Connector	The trail will enhance the network by providing a quality downhill experience from Junction Cabin, whilst connecting to the top of the Main Fire Trail (92), which in turn brings a trail user to the Tip Top Track (64) and the Main Fire Trail Single Track (92A). Extending and enhancing the single track experience.
157	Heritage Single Track	<p>The trail runs parallel with the main fire trail. The trail removes a number of inaccessible steep sections from the use of the main fire trail and provides single track which significantly improves the experience of the ride (and walk). The track will provide for an extended XC single track experience in an area that experiences a high level of usage. The trail will facilitate quality cross country loops using trails such as the proposed trail of 145 and 92A, the Tip Top Track (64), Break Neck (156A), the North South Track (61/78) and Old Farm Track (113A). The trail also facilitates an accessible and enjoyable connection between the trailheads of Lenah Valley Road (subject to the development of trail 145) with West Hobart and South Hobart.</p> <p>The trail, together with the Breakneck (156A) provides an important connection between the main fire trail and Junction Cabin.</p>

4.5.1.2 Wellington Park Walking Trails

These trails are currently designated walking only trails. The trails have been identified as important trails in contributing to an effective network of mountain biking trails within Wellington Park. As part of the consideration of these trails becoming shared use appropriate assessments would need to be taken in terms of sightlines, safety of trail users, the current standard of the track and the effect riders would have on current trail users.

It is noted that as part of the decision making process shared use options such as up-hill only should be taken into account, as should trail techniques for slowing riders down including choke points and changing the track surface as well as detailed consideration of the provision of signage, clearly identifying that the trail is shared use and that unless on a mountain biking preferred trail, riders are to give way to walkers.

Trail Number	Trail Name	Importance of trail to network
4	Mountain River Trail	The trail is a disused fire trail that connects with the East West Trail (2) providing an additional opportunity to the park's remote area fire trail system. The trail enables an extended cross country riding experience in the more remote areas of Wellington Park for avid riders. There are currently minimal single track trails permitted to riders in this area and it is considered that opening this trail to cross country riders would contribute to filling this gap. The trail provides access to relatively remote areas of Wellington Park and the neighbouring townships.
11	Myrtle Forest Trail	The track has been identified as a trail that would provide for a diverse riding experience in terms of an extended cross country ride connecting to the neighbouring townships of Wellington Park. The trail also provides for access from the Myrtle Forest Picnic Area to the Glenorchy Mountain Bike Park. The trail links directly with the East West Trail (2) and its feeder trails such as the Big Bend Trail (13), Knights Creek Trail (14) and Chapel Trail (19) providing an opportunity for extended rides. It also provides for a circuit using the Collinsvale road system and the Zig Zag Trail (22).
71	Lower Section Old Hobartians	The lower section of Old Hobartians (below the North South Track) enables a key connection from Lenah Valley Road to the North South Track. Currently, the fire trails leading from the end of Lenah Valley Road are particularly steep and therefore not possible to ride for the vast majority of riders. This route would provide a key link for suburbs such as Lenah Valley, New Town and Mt Stuart and facilitate loops utilising proposed trails 145, 157 & 156A, the North South Track (61) and Fire Trails 92 and 146. The trail would offer a steep technical climb to riders looking for a challenge and a fun descent. j
80 & 158 /	Lenah Valley Track (part only)	The Lenah Valley Track and the Shoobridge Track allow for an extended single track experience incorporating a

89	and Shoobridge Track	number of trails such as the North South Track (78), proposed Chalet – Junction Cabin downhill (70A), Old Farm Track (113A) and potentially to Lenah Valley Road (via the lower section of Old Hobartians – 71). The trail links into hubs such as Junction Cabin, The Springs and is in close proximity to the Glenorchy Mountain Bike Park. The trail meets an identified gap within the trail network of the need for circuits, particularly circuits incorporating the North South Track (78, 61).
116B	Reservoir Trail	Riding single track is fundamental to a quality experience for mountain bikers. Opening the trail to rider that runs parallel with the reservoir fire trail, would enhance the riding experience between The Springs and Ferntree.
117B	The Link	There is a significant gap in the network not having a cross country link between the two major trailheads of Fern Tree and The Springs. The opening of this track would contribute to linking these two trailheads.
147	Middle Track	There is a significant gap in the network not having a cross country link between the two major trailheads of Fern Tree and The Springs. If opened to shared use, the trail creates two options for riding between The Springs and Fern Tree.
148A	Fern Tree Park to Reservoir Trail	This track provides an excellent and important connection from Fern Tree to Bracken Lane Fire Trail (101), the Lower Reservoir Service Road (115) and the adjacent trail (116B), all of which offer important connections to The Springs. The ability to ride on trails between Fern Tree and The Springs has been identified as a significant gap in the network.
149	Woods Track	Woods Track allows for a link from the Rivulet Track (112) to Shoobridge Bend with a short ride (approximately 800m) along Pinnacle Road. It is an important link, as it provides a direct off road connection from South Hobart to The Springs and Shoobridge Bend. The trail together with proposed trail 149A meets the identified gap of bike access on trails that connect with the North South Track

		(78).
153	Lower Sawmill Track	The trail connects the North South Track (71) with existing trails such as Middle Island Fire Trail (110A), Inglewood Fire Trail (110A) and Sleepy Hollows (67 – currently prohibited) and also links with the proposed Strickland Falls Track (152), facilitating circuits and creating options for riders incorporating the North South Track.
156A	Break Neck Trail (Junction Cabin Climber)	Currently, the climb to Junction Cabin from the Main Fire Trail is an inaccessible climb for the majority of XC riders. This accessibility from the main fire trail to Junction Cabin will become increasingly important once the North South Track (61) connection to the Glenorchy MTB Park is completed. The connection provides an uphill link between the Main Fire Trail and Junction Cabin and the trail will facilitate loops utilising the North South Track and is ideally located in terms of accessibility from major trailheads of South Hobart and West Hobart. It is important that the trail provided is an accessible climb to majority of experienced riders.

4.5.1.3 Wellington Park Informal Trails

These trails have been constructed or modified without the authorisation of the land agencies. Subsequently, planning permits and works permits would need to be obtained prior to the opening and/or upgrading of these trails. Notwithstanding, the trails demonstrate a desire for riding opportunities in these locations and a willingness of riders to get behind the shovel and assist in the construction of trails.

Trail Number	Trail Name	Importance of trail to network
15 & 24	Cherry Lane Speaker Box	These trails are important trails in the GMBP and particularly the cross country opportunities.
62	Upper Luge	The trail is a popular bidirectional trail for XC riders. The trail connects with a number of trails including the lower section of the Luge (62, a prohibited trail), the Main Fire Trail (92), Middle Island Fire Trail (110A) and indirectly to Sleepy Hollows (67, a prohibited trail) and Lower Sawmill Track (153, a prohibited trail). The trail offers a challenging, steep, technical ride any modifications to the trail should retain this experience.

151	Drops Track	The track as it exists is not a sustainable trail. The connection, however between Bracken Lane Fire Trail (101) and Rivulet Track (68), is a valuable link and removes the use of a significant section of fire trail. The connection improves the trail experience by replacing the need to use fire trails with single track. More than one trail has been constructed between these two fire trails, which demonstrates the desire for the link. Should the Strickland Falls trails be constructed, this link will become even more popular.
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4.5.1.4 Upgrading of Rider Permitted Trail

This trail is currently a shared use trail. The trail is recommended to be upgraded and to become a single use downhill trail to make it a much more appealing trail than is currently the case of the disused fire trail.

Trail Number	Trail Name	Importance of trail to network
113A	Old Farm Track	The trail should be upgraded so as to be a single track that is for downhill-mountain biking only. This will provide an opportunity for Hobart's first downhill only trail. It is further recommended that technical trail features be a part of the trail to ensure the quality experience involves a number of risk and challenges for the intended users. Notably, 'easy lines' should be provided so as to ensure the trail is accessible to majority of riders. The trail connects almost directly with Junction Cabin and ends with easy access to popular trails such as the Luge (62 – a prohibited trail) and the Tip Top Track (64 – a prohibited trail), via the Main Fire Trail (92).
117	Radfords	The track is an important trail in the network as it enables connections to and from The Springs. The removal of Radfords Track from the mountain biking trail network would leave a significant gap. However, it is considered necessary that additional features and management measures are incorporated into the trail to ensure that mountain bikers ride at an appropriate speed and adequate sight lines exist.

4.5.2 Hobart City Council

4.5.2.1 Proposed Trails

Trail	Trail Name	Importance of trail to network
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Number		
63B	Slides –Tip Top Connector	The trail provides a section of single track that links the two popular trails of Tip Top (64 – a prohibited trail) and Slides (63 – a prohibited trail), removing the use of a steep fire trail, which is prohibitive for many riders.
120	198 – Waterworks Road	Ridgeway has the potential to be a mountain bike riding hub in its own right, contributing to alleviating a number of management issues. The trail proposed could provide an extending single track experience connecting trails 127 (a prohibited trail), 199A (a prohibited trail) and fire trail 202. Rather than duplicate proposed trails 122 and 122a, the trail is considered to complement and enhance Ridgeway as a mountain biking hub. Notably, Waterworks is one of only a few locations within Greater Hobart that has water and toilets available.
122 & 122A	Ridgeway Downhills	<p>The proposed trails provide an important opportunity for downhill riders. The trails will target the discipline of downhill, as they are accessible by road, steep and a length that enables quick, short shuttles. It is anticipated that the trail 122 provides an extreme downhill experience with technical track features for the highly skilled downhillers, whilst providing B lines and alternative routes for the less experienced downhillers and cross country riders. It is further recommended that the trail is a dynamic trail that allows for the technical features to be changed periodically ensuring the downhill community are continually challenged.</p> <p>It is fundamental that an extreme downhill trail is provided with all of the challenges and features present to ensure the downhill community needs are met.</p>
142	Knocklofty – South Hobart Connector	The proposed, largely contoured, trail connects two key mountain bike riding areas of Knocklofty and South Hobart. The trail starts at the end of Forest Road on the edge of Knocklofty and finishes at a trailhead where a number of trails meet. Connecting Knocklofty to South Hobart via a trail that is accessible for medium level riders is a key component of the trail network and an identified gap. The trail will also facilitate circuits within Knocklofty. Notably, the trail should be constructed in two stages, with Stage 1 being constructed from the end of trail 164 to the trail head on Noahs Saddle.

163	Slides reroute	The proposed trail facilitates a connection between two key mountain bike riding areas of Knocklofty and South Hobart. Connecting Knocklofty to South Hobart via a trail that is accessible for medium level riders is a key component of the trail network and an identified gap.
177	Knocklofty – Hobart Rivulet connector	The proposed trail, which connects Knocklofty with the Hobart Rivulet Trail, is considered to be an important link, whilst also facilitating a circuit incorporating Knocklofty, South Hobart and Wellington Park.
182	Tip Top Track Extension	This extension allows for a connection from the popular informal single tracks of Tip Top Track (64 – a prohibited trail) and the Nationals Track (65 – a prohibited trail) into West Hobart/Knocklofty. This trail will facilitate a circuit which incorporates Knocklofty and South Hobart, whilst extending the single track experience of the Tip Top Track.
205	Domain Loop	The contoured circuit will provide a flowing piece of single track that is an opportunity for entry level riders to experience, enjoy and sharpen their skills. The trail would also be utilised by more experienced riders looking for an easier shorter ride, particularly for CBD workers on lunchtime, or before and after work rides. The loop is directly accessible from a BBQ, playground and amenity area. There are numerous shared use trails in the Domain particularly above the Jogger’s Loop that will connect to the proposed trail.

4.5.2.2 Informal Trails

As these trails have been constructed without the authorisation of the land agency the upgrade of the trail would need to obtain a planning permit together with the appropriate assessments would need to be undertaken to ensure that the environmental effect of the trail is acceptable.

Trail Number	Trail Name	Importance of trail to network
63	Slides	The trail offers an extended single track experience over varying terrain and technical sections from Noahs Saddle to the Tip Top Track (64 – a prohibited trail). These trails connected (Slides and Tip Top) offer a diverse single track experience connecting two popular riding areas of Knocklofty and South Hobart. Notably, the top section is not sustainable and is recommended to be closed down

		and rerouted in accordance with trail 163.
64	Tip Top Track	The trail is well connected to the network and offers an extended challenging single track experience for cross country riders.
119A	S56	The trail provides an important connection between Wellington Park and Ridgeway.
127	Ridgeway Loop	Ridgeway has significant potential to be developed as a mountain bike riding hub. Particularly, trail 127 facilitates loops using existing fire trails 198 and 200, connects to the upper reservoir hub and links with proposed trail 122A/122 leading into water works.
144	Noahs Saddle	The trail or more specifically a connection utilising existing single tracks where practicable between Knocklofty Reserve and the edge of Wellington Park is a key element to a successful network of trails. The trail will enable the linkage of two popular riding areas meeting an identified gap in the network of trails.
190 & 190A	Telstra Tower Tracks	Ridgeway has significant potential to be developed as a mountain bike riding hub. These trails together with 119A (a prohibited trail) have the potential to connect Wellington Park with the heart of Ridgeway, removing the need to use Chimney Pot Hill Road. Connecting Ridgeway, directly with the Pipeline Track (201 – a prohibited trail) and S56 (119A – a prohibited trail), will significantly improve the experience of riding between Wellington Park, Fern Tree and Waterworks with Ridgeway.
199A	Ridgeway Reservoir to Chimney Pot Hill Road	This short section of single track that currently follows a pipeline provides a fun connection from Chimney Pot Hill Road to the Ridgeway Reservoir. The trail also reduces the section of ascent required when riding towards the reservoir.

4.5.2.3 Walking Only Trails

The opening of these trails to riders would not require a permit from the planning authority. It is however recommended that a safety audit is undertaken and the recommendations in terms of slowing riders down, signage and shared use options are followed.

Trail	Trail Name	Importance of trail to network
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Number		
201	Pipeline Track (both sides of Chimney Pot Hill Road).	This section of the Pipeline Track provides an important, accessible link from Waterworks into Ridgeway, then to Ferntree. The trail facilitates circuits utilising trails within Ridgeway, Fern Tree and The Springs. The trail is an easy trail allowing for use by entry level riders and families, meeting an identified gap in the network.

4.5.2.4 Privately Owned Land

There are many trails located on private land within Hobart that are important components of the network. To date only the main relevant landowners have been contacted to discuss the formalisation of trails on their land. Subsequently, a number of priority trails and connections within Hobart City Council, even though a priority, have not been identified on the attached maps and/or have not been discussed in detail. A key recommendation of the master plan is for consultation with the landowners to occur during the implementation phase of the master plan.

4.5.3 Clarence City Council

Clarence City Council is the only Council that has a formal inclusive policy in terms of shared use (this excludes land managed by PWS located in Clarence City Council). Subsequently, they have good examples of successful shared use trails such as the Tangara Trail and Clarence Foreshore Trail.

4.5.3.1 Proposed Trails

Trail Number	Trail Name	Importance of trail to network
287	Tangara Trail	The area of the Tangara Trail in Sandford is a destination riding area for cross country mountain bikers. This trail sits within this section of the Tangara Trail, emphasising Sandford as a riding destination and enhancing the experience. The trail highlights the scenic quality of this piece of coastline whilst forming a circuit with trails 293 and 289.
309	Clarence Foreshore Trail	This trail is an important trail within the greater Hobart trail network as it provides for a scenic water frontage off-road track for entry level riders. The trail connects well with the Tangara Trail located in Sandford, which is a popular cross country trail area currently, utilised by riders. It has been recommended that this area of the Tangara Trail has a mountain bike focus. The trail meets the identified gap in the trail network for family friendly, entry level rides.
Trail 313	Tangara Trail Extension	This trail creates a link with Delphis Drive/School Road to the existing network of trails in Sandford. Delphis Drive is often used as a trailhead for riders, these trails emphasis this trailhead and provide for additional circuits from the trailhead. There is a

		high level of usage of the Tangara Trail within this area by riders. The trails in this area are good entry level trails, which has been identified as a gap in the greater Hobart network.
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4.5.3.2 Parks and Wildlife – Redgate Section of Meehan Range

Trail Number	Trail Name	Importance of trail to network
430	Cross Country Downhill	The trail would connect from the skyline fire trail (431) to the existing cross country downhill trail (427A) which would significantly enhance the XC riding experience within the Meehan Range. Importantly, the trail connects directly with the Clarence Mountain Bike Park. The trail would therefore highlight the Redgate Section of the Meehan Range as a riding destination. The Meehan Range has been identified as having significant potential in having a cross country network, with an identified gap in the network of the Meehan Range being single track.
437	Skyline Single Track	This track has been identified due to the lack of single track within the network of the Meehan Range. The looping of the single track with the existing fire trail means that the track could be built in several stages. The trail would provide an important trail within the network of trails on the Redgate Section of the Meehan Range, significantly contributing to the mountain biking experience.
447	Stringy Bark Gully Loop	The circuit would provide for a moderate challenging fast flowing rider connecting to the other trails (431, 434, 435 & 437) and Clarence mountain bike park (via 425). Importantly, the trail would meet the needs of entry level riders. The Meehan Range experiences a high level of bike usage and the development of a formal loop within Stringy Bark Gully has widespread support from the riding community.

4.5.4 Kingborough Council

4.5.4.1 Council Managed – Walking Only

These trails are currently designated walking only trails and have been identified as priority mountain bike riding trails. It is recommended that Council undertake the appropriate assessments to make an informed decision based upon the criteria given under Section 3 of this master plan as to whether these can be shared use trails.

Trail Number	Trail Name	Importance of trail to network
240	Alum Cliffs Track	Allowing bikes on the Alum Cliff trail provides riders with a quality scenic experience. The opening of the trail will become of particular importance and benefit to the trail network once the section of the proposed Dover Regional Trail is opened up between Mt Nelson and Bonnie Brae Road and the section of trail linking the Shot Tower and Taroona is completed. These trails will provide an off road opportunity for riders to connect Kingston to Mt Nelson and Taroona. The trail meets an identified gap in the network as there are currently no authorised mountain biking trails in the popular recreational area of Kingston Beach.
283	Nierinna Creek Trail	The Nierinna Creek Trail is a flowing single track that indirectly connects the Kaoota Tramway (280) with Margate. The trail enhances the experience of riding in the Snug Tiers, by extending the ride off road. The opening of the trail to riders has been identified as a high priority.

4.5.4.2 Privately Owned Land

This trail is located on private land over multiple titles. This trail is part of the regional trail³⁴. Council should continue its negotiations with the relevant private land owners.

Trail Number	Trail Name	Importance of trail to network
232	Mt Nelson – Kingston Link	This trail is part of the proposed Regional Trail of Hobart to Dover. It is an important component of the network of trails as it links Mt Nelson with Kingborough, which provides for longer rides as well as an opportunity for commuting. The trail also connects with existing trails such as Lea Scout Downhill (223). There is widespread support for this trail in the riding community. It meets the identified gap in the network of a formal link between Mt Nelson and the Kingborough Municipality.
281	Tramway to Mandsley Road Link (Snug Tiers)	This trail, which is on privately owned land is an important trail in the network of on the Snug Tiers as it links to the existing Kaoota Tramway as well as the proposed Stage 2 of the Tramway (282), extending the length of the ride. The trail would be of moderate grade for entry level riders. It is therefore considered that the trail would complement the existing and proposed entry level trails in this area of the Snug Tiers filling an

³⁴ The Regional Trail aims to utilise existing and proposed roads, forest trails, bike paths, walks and tracks from Hobart to Dover to provide opportunities for riders, walkers and horse riders.

		identified gap in the greater Hobart network.
282	Tramway Stage 2 (Snug Tiers)	This second stage would link to the first stage which would provide for an extended entry level ride within the foothills of the Snug Tiers with good road access. Notably, the route is a historical route which is an attraction within itself. The trail meets the identified gap of minimal entry level rides within the greater Hobart network

4.5.4.3 Parks and Wildlife Service – Snug Tiers

The Snug Tiers holds many opportunities to develop the area as a mountain bike riding destination. The following trails have been identified as priority trails.

Trail Number	Trail Name	Importance of trail to network
Proposed		
274 & 279	Perrins Ridge Traverse	These proposed trails will enable a traverse along Perrins Ridge, whilst connecting with the Kaoota Tramway (280). The trails would enable an off road circuit within the Snug Tiers meeting an identified gap in the trail network of the Snug Tiers. The trails would attract experienced cross country riders, which would reinforce the Snug Tiers as becoming an adventure centre as identified within the State Mountain Biking Plan. The Snug Tiers is a popular riding destination providing a unique experience within an appealing Tasmanian landscape a short trip from Hobart.
Existing		
270	Umfreyville Track	The trail is an important component of the track network as with the use of the road network it provides for access to the Snug Tiers as well as a circuit incorporating the Kaoota Tramway Track (both existing 280 and proposed 282) to create a circuit. The trail would be an easy to medium trail which would provide an opportunity for entry level riders to experience a more remote mountain bike riding experience only 30 minutes from Hobart.

4.6 Summary of Areas

Each natural area identified below is considered to have its own character and riding opportunities. As detailed within the body of the report, a key element of an effective network is considering the mountain biking opportunities on a sub-regional level rather than

expecting each area to fulfil all riding needs. Below is a summary of each area in terms of the current situation and future opportunities that it can provide. Appendix b provides a more detailed assessment.

4.6.1 Wellington Park

Current Situation –

Wellington Park and particularly the eastern slopes of Mount Wellington is a highly significant component of the trail network within Greater Hobart. The predominant riding type is XC, All Mountain and Downhill for intermediate to experienced riders, with the area being characterised by steep, largely technical trails. The Glenorchy Mountain Bike Park is located on the north eastern edge of Wellington Park and utilises the cross country trails within it.

Notably, a number of gaps have been identified within Wellington Park. These include:

- a lack of circuits available to riders;
- a number of important connections missing such as Fern Tree to the Springs, Lenah Valley Road to the North South Track and the Main Fire Trail to Junction Cabin;
- single use gravity fed, downhill trails from a starting point accessible by vehicle and leading into South Hobart; and
- limited access to trails that connect with the North South Track, resulting in minimal opportunities for loops and circuits.

Due to these identified gaps, management and safety issues have arisen such as tracks being used as de facto Downhill trails, unauthorised trail development and unauthorised use of walking only trails.

Future Situation –

It is acknowledged that Wellington Park is limited in its capacity to allow for the construction of new trails. It is therefore important that a combination of both single use and shared use trails is utilised. It is logical that existing trails, currently prohibited to riders are considered to be shared use as the first option to ensure the number of new trails constructed is minimal. Secondly, if new trails are constructed to be shared use then trails will largely benefit all trail users of the park.

It is considered that the priority trails and concepts identified both for shared use of existing trails and new trails (both single use and shared use) will fill these gaps. The area is considered to be a fundamental part of the riding network for both local Hobart riders and for attracting international and interstate tourists to the Greater Hobart Mountain Bike Hub. The trail network in Wellington Park will continue to cater for largely medium to extreme trails with a nominal number of easier rides to cater for beginners to develop their skills and

experience 'riding on the mountain'. When considering the mountain biking opportunities in all of greater Hobart however, the Mountain will be for experienced riders seeking a challenging experience, with areas such as the Domain and Tangara Trail for more entry level riders.

4.6.2 South Hobart

Current Situation –

The lower slopes of Mount Wellington are a key area on the Western Shore. The area is adjacent to highly populated areas and provides access to Wellington Park. A large majority of this land is privately owned by Cascade Brewery. The area has a substantial number of trails that have been informally constructed by both walkers and riders over the years. It is fundamental to the success of the network of trails on the Western Shore that a number of these are formalised and opened to riders. Notably, the vast majority of trails that would be needed are in existence and subject to appropriate assessments, could be shared use trails. It is further noted that 'the Silos' at the brewery is currently used as an informal trailhead which creates a number of concerns for the brewery including pressure on car parking availability and the toilets.

Future Situation –

Notably, the formalisation of trails would also need to include the rehabilitation of some areas due to issues such as erosion and weed infestations. The development of the trail network would largely involve the upgrading or formalising of the existing tracks, with many of the trails being rehabilitated. It is considered that the vast majority of the network should be identified as shared use trails, with a couple of the trails riding downhill only and one or two of the trails as walking with uphill only for bikes (e.g. Cascade Trail 185).

Similarly to Wellington Park, the local trail network in this area will continue to cater for largely medium to extreme trails with a nominal number of easy rides. It is however important that some trails cater to beginners to provide opportunities for novices to develop their skills, which in this instance is particularly important due to the areas proximity to residential areas.

It has been identified through the development of the master plan that the South Hobart area requires a formal trailhead, as there are a number of issues created with the use of the Silos having a lack of signage, car parking, safe road crossings and toilets.

A mountain bike park connecting with the cross country and downhill trails, similar to the Clarence Mountain Bike Park, the Glenorchy Mountain Bike Park and the proposed Kingston Mountain Bike Park has also been identified as a need within this area. Practically, the location of the trailhead and the mountain bike park should be considered conjunctionally.

4.6.3 Knocklofty

Current Situation –

Knocklofty is currently a popular riding area being close to residential areas as well as the CBD, having reasonable (informal) trail connections to Wellington Park, as well as providing small loops within the reserve itself. The trails are not technical, with the steepness of the trails being the difficult component. There are limited single track circuits within the reserve itself. The area is well suited to entry level – intermediate riders.

Future Situation –

Knocklofty should continue as a local trail hub whilst also providing an entry/exit into and out of Wellington Park. It is noted that the current connections through Noahs Saddle are informal and in part on private land; this connection needs to be formalised. A number of new trails have been identified on the southern face of Knocklofty. These will improve the connection with South Hobart whilst increasing the number and length of circuits available to trail users within the reserve. Additional signs are also required, including a trailhead sign identifying potential circuits within Knocklofty and connections to other riding and residential areas.

4.6.4 Ridgeway/Tolmans Hill

Current Situation –

There are a number of trails within the area, predominantly fire trails with some informally constructed single tracks on both private and publically owned land. Ridgeway is situated in the centre of a number of popular riding areas including South Hobart, Ferntree, Mt Nelson and Kingston. Currently however, connections between these areas are either unauthorised or non-existent. Ridgeway is also one of the few areas that has excellent supporting infrastructure such as water, toilets and BBQ facilities, which are located at the Waterworks Reserve.

Future Situation –

It is considered that Ridgeway is ideally located and has the capacity to accommodate additional trails. Ridgeway is an important linkage between popular riding areas with the potential to become a riding destination in itself. A downhill trail has been identified as the area has excellent gradient, vegetation and soil type for the development of such a trail with car access. With only a handful of new trails being constructed or opened to riders, a number of circuits can be achieved creating a hub at Ridgeway.

For Ridgeway to meet its potential it is important that connections with the adjacent riding areas are authorised and constructed. Consultation with private land owners, Hobart College and Collegiate (currently illegal access through Tolmans Hill land occurs to access Tas Uni, Mt Nelson etc, which will become less accessible with the development of this land) as well as the formalisation of trails from Wellington Park such as 119A, 190 and 190A.

As stated above, Wellington Park has a limited capacity in providing for trails. The development of trails within Ridgeway, particularly a car accessible downhill trail has the potential to relieve the pressure for trail development within Wellington Park.

The area has the potential to cater for a variety of riding types. This includes entry level riders on the fire trails and pipeline track, to the proposed downhill trail from Chimney Pot Hill Road to Waterworks.

4.6.5 Mt Nelson

Current Situation –

This area incorporates a number of publically owned reserves including the Signal Station, Cartwright Reserve, Bicentennial Park, Truganina Conservation Area, Hobart College and the Southern Outlet Reserve. The area also includes some privately owned land such as the area of the Hobart – Dover Regional Trail (232) and the Lea Scout Centre. The trail network within this area has largely been developed in an ad hoc manner with limited formal loops or circuits being created. Notably, the area has excellent accessibility to residential areas including Mt Nelson, Sandy Bay and Tarooma. The locale is largely dominated by fire trails some that are still currently managed as such and others disused that are gradually narrowing. Hobart College contains a myriad of informal trails.

Future Situation –

The area has the potential to be further developed into a local trail area for the surrounding suburbs with a small number of new trails required to enable a number of both short and long circuits, as well as connections to Kingston and Ridgeway. It is considered that the area will largely remain a local trail area rather than a mountain riding hub. It is considered that due to the local nature of the area, new trails should be developed and trails upgraded with beginner to intermediate level riders and shared use in mind.

4.6.6 Glenorchy

Current Situation –

The Glenorchy Mountain Bike Park is located on the edge of Wellington Park. The vast majority of trails within the Glenorchy area of Wellington Park are fire trails, with some single track cross country trails emanating from the bike park and traversing through Wellington Park. Glenorchy also includes several other mountain bike riding trails such as trails along the foreshore, a single track XC circuit located on St Virgils land and trails within the Poimena Reserve. Largely though, the home of mountain biking in Glenorchy is on the edge of Wellington Park at the Glenorchy Mountain Bike Park.

The riding within Glenorchy is predominantly entry level XC rides with the exception of the mountain bike park, which includes 4X trails, technical downhill trails and dirt jump circuits which cater for an important component of the mountain bike riding community. Regular local and national events are held at the GMBP. The Glenorchy Mountain Bike Park is well placed on the border of Wellington Park, however further links from the South Hobart/Pinnacle area to the GMBP is recommended. Trails have been identified accordingly.

Future Situation –

The Glenorchy Mountain Bike Park has potential to be further developed with cross country trails as well as the development of supporting infrastructure such as toilets, water and BBQ facilities. It is recommended that quality circuits for beginner riders and rider's developing their skills is provided at the Park, as well as increased opportunity for vehicular shuttles for Downhillers. Changing the existing entrance to the park to Tolosa Park nearer the reservoir would improve the aesthetics dramatically and certainly feel more welcoming to riders, particularly new riders. A number of new trails have been identified that will improve the available cross country circuits within the vicinity of the park, which together with the completion of the North South Track will see the mountain bike park become an important mountain bike riding destination within Greater Hobart.

It is considered that further opportunities should be explored within the bushland areas of Glenorchy such as Mt Faulkner and Goat Hills, which are ideally located close to residential areas, have potential connection opportunities with existing trails and good terrain for mountain bike riding.

4.6.7 Kingston

Current Situation –

The area of Kingston and Kingston Beach have limited mountain bike riding opportunities. With the exception of the Peter Murrell Reserves and Coningham (considered in more detail below) the vast majority of trails are on private land or walking only trails. The Peter Murrell Reserves caters well to the entry level riders, but has limited options for more skilful riders in search of a challenge. A mountain bike park has been proposed as part of the Kingston High School development, which is ideally located and will be an important facility for the local riding community.

Future Situation –

Notably, the area of Kingston is projected to experience significant residential growth. The provision of a trail network for the area is therefore important and will contribute to the attraction of living in the area. Further mountain bike riding opportunities within the area need to be explored and the existing trail network that is currently on private land be secured to enable local riding opportunities. Such an opportunity exists for Council to work with the Lea Scout Centre in improving accessibility to the existing downhill trail on the scout centres land. Providing for trail connections between Ridgeway, Ferntree, Mt Nelson and Taroona will play a key role in this network. It is important that the trail network is linked into the proposed Kingborough Mountain Bike Park. In terms of the mountain bike park it is important that quality opportunities for beginner riders and rider's developing their skills are provided.

4.6.8 Snug Tiers

Current Situation –

The Snug Tiers are an important component of the trail network within Greater Hobart. They provide a destination ride a short drive from Hobart. Importantly, the distance is far

enough to create a feeling of leaving the city for an ‘adventure’, but short enough to make it easily accessible. The Snug Tiers complement the more traditional riding areas of Greater Hobart such as the Meehan Range, Mount Wellington and South Hobart. The existing trails within the Snug Tiers are largely managed fire trails, disused fire trails and a disused tramway. Notably, an extended ride on the Snug Tiers generally requires the use of roads such as Umfreyville Road and Allen’s Rivulet Road.

Future Situation –

There is an excellent opportunity for the Snug Tiers to become a mountain bike riding hub. The Snug Tiers are ideally located and have excellent terrain to provide some longer single track circuits with opportunities for extended downhill experiences. Furthermore, they are well serviced by Margate and have a number of complementary trails within the area such as the Nierinna Creek Track. It is considered that a trail network within the Snug Tiers should be further developed creating a number of longer single track rides, extended downhill trails and some complementary entry level, family friendly rides such as the Kaoota Tramway Track and the Nierinna Creek Track.

4.6.9 West Wellington Range

Current Situation

The vast majority of the area which is directly adjacent to Wellington Park and incorporates townships such as Judbury, Crabtree and Mountain River is in either private ownership or is owned by Forestry Tasmania. Subsequently, majority of the trails have either been constructed on private land or are roads and fire trails associated with forest management practices.

Future Situation

This area has an opportunity to develop as a destination activity centre such as Margate and the Snug Tiers. The landscape is picturesque, there is varied terrain and it has excellent connections with existing trails such as Jeffery’s Track, East West Trail and the Mountain River Trail. Developing the area would make a unique contribution to the variety of mountain biking opportunities within Greater Hobart. Notably, the development of the area should focus on connections with Wellington Park, shared use trails and expansion of single track.

4.6.10 Coningham

Current Situation

The trail network within Coningham is predominantly fire trails and walking only trails or unauthorised constructed riding trails. The authorised trail network is ideal for families and entry level riders. Notably, Coningham is within close proximity to the Snug Tiers, increasing the reputation of The Channel as a riding destination.

Future Situation

Conningham has been identified as being an ideal location, as well as having ideal terrain and vegetation type to develop a single track network, creating a more formal number of loops, circuits and routes. With the population projected to increase within the Kingborough Area having a reserve with a well designed trail network catering for all skill levels would be an important element in the recreation infrastructure provided for the area. Consideration of the mountain bike trails being expanded into areas of the Reserve such as Sheppards Hill should be given.

4.6.11 Meehan Range Nature Recreation Area – Redgate Section

Current Situation –

The majority of this area of the Meehan Range is managed by Tasmanian Parks and Wildlife Service. Currently, mountain bikes are not permitted in the area, although PWS authorise events to occur in the Belbins Road (Redgate) section. This section of the Meehan Range, which includes the Clarence Mountain Bike Park, is a significant component of the trail network within greater Hobart, particularly for the residents of the eastern shore. The recreation area is characterised by a network of fire trails, unauthorised single tracks and authorised trails that have been constructed in association with the mountain bike park. The majority of the trails are for intermediate to experience riders.

Due to the unauthorised nature of the network and the status of mountain bike riders there is inadequate signage and beyond the mountain bike park there are minimal obvious routes or circuits.

Future Situation –

As stated previously the Redgate Section of the Meehan Range is seen as the mountain biking hub of the Eastern Shore. The area has excellent topography for XC and All Mountain style riding, providing opportunities for circuits and routes of various lengths and technical levels. Notably, the Meehan Range Nature Recreation Area – Redgate Section could largely be a shared use (mountain biking and walking) network of trails, with trails directly associated with the Mountain Bike Park being riding only, to enable some fast technically challenging downhill trails. It is further recommended that the Mountain Bike Park should provide quality opportunities for beginner riders and rider's seeking to develop their skills, as well as increased opportunity for vehicular shuttles for Downhillers. The recommended trails for this section of the Meehan Range predominantly results in the extension of single track.

There is also potential for this section of the Meehan Range to connect with the informal network of trails on the Meehan Range adjacent to Risdon Vale and then extend to Grass Tree Hill. Notably, this alignment has been identified as a high priority by Clarence City Council as a multiple use Regional Trail.

4.6.12 Waverly Park, Natone Hill, Rosny Hill, Gordons Hill, Knopwood Hill

Current Situation –

The trail network within these local reserves contain a number of single tracks, fire trails and unauthorised trails. Notably, a significantly greater number of trails exist than are shown on the maps. It is considered that these reserves are important at a local level, particularly for young riders without a driver's licence or entry level riders improving their technique. Importantly, these areas provide excellent mountain biking opportunities close to residential areas.

Future Situation –

Other than some signage (including maps) and formalisation of some of the trails little is required to be done. These small residential reserves play an important role in the overall network of trails in greater Hobart. It is therefore important that formalisation of the trails occurs with the associated signage and maps. Notably, Gordon Hill Nature Recreation Area and Knopwood Hill Nature Recreation Area, which are managed by the Tasmanian Parks and Wildlife Service also require the formalisation of allowing bikes in the reserves.

4.6.13 Rokeby Hills, Mt Rumney, Droughty Point, East Risdon State Reserve, Meehan Range Recreation Area above Risdon Vale and Tinderbox Hills

Current Situation

These areas contain a mixture of private and public land. Like majority of bushland areas in greater Hobart the areas also contain a number of fire trails and informal or formal single tracks. As best can be understood, the trails are used by a small number of riders, predominantly by riders that live in the area. It is considered that the development of trails in these pockets of bushland is not a priority on a sub-regional basis; however development of trails in these areas provides an important opportunity at a local level.

Future Situation

It is important that the land managers and tracks and trails committees from each of the Council's are aware of these pockets of local trails, so when subdivisions occur or other opportunities arise for trail development and/or land acquisition, informed decisions can be made. The development of trails within these reserves will become increasingly important as the master plan is implemented.

4.6.14 Tangara Trail

Current Situation –

The Tangara Trail is comprised of a large number of trails located within the Municipality of Clarence. The Tangara Trail is a demonstration of successful shared use trails between horse riders, walkers, mountain bike riders and dog walkers. The main section of the Tangara Trail that is currently utilised by mountain bikers is on the western side of South Arm Road in the Sandford area. This section of the Tangara Trail is suitable to entry level to intermediate riders. The Tangara trail provides an important component of the network of trails in Greater Hobart in that the trail is suitable to entry level riders whilst still being a fun ride to the more experienced XC riders. Similar to many of the riding areas within Greater Hobart unless riding with a local, that has intimate knowledge of the network it is a difficult route to navigate.

Future Situation –

Supporting infrastructure such as signage, a clear trailhead with parking, toilets and water as well as maps, have been identified as a need for the area. Notably, the Sandford area of the Tangara Trail is the popular part of the trail for MTB riders. Several new trails in this area have been recommended accordingly, particularly to facilitate loops and circuits. It is therefore recommended that this area of the Tangara Trail focuses on mountain bike use and the trailhead for this area when being investigated considers mountain bikers.

4.6.15 Queens Domain

Current Situation –

The Queens Domain has relative little use by riders when considering its proximity to residential areas and to the CBD. The Domain has a significant number of informal trails particularly in the area located above the Joggers Loop. The Domain offers a number of shorter circuits, largely on single track that have short steep climbs and short flowing downhills. The area also includes a number of wider, more contoured trails. Notably, the trails are currently successful shared use trails (including off lead areas for dogs). The Domain is an excellent area for entry level riders whilst still providing fun XC trails for riders with more experience.

Future Situation –

It is considered that the Domain is currently underutilised and has potential to be developed as a mountain bike riding hub. The trail network needs to be rationalised with some of the trails being rehabilitated and others formalised. Keeping the trails narrow and rough in nature is essential. There is an identified gap in the network of trails of entry level, family friendly riding. The Queens Domain is ideal to meet this gap in terms of terrain, vegetation, location and existing users of the park. It is further noted that a small mountain bike skills area within the vicinity of the redevelopment of the Soldiers Memorial Park would be a complementary recreational activity to the current activities. The park would be ideally

located, having supporting infrastructure such as car parking, toilets and water as well as having direct access to the cross country network of trails.

4.6.16 Epic Trail – Mount Wellington

As identified in the State Mountain Biking Plan there are a number of existing and proposed trails that could be connected together on Mount Wellington to create a signature, iconic ride for the Greater Hobart Area. The trails that could be included are the existing North South Track, parts of the Pipeline Track, the proposed Big Bend Downhill Trail and trails located in the more remote areas of Wellington Park such as the Milles Track and Snake Plains Track. Such a trail has the potential to be listed as an Epic Ride by IMBA, which would increase the profile of greater Hobart on the world mountain biking map. The trail would contribute a valuable experience to the network.

4.6.17 Meehan Range Skyline Traverse

A skyline traverse across the Meehan Range would be a unique ride to the eastern shore and would become an important and popular element of the greater Hobart network. Many of the trails exist, however, most of them on private land. It is noted that this is a long term goal, but one that can be achieved in stages. Currently this is being pursued through the Clarence Tracks and Trails Committee.

4.6.18 Derwent Foreshore Glenorchy

A shared use trail on the Derwent in the area of Glenorchy would be an ideal location for an entry level, family friendly shared use trail. Large sections of the trail exist, predominantly in the form of the City Cycle Way. The trail should continue to be extended as trail development opportunities arise. Consideration should be given to not all sections of the trail being sealed.

4.7 Recommendations

- 1. Develop a program to begin investigations into the implementation of the priority trails.***

5 Marketing

5.1 Introduction

A marketing strategy was developed as part of the State Plan. Eight strategies were identified to grow MTB participation and development throughout Tasmania for both local riders and the tourism market. It is considered that these marketing strategies are relevant to the development of mountain biking participation and tourism within the greater Hobart area. Subsequently, the marketing component of this master plan is to specify particular actions that are relevant to greater Hobart to further these strategies.

It is important to understand, that the market-responsive destination image that is developed and the trail and scenery attributes identified, meet visitor expectations. To date it is considered that there needs to be an improvement in many elements of mountain biking in order for the destination image to meet visitor expectations. This includes trailheads, signage and maps, an increase in the number and length of single track opportunities and an improvement in bike friendly supporting tourism infrastructure including mountain bike specific tours. For these reasons, actions have been given varying levels of priority.

5.2 Background

The following background information has been taken from the Tasmanian Mountain Bike Plan, Marketing Strategy.

5.2.1 Demographic of majority of Mountain Bikers

The demographic of the large majority of experienced mountain bike riders is as follows:

- Male (up to 80 or 90%), however, it is expected that there will be a discernable gender shift in years to come,
- Have a tertiary level education, and come from professional or technical backgrounds,
- Have high incomes (e.g. \$50,000 and above),
- Range in age from mid 20's to mid 40's, with a high percentage in the mid 30's age group,
- Tend to travel in small groups of 2-3 people,
- Travel to destinations within half day to day away from home or base for the majority of mountain bike trips, but will travel further for unique experiences or competitions,
- Expect a relatively high level of trail infrastructure and associated services at MTB destinations,
- Ride once to 2-3 times per week,
- Generally access information about a destination through word of mouth or the internet,
- Cite features such as fitness/exercise, technical challenge, spectacular scenery, local culture, and accessibility as important attributes for MTB.

- Notably, the demographic for the extreme downhill and bike park riders are generally younger.

5.2.2 Critical marketing and promotional issues

- The limited supply of high quality, formalised trails and riding areas is a limiting factor in the promotion of Tasmania as a mountain bike destination;
- The lack of a centralised information source (e.g. website) for mountain biking across the state;
- Limited promotional and informational material, including detailed maps, trail notes, guide books or web-based information for mountain bike opportunities;
- Limited marketing of mountain bike opportunities to the intrastate or interstate/international markets, reflecting authorised riding opportunities;
- The need to ensure that the marketing of mountain bike opportunities in the state is consistent with the actual experience available on the ground, to ensure that the reputation of Tasmania as a great riding destination continues to grow.
- There is limited supply of mountain bike specific tourism products in Tasmania. The lack of tourism products is, in part, indicative of the limited amount of high quality MTB specific infrastructure in the state, which can be utilised and promoted by tourism operators. As is the case for event tourism, there is significant scope to further grow the existing mountain bike tour products and develop new products.
- There is also currently little recognition of mountain bike tourism among tourism operators and service providers, which probably reflects the small status of market to date. Many destinations around the world have grasped mountain bike tourism, with whole communities geared towards servicing visitors with bikes.

5.2.3 Growth Markets

- The independent mountain biker (intrastate and interstate), is the primary mountain bike market for Tasmania. The majority of interstate visitors are expected to be residents of Victoria and NSW, with lower numbers originating in the other Australian states.
- The international market is considered to be relatively small, due to distance (e.g. from the major population centres of Australia and elsewhere in the world) and strong competition from other well-established mountain bike destinations. However, Tasmania's reputation as a place to experience wild and unique landscapes, combined with a commitment to developing high quality and innovative bike infrastructure, provides an opportunity to grow the international

mountain bike rider market. It is also well documented that mountain bikers will travel significant distances to experience quality riding opportunities.

- The event market is also considered to be a significant market for the state, as evidenced by the success of existing events within the state such as Wildside (multi-day event on west coast of Tasmania), which attract interstate competitors and a small number of international competitors (and their families).
- There is potential for conversion of mainstream cyclists to mountain biking, as either 'true' mountain bike tourists, or to take part in a mountain bike experience as part of their trip. This is also true for the nature-based tourism market in general, such as bushwalkers, who may be enticed to take part in a 'softer' mountain bike experience as part of a broader itinerary.

5.2.4 Mountain Biker Motivations

- Convenience/accessibility – the majority of independent mountain bikers appear to see out half day to full day ride destinations or riding areas within close proximity to their home or place of work.
- Trail quality – riders are seeking a diversity of terrain, well-constructed trail features, section of purpose-built single track and often trails that provide opportunities for all riding disciplines.
- Amount of riding – the quantity of riding available in an area is particularly important for local riders, who are often seeking opportunities for one to two hour circuits with variation.
- Iconic experience – riding in a unique, natural landscape setting, with high scenic value, perhaps to a natural feature or other destination.

5.3 Marketing Strategy

Marketing the Greater Hobart Network needs to be a coordinated, consistent approach promoting Greater Hobart as an entity, therefore the marketing strategy is considered to be the responsibility of the Steering Committee, which is led by Sport and Recreation.

5.3.1.1 Strategy 1: Integrate Communication within the rider community

Action 1: Engage with Volunteers

As detailed under Section 9 of the master plan, the engagement with the riding community through the volunteer programs such as rider patrols, construction teams, design teams and maintenance teams will be a significant component in the development of the network and strengthening participation.

Action 2: Development of a Mountain Biking Website

The development of a central mountain biking website for Tasmania is seen as a key marketing tool both locally and nationally to attract newcomers to the sport and tourists to the area. It is logical to have a central website that covers all of the mountain biking opportunities in Tasmania. The website will need to include the trail network however it should also include details of commercial operators, bike friendly accommodation and cafes, suggested travel itineraries and the location of bike shops. The website should also be a reliable source of information, having regular updates of new trails, trails in need of maintenance and events.

A conglomerate of private businesses has begun the construction of such a website. A public/private partnership for the management of the website could be a successful outcome for achieving this action with minimal cost to the government. A memorandum of understanding or similar could be completed to ensure that the private/public partnership is successful and each understands its role in the partnership. It is recommended that part of the action to develop a central mountain biking website for Tasmania is to enter into discussions with this conglomerate.

Action 3: Develop Local Area Maps

Maps should be readily available on the internet, in bike shops, outdoor stores and information centres, should be affordable or free of charge and easily carried in a rider's jersey (with limited folding required). Maps are an important tool in the dissemination of information such as trail etiquette guidelines and contact numbers in case of an emergency or the reporting of a trail requiring maintenance; however they are also important marketing tools. Maps clearly show to people considering coming to Hobart to mountain bike, the terrain, the length of rides and the diversity of trails.

To avoid the need for large maps it may be necessary that through the Steering Committee a map is developed for each area. It is important that there is consistency in size, content and layout with each map. Notably, in the more remote areas such as the western area of Wellington Park and the Snug Tiers some trail notes may also be required.

Action 4: Development of a Brochure

A brochure is a relatively cheap and flexible marketing tool, which has a variety of uses including information centres, adventure tourism trade shows and bike shops as well as being inserted into mountain biking and outdoor magazines. The ongoing costs of storage and distribution of the brochure needs to be factored into the cost of development.

Action 5: Work with relevant agencies through the dissemination of information with Electric Direct Mailouts or E Newsletters

The use of a data base for Electric Direct Mailouts or E Newsletters is a useful marketing tool. It is considered unnecessary to develop a single data base for mountain biking and more efficient to work with agencies that have existing relevant databases such as the Tasmanian mountain biking community website- Pedalbite or Tourism Tasmania.

Action 6: Utilise Social Media

Utilise social media by having a presence on networks such as facebook and twitter. This could be undertaken in conjunction with the development of the website.

Action 7: Development Quick Response (QR) Codes in popular or remote riding areas

QR Codes is a form of digital signage with embedded codes that when scanned via a smart phone device will call up a webpage, video or PDF containing additional information. The information that land agencies can send is limitless and could range from event promotion, detailed track notes or information in regards to cultural heritage.

5.3.1.2 Strategy 2: Leverage Tasmanian and national events as a direct communication medium.

Having an iconic event beyond the events held at the Glenorchy Mountain Bike Park within the Greater Hobart Mountain Bike Hub is considered to be a key tool in the promotion of MTB in greater Hobart and the strengthening of the participation. It is also considered that Hobart is well placed with its proximity to quality mountain bike trails and its supporting businesses such as accommodation and restaurants to hold such an event. Elite and mass participation in an event will make a significant contribution for majority of the events to be successful. The development of a number of different events has been identified as actions accordingly.

Action 1: Develop a Multi Day Event

Multi Day Events are also popular and once the track network is further developed a multi day event could be held. This may include, for example, a ride on Mt Wellington, a ride in the Meehan Range, a ride on the Tangara Trail and a ride in the Snug Tiers.

Action 2: Develop a 24 Hour Event

Tasmania has an advantage with its cooler summer when for the most part many areas of Australia it is uncomfortably warm to ride. Franchising an elite event such as the Mont 24 hour would automatically provide a significant database and name for promotion. Notably the event held in April of 2011 sold out in 4 days and had in the vicinity of 3,000 competitors.

Action 3: Attract a specific Mountain Biking event

Consideration should be given to attracting a specific event such as the Mountain Bike World Cup or a mountain biking conference or tracks and trails conference to strengthen participation in the activity and promote Hobart as a riding destination both interstate and internationally.

Action 4: Create a Hobart Mountain Biking Festival

Festivals are another type of event that have significant potential for increasing levels of participation, promoting the destination as a mountain biking mecca and stimulating the local economy. Notably, often at a festival there is a key competition event also.

Action 5: Attend National Events, Conferences and Expos

Having a Tasmanian mountain biking representative at national and international events such as the annual tracks and trails conference, the annual adventure expos in Sydney and Melbourne or events such as the Mont 24hour will promote Hobart as a mountain biking destination.

5.3.1.3 Strategy 3: Engage clubs to strengthen the MTB experience and facilitate information communication.

Engaging with mountain biking clubs and the general riding community has been considered under Section 9, volunteer management.

5.3.1.4 Strategy 4: Engage brand ambassadors in the form of 'riding legends' to promote MTB Tasmania events and experiences.

Action 1: Engage with riding legends or brand ambassadors

Hawthorn Football Club

Work with Tourism Tasmania to engage with the Tasmanian government sponsored Hawthorn football team to include mountain bike riding during their training camps that they undertake in Tasmania annually. The players may gain media coverage and also write about the experience on their blogs.

Mark Webber Challenge

Another example would be to have a mountain biking leg in the Mark Webber Challenge on the North South Track or in an area of greater Hobart, which demonstrated the mountain bike riding opportunities in Hobart. Notably the 2011, Mark Webber Challenge will be held entirely in greater Hobart.

Action 2: Engage with Top Mountain Bike Riders

Tasmania produces some very good riders that are competitive on the world stage. Continuation of sponsorship of these riders should occur. Furthermore, Tasmania is the

training ground for the 2012 Olympic Mountain Bike Team, which provides significant opportunities to utilise these brand ambassadors.

Action 3: Engage with a charity organisation to develop an annual MTB based event.

The demographic of a mountain biker should be considered when investigating charity organisations to work with in the development of a mountain bike riding event.

Involving a charity, which young men can relate to will be an important component in a successful event.

5.3.1.5 Strategy 5: Build partnerships with aligned riding and lifestyle brands to reach existing and potential markets.

Action1: Work with Tourism Tasmania in including mountain biking experiences in their Visiting Journalist Program

Tourism Tasmania has a visiting journalist program, which involves engaging with journalists from a variety of magazines and inviting them to experience Tasmania then write about their journey. This programme would be ideal for mountain biking opportunities in Greater Hobart.

Action 2: Work with Tourism Tasmania in including mountain biking experiences in their Catalogue and Brochure Shoots

Catalogue and Brochure Shoots based around mountain biking in greater Hobart with brands such as Anaconda, Paddy Pallin, Ground Effect, Shimano or SRAM would be an excellent tool in promoting Hobart as a niche mountain biking destination with varied terrain and riding opportunities.

5.3.1.6 Strategy 6: Foster relationships with experience enablers to drive experience development and the tourism market opportunity.

Action 1: Presentations and regular briefings to relevant managers in Tourism Tasmania

Regular briefings with Tourism Tasmania will be important so they are kept up to date in terms of riding opportunities that are new and exciting. This then enables Tourism Tasmania to identify appropriate avenues to take to promote mountain biking in greater Hobart.

Action 2: Briefings and information sessions to private operators

The supporting infrastructure is an important component of the MTB tourism experience. For the independent and/or event rider it is essential that from the beginning to the end of the mountain bike trip, travelling with bikes in greater Hobart is a welcoming and easy experience. The following actions will contribute to facilitating this experience:

- Engaging with accommodation places to become bike friendly, with the provision of wash down areas, bike storage areas and areas designated to fix/maintain a bike.

- Engaging with car hire companies to provide bike racks.
- Engaging with Metro so buses provide bike racks and designate stops at trailheads.
- Engaging with the Airporter Bus to ensure that bikes can be carried at no additional charge and safely to and from the airport.
- Engaging with local restaurants and cafes in the vicinity of mountain biking areas such as the Visitors Centre at Cascade to become a bike friendly destination.

5.3.1.7 Strategy 7: Engage the youth market at grass roots through school and summer education programs.

Engaging with Outdoor Education facilitators, sharing resources and the development of after school programmes have been considered under section 7 of the master plan.

5.3.1.8 Strategy 8: Work with existing MTB tourism operators to strengthen the MTB tourism experience and increase marketing voice.

This education of private operators be it tourism operators, restaurant owners or car hire places is fundamental to a positive experience, particularly for the interstate and international tourist.

Action 1: Work with tourism operators to ensure that there are quality mountain biking experiences that can be booked by interstate and international tourists.

5.4 Branding

A mountain bike brand is also considered an important marketing tool. As per the State Plan, it is considered that the brand should be consistent for Mountain Biking Tasmania, rather than for just Greater Hobart. Particular elements of branding, such as a logo for example, could be specific to Greater Hobart as a central hub.

6 Summary of Recommendations

	Recommendation	Priority	Timing	Responsibility
	Trail Users			
1.	<i>Council's adopt a policy where all trails are considered shared use for cyclists and walkers as a default position, with consideration given to single-use designation on a case-by-case basis.</i>	High	12 months	Individual land management agencies
2.	<i>All land management agencies formally consider options for shared use trails when: developing, upgrading or constructing new trails based upon Section 3 of the Greater Hobart Mountain Bike Master Plan.</i>	High	12 months	Individual land management agencies
	Skill Development			
1.	<i>In conjunction with Skills Tasmania a course be developed that teaches the skills required to design, build and maintain sustainable shared-use tracks.</i>	Medium	2-3 years	Hobart City Council
2.	<i>Work with secondary high schools and colleges to facilitate the development of mountain biking opportunities within Outdoor Education programmes.</i>	Medium	2-3 years	Steering committee coordinated by Sport and Recreation
3.	<i>Support Cycling Australia to develop the Sprockids programme in Hobart.</i>	Medium	2-3 years	Steering committee coordinated by Sport and Recreation
4.	<i>Work with mountain bike clubs and adult education programmes to further develop rider skill programs.</i>	Medium	2-3 years	Steering committee coordinated by Sport and Recreation
	General Management Issues			
1.	<i>All land management agencies and trail managers audit their mountain bike trail networks and specify the class under AS2156.1 – 2001 which each trail is to be managed to, utilising all track classes including Class 4 and 5, as well as classifying under IMBA-AU Trail</i>	High	2 years	Individual land management agencies

	<i>Classifications (refer Appendix G).</i>			
2.	<i>All land management agencies ensure trails are constructed and upgraded incorporating IMBA's Guide to Building Sweet Single Track.</i>	Ongoing		Individual land management agencies
3.	<i>Hobart City Council be supported in the development of track standards, which incorporates design drawings, construction techniques and best standard practices. The subsequent track standards be endorsed and used by all land management agencies of Greater Hobart.</i>	Low	3-5 years	Hobart City Council
4.	<i>All land management agencies develop and implement Risk Management Plans for the trail systems consistent with the Australian Standard AS/NZ 4360 Risk Management, incorporating the key elements of a risk management plan identified in IMBA Managing Mountain Biking IMBA's Guide to Providing Great Riding.</i>	High	1 year	Individual land management agencies
5.	<i>Consideration is given to the use of a Memorandum of Understanding when engaging with volunteers, sharing information or resources between Councils or when informal private/public partnerships are entered in to.</i>	Ongoing		Individual land management agencies
6.	<i>Consideration is given to the use of Licence Agreements when a trail is located on private land between the land management agency and the private land owner.</i>	Ongoing		Individual land management agencies
7.	<i>Land management agencies periodically review their conflict management strategies to ensure that each of the elements is being initiated.</i>	Ongoing		Individual land management agencies
Volunteers				
1.	<i>Ensure the volunteer program is adequately resourced and key support techniques are provided in the management of the program.</i>	Ongoing		Individual land management agencies
2.	<i>Investigate the development of a regional volunteer program, exploring options based upon Hobart City Council's Bushcare Model and the contractor led model at Clarence City Council and Glenorchy City Council.</i>	High	1 year	Individual land management agencies
3.	<i>Ensure that a variety of volunteer roles are available in the provision of volunteer program.</i>	Ongoing		Individual land management agencies
Signage and Track Classification				

1.	<i>Adopt the IMBA Australia Trail difficulty Rating System as the mountain bike classification system for Greater Hobart, incorporating a bike symbol inlaid on top of the colour for each difficulty category (particularly in the case of multiple use trails) into the standard for Tasmania³⁵.</i>	High	1 year	Individual land management agencies
2.	<i>Incorporate a bike symbol inlaid on top of the colour for each difficulty category (particularly in the case of multiple use trails) into the standards for greater Hobart.</i>	High	1 year	Individual land management agencies
3.	<i>For shared use trails, trail difficulty ratings should use different track classification systems for each track use as outlined in Appendix G.</i>	High	1 year	Individual land management agencies
4.	<i>Encourage integration of generic principles/guidelines for MTB signage within signage policies and guidelines used by individual land managers.</i>	Ongoing		Individual land management agencies
5.	<i>Each land agency ensures adequate directional signage exists on the adjacent road network for a rider to access main trailheads and/or mountain bike parks.</i>	Medium	2-3 years	Individual land management agencies
Development of Network Processes				
1.	<i>The conditions identified in section 4.3.2 are to be submitted, where relevant, with each application to the relevant permit authority as suggested permit requirements.</i>	Ongoing		Individual land management agencies
2.	<i>Each land management agency is to create an inspection and maintenance schedule in accordance with AS2156.1 – 2001.</i>	High	1-2 years	Individual land management agencies
3.	<i>Each land management agency is to incorporate a layer in their geographic information systems identifying the trails associated with the Greater Hobart Mountain Bike Master Plan.</i>	Medium	2-3 years	Individual land management agencies
4.	<i>Land management agencies to review existing plans to consider outcomes of master plan.</i>	High	1 year	Individual land management agencies
5.	<i>Consultation with private land owners that have priority trails identified on their land to occur.</i>	High	1 year	Individual land management agencies

³⁵ Refer Appendix G IMBA Australia trail classification system

Management of Master Plan				
1.	<i>Formation of a steering committee including representatives from greater Hobart land management agencies including Glenorchy, Hobart, Kingborough & Clarence Councils, Tasmanian Parks and Wildlife Service and Wellington Park Management Trust, representatives from the local riding community, Cycling South, coordinated by Sport and Recreation Tasmania.</i>	High	6 months	Sport and Recreation
2.	<i>A review of the master plan should occur within 5 years of its release to ensure its ongoing relevance and to examine its implementation.</i>	Low	5 years	Steering committee coordinated by Sport and Recreation
3.	<i>Creation of a project officer position that is responsible for coordinating the implementation of the master plan and leading the steering committee.</i>	High	12months	Steering Committee coordinated by Sport and Recreation
Trails identified for Greater Hobart Network				
1.	<i>Develop a program to begin investigations into the implementation of the priority trails.</i>	High	6 months	Individual land management agencies in consultation with the Steering Committee
Marketing				
1.	<i>Integrate Communication within the rider community:</i> <i>Action 1: Engage with volunteers,</i> <i>Action 2: Development of Mountain Bike Website,</i> <i>Action 3: Develop Local Area Maps,</i> <i>Action 4: Development of a Brochure,</i> <i>Action 5: Work with relevant agencies through the dissemination of information with Electric Direct Mailouts and E Newsletters,</i> <i>Action 6: Utilise Social Media,</i> <i>Action 7: Development of Quick Response Codes in popular or remote riding areas.</i>	A1 – High A2 – High A3 – Med A4 – Low A5 – Low A6 – Low A7 – Low	1 year 1 year 2-3 years 4-5 years 4-5 years 4-5 years 4-5 years	A1 – Land management agencies A1 – A7 Steering committee coordinated by Sport and Recreation
2.	<i>Leverage Tasmanian and national events as a direct communication medium:</i> <i>Action 1: Develop a multi-day event,</i> <i>Action 2: Develop a 24 hour event,</i> <i>Action 3: Attract a specific mountain biking event,</i> <i>Action 4: Create a Hobart Mountain Biking Festival,</i> <i>Action 5: Attend national events, conferences and expos.</i>	A1 – Med A2 – Med A3 – High A4 – Med A5 - Ongoing	3 years 3 years 2 years 3 years	Steering committee coordinated by Sport and Recreation

3.	<p>Engage with brand ambassadors in the form of 'riding legends' to promote MTB Tasmania events and experiences:</p> <p>Action 1: Engage with riding legends or brand ambassadors, Action 2: Engage with Top Mountain Bike Riders, Action 3: Engage with a charity organisation to develop an annual MTB based event.</p>	<p>A1 – Med A2 – Med A3 – Low</p>	<p>2 years 2 years 4-5 years</p>	<p>Steering committee coordinated by Sport and Recreation</p>
4.	<p>Build partnerships with aligned riding and lifestyles brands to reach existing and potential markets:</p> <p>Action 1: Work with Tourism Tasmania in including mountain biking experiences in their Visiting Journalist Program, Action 2: Work with Tourism Tasmania in including mountain biking experiences in their catalogue and brochure shoots.</p>	<p>A1 – Med A2 - Med</p>	<p>2-3 years 2-3 years</p>	<p>Steering committee coordinated by Sport and Recreation</p>
5.	<p>Foster Relationships with experience enablers to drive experience development and the tourism market opportunity:</p> <p>Action 1: Presentation and regular briefings to relevant managers in Tourism Tasmania, Action 2: Briefings and information sessions to private operators.</p>	<p>A1 – ongoing A2 - ongoing</p>		<p>Steering committee coordinated by Sport and Recreation</p>
6.	<p>Work with existing MTB tourism operators to strengthen the MTB tourism experience and increase marketing voice.</p> <p>Action 1: Work with tourism operators to ensure that there are quality mountain biking experiences that can be booked by interstate and international tourists.</p>	<p>A1 - ongoing</p>		<p>Steering committee coordinated by Sport and Recreation</p>

Appendix A

Guiding Principles to Evaluate the Suitability of Trails

Greater Hobart Mountain Bike Master Plan

Guiding Principles to Evaluate the Suitability of Trails

Introduction

The *Guiding Principles* are designed to assist in determining which trails should be included in the Master Plan and whether a trail is considered as a high or medium priority. It is important to note that the principles are a guide, and a common sense approach, using experiences in the use of trails and knowledge of land management issues, will be critical in the decision making process.

Vision: Tasmanian Mountain Bike Plan

'Tasmania will provide a world-class, diverse range of outstanding mountain bike riding experiences showcasing Tasmania's natural environment to entice local, national and international riders, where the network of trails and facilities are managed on a sustainable basis with the support of land managers and riders.' Vision Tasmanian Mountain Bike Plan

Guiding Principles

Stage 1 – Determining trails that require further consideration by identifying opportunities that meet the needs of the riding community in creating accessible, diverse and high quality riding trails.

1. Priority trails will provide and/or contribute to a quality riding experience in Greater Hobart.
 - Will the trail provide opportunities for diverse riding experiences and/or target quality experiences for a specific group (e.g. single-track)?
 - Will the trail provide access to distinctive, appealing Tasmanian landscapes or attractions?
 - Will the trail allow for appropriate levels of risk and challenge for the intended user group?
 - Can the trail form loops or circuits (or in the case of DH have vehicle access)?
 - Does the trail link into an existing or potential hub?
 - Is the trail long enough and/or can it be connected to other suitable trails?
 - Is there adequate parking and toilets or other supporting infrastructure (or will it also need to be developed)?

2. Priority trails will meet community needs.
 - Is there widespread support for the trail in the riding community?
 - Does the trail meet an identified gap in provision (e.g. lack of trails in the area/lack of trails to suit particular disciplines/skill levels in a particular area/beginner-children-family groups)?
 - Is the trail an unnecessary duplication?
 - Is there currently a high level of usage of the trail and/or trails in the area?
 - Is there an existing high level of usage of meeting places/hubs in the area?
 - Is the trail safe (adequate emergency vehicle access/likelihood of conflict between users/technical sections/risk management/mobile phone coverage/natural hazards)?

- Will the development of the trail have a negative impact on current users of the trail/area?

3. Priority trails will be accessible to the Tasmanian community (and visitors).

- Is the trail well connected to roads, trails, transport and residential areas?
- Could the trail cater for a high numbers of users?
- Is the trail single or shared-use (directional/time of use/preferred MTB etc)?
- Does the trail connect key trail areas, open spaces or community/visitor attractions?
- Is the trail an important component of a trail network?
- Does the trail provide a commuter link?

Stage 2 – Determining trails that are feasible to develop, manage and maintain. Stage 2 identifies trails that have particular issues, constraints and additional benefits, which assist in determining the need for further research or funding sources in order to progress.

4. Priority trails will be sustainable.

- Is the area highly erodible (soil type, rainfall, terrain)?
- Are there known threatened species / communities?
- Are there known weeds in the area?
- Is the spread of Phytophthora likely?
- Are there known heritage sites/precincts/areas (European, Aboriginal)?
- Are visual/landscape impacts likely?
- Are noise impacts on residential areas likely?
- Is the trail reducing a large area of untracked land?
- Are there other social benefits/impacts to be considered?

5. Priority trails may contribute to bringing economic benefits to Greater Hobart.

- Is the trail likely to attract (or appeal to) intrastate, interstate and international tourists?
- Will the trail increase economic benefit by attracting local riders?
- Will the trail contribute to supporting local business such as cafes, bike shops and accommodation?
- Do the local businesses accommodate and welcome bike riders?
- Does the trail have potential to be used in significant events?
- Does the trail open opportunities for private operators?

6. Priority trails will be feasible to develop and maintain.

- Is the proposal a new trail, or upgrading/legitimising an existing trail?
- How expensive is the project likely to be (i.e. water crossings)?
- How well does the trail meet grant funding criteria?
- Is there potential for private sponsorship/support?
- Are their volunteer groups offering support?
- Is there scope for partnership arrangements?
- Are there convenient vehicle access points for construction and ongoing maintenance?
- Does the trail help resolve an existing management issue?

Stage 3 – Determining trails that have legislative, policy, strategic and/or owner support.

6. Has the trail been identified as a High Priority under the Stage 1 and 2 Assessments above?

- First phase implementation projects should have been identified as high priority projects.

7. Does the trail have the support of the landowner/manager?

- Does the project have in-principle support of landowner/manager?
- Are they recognised in any approved council trail or recreation plans?
- Is the trail in an area that is appropriately zoned for trail development?

Appendix B

Rationale for Priority Trails with Summary of Areas

Priority Trails Wellington Park

Proposed Trails

Trail 75 – Big Bend Downhill Trail

The Big Bend Downhill Trail has been identified as an important trail within the network of trails of Greater Hobart to provide for an epic - signature style trail. The main trail route should be only moderate difficulty, suitable for 'All-Mountain' use, whilst more difficult side options would also be provided. Furthermore, the trail links directly to the GMBP, as well as with the North South Track (61), which would complement these two important components of the trail network within Wellington Park. The potential to develop a purpose built MTB trail between Big Bend in Wellington Park and the Glenorchy MTB Park is listed as a high priority action in the Glenorchy Recreation Plan 2008-2013. This trail would facilitate a significant loop on the Hobart icon of Mount Wellington. There is widespread support for the trail in the riding community. The trail meets the identified gaps in the network of extended single track circuits, extended downhill opportunities accessible by car and trails that connect with the North South Track. It is considered that the trail should be single use and downhill only, to give emphasis to the unique riding experience the trail would provide.

It is noted that the Epic Loop, as detailed in the body of the master plan would require a number of trails to be opened up to riders or constructed. However, it is important that each component be noted and opened up or constructed in stages as the trail has potential to attract interstate and international mountain bikers to Hobart. Furthermore, the trail/s could potentially be identified as an Epic Ride by IMBA which would put the trail on the world-class mountain bike riding circuit.

Trail 92A – Main Fire Single Track – Old Farm Road

The trail, proposed on the edge of a 30m wide fire trail, will provide a fast flowing single track experience whilst connecting to a number of popular trails such as Tip Top Track (64), the Luge (62), and the Old Farm Track (113A). Notably, the trail could include technical features to further improve the experience. There is widespread support for the trail in the riding community. The trail, located at the top of Old Farm Road is easily accessible to riders. The trail will extend the single track experience of the network which will contribute to mountain biking tourism. The trail has excellent vehicle access and has the potential to be constructed with the assistance of a mini excavator which would significantly reduce the cost of construction.

Trails 96, 97 and 98

These trails are all part of the Glenorchy Mountain Bike Park and contribute to the XC network of the park. Notably, Trail 98 is of key importance as it will connect with the North South Track (61) and provide for the identified gap in the network at GMBP of an easy to medium downhill track. There is currently a high level of usage of the GMBP, however the provision of these trails will provide for cross country loops within the park which will increase the levels of usage of the park, as it would attract a greater number of cross country riders to the park. The park is well connected to both roads and residential areas. It is considered that as it is a mountain bike park the trails of 96 and 97 could be single use and trail 98 be shared use, preferred riding, consistent with the North South Track.

As the North South Track is completed and the provision of trails for riders with Wellington Park improved, the network of trails at the GMBP will become increasingly important in the continuation of attracting tourists to the area. It is considered that there is potential for

some private sponsorship/support in the construction of these trails given that the trails have potential to complement and utilise the existing events held in the park. Similarly, volunteers may also be engaged given the volunteers currently involved with the mountain bike park.

Trail 145 – Lenah Valley Road – Main Fire Trail Connector

The trail provides for an important link to the main fire trail from Lenah Valley Road and facilitates circuits incorporating trails such as the North South Track (78) and Breakneck Track (156A – a prohibited trail). There is widespread support in the riding community to improve connections to Wellington Park from Lenah Valley Road. Lenah Valley Road has the potential to become an important trailhead in the western shore network. This trail would contribute to the significance of the trailhead. It is considered that the trail could be shared use and bidirectional, thereby improving the experience for all trail users in the area.

Trail 149A - Woods Track – Shoobridge Connector

This trail significantly improves the experience of accessing Shoobridge Bend and indirectly The Springs and Junction Cabin from key trailheads such as Fern Tree and South Hobart. The trail also improves the safety aspects of removing mountain bikers (and walkers) off Pinnacle Road.

Trail 152 Strickland Falls Trail

The proposed trail will create an important connection between two areas of high usage for both walkers and riders. There is widespread support within both the riding and walking community for the connection.

The trail will make an important contribution to the network by linking two key areas, which in turn will play a part in attracting tourists to Hobart. The new trail is relatively short, however will require a creek crossing. There is vehicle access to the trail for the construction and ongoing maintenance.

The trail has been identified in the Wellington Park Walking Strategy.

Trail 154 – Inglewood Single Track

The trail allows for a fast flowing single track experience along a fire break. The trail is located in a highly used area connecting to existing single tracks, such as Lower Sawmill (153 – a prohibited trail), Sleepy Hollows (67 – a prohibited trail), Middle Island Fire Trail (110A) and the Luge (62 – a prohibited trail). There is widespread support for the trail in the riding community. The trail meets the identified need of extended single track. The trail is well connected to roads and residential areas. The trail could cater for a high number of users and due to the trail being in an existing fire break could be single use, with built in technical features. The trail being located in an existing fire break will have a negligible impact on the environment or landscape.

Trail 155 – Old Farm Track Connector

The trail will enhance the network by providing a quality downhill experience from Junction Cabin, whilst connecting to the top of the Main Fire Trail (92A), which in turn brings a trail user onto the Tip Top Track (64). The North South Track (78) and the Tip Top Track (64) are two of the more popular XC tracks on the Western Shore. This connector will enhance the trail network by connecting these two popular riding trails. There is widespread support for the trail from the riding community. The trail is easily accessible from a number of

residential areas. It is considered that the trail could be single use as walkers have Myrtle Gully Track, which is a more picturesque trail and is a designated, walking only trail.

The trail being single use, downhill only, would attract visitors to the area. It is further noted that such a trail could include track technical features, which would further enhance the riding experience. The trail is located in an accessible area between the main fire trail and Junction Cabin, which creates an opportunity for the trail to be used for mountain biking events and by private operators.

Trail 157 – Heritage Single Track

The trail runs parallel with the main fire trail. The trail removes a number of inaccessible steep sections from the use of the main fire trail and provides single track which significantly improves the experience of the ride whilst making a substantial contribution to connecting South Hobart, West Hobart and Lenah Valley. The single track proposed will provide for an extended XC 'single track experience' in an area that experiences a high level of usage. The trail also has a direct connection to the proposed trail of 145 from the Lenah Valley Road Trailhead. The trail will facilitate quality cross country loops using trails such as the proposed trail of 145 and 92A, the Tip Top Track (64 – a prohibited trail), Break Neck (156A – a prohibited trail), the North South Track (61/78) and Old Farm Track (113A). The trail is well connected to roads and residential areas. The trail could cater for a high number of users and should be shared use, thereby benefiting all trail users of the area.

The area has known European cultural heritage, so the trail which would be contoured could become a unique heritage trail within Wellington Park, highlighting a number of the sites along the trail for both walkers and riders to enjoy. Riders enjoy single track and will travel significant distances to experience it. Therefore providing a significant piece of single track will contribute to attracting tourists to Hobart. The new trail could be undertaken in two stages. The trail has excellent vehicle access points for construction and ongoing maintenance.

Proposed Downhill Trails finishing in South Hobart

The demand for a single use gravity fed downhill trail on the eastern slopes of Mount Wellington finishing in South Hobart has been highlighted as a priority. The construction of such a trail would significantly alleviate the current management issue where outside of the designated mountain bike parks, shared use trails are the only trail available to riders. The creation of a single use downhill only trail on Mount Wellington is likely to attract tourists to the area. The trail has the potential to be used for mountain bike riding events and promotional events to further attract mountain bikers to Hobart. It is considered that due to the unique experience that would be created, there is potential for the trail to be constructed and/or maintained under a public-private partnership arrangement.

The two concepts, which have been identified as meeting the needs of the downhill riding community as well as potentially meeting the capabilities of Wellington Park is a trail from Shoobridge Bend to the Luge (Trail 99) and from the Chalet to Junction Cabin (Trail 70A). Both these concepts are explored in greater detail below.

It is noted that a third Downhill trail within Wellington Park has been identified, which connects the Big Bend Fire Trail to the GMBP. This trail has been identified in the State Mountain Bike Plan and the Glenorchy Recreation Plan 2008-2013.

Priority between two Downhill Trails finishing in South Hobart

Of the two downhill concepts on the eastern slopes of Mount Wellington finishing in South Hobart the Chalet to Junction Cabin (70A) is seen as a higher priority. Through consultation with the riding community and land management agencies the Chalet to Junction Cabin (70A) concept appears to be the more favoured option.

The trail is located higher up the mountain than The Springs, which results in a longer ride with only a minimal longer shuttle. The trail separates the downhill riders from the busy walking area of The Springs, potentially reducing the level of conflict between user groups. Junction Cabin offers a number of options for cross country riders. The trail does not feed riders directly onto private land and the trail spreads users across the face of the mountain minimising congestion.

The disadvantages of the trail is that if permission was granted for the use of the Luge (62) then there are some gaps in the flow of the downhill single track between Junction Cabin and Old Farm Road South Fork (113A) and then the top of the Luge (62). Secondly, there is potential traffic issues, in terms of parking/drop offs, at the Chalet that may be created with an increase in demand. However, both of these issues could be alleviated with a connecting trail between 113A and 62 and a shuttle bus being provided during the busier periods.

Trail 70A – Chalet – Junction Cabin Downhill

A Downhill Trail from the Chalet to Junction Cabin is a concept that would create an extended downhill experience for riders. The trail would have car access at the top and then connect with the trailhead of Junction Cabin, which has several trail options for the rider to choose from. The trail is located high up the mountain, which therefore provides for a long downhill experience, whilst also invoking feelings of a semi-wild adventure. There is widespread support for a downhill single use trail from the Chalet in the riding community. The trail meets the identified gap of downhill options that are accessible by car on Mount Wellington.

The trail could cater for a high number of users, however due to its remoteness it is not considered to have the level of use of some of the trails located in the lower slopes. The proposed downhill trail connects well with the existing network, providing for an extended Downhill experience; the Chalet to Junction Cabin (Chalet – Junction Cabin Downhill 70A), from Junction Cabin to the Main Fire Trail (Old Farm Track – 113A), then from Main Fire Trail to Cascades (the Luge – 62) or pick up occurs at Old Farm Road should the private land owner continue to prohibit riders on the Luge. Notably, parking, turnaround areas for vehicles and a shuttle bus service during peak periods will have to be considered in greater detail.

The trail will attract tourists to the area due to its remoteness, length of gravity fed downhill single track and accessibility by car. It is considered that the trail could be used in significant downhill or cross country events. The opening up of the trail to riders will mitigate the ongoing management issue of downhill riders on the mountain and the location of the trail means the downhill riders will be kept clear from areas with high volumes of walkers and tourists such as The Springs.

Trail 99 – Shoobridge Bend Downhill

The concept of a downhill only trail from Shoobridge Bend to the top of the Luge (62) would create a quality experience for riders, particularly a unique opportunity for downhill riders. The trail would provide levels of risks and challenges currently not available on the mountain. The trail has excellent vehicle access and parking (The Springs), links directly with existing trails (the Luge – 62 and the upper section of the North South Track – 79) and creates an extended downhill only trail experience, from the Springs to Cascade if the Luge (62) becomes a downhill only trail for riders. It is considered that the trail would reduce the number of downhill riders on trails such as Radfords Track, which would result in an overall positive impact for current trail users of the area, whilst alleviating a management issue. The need to investigate such a trail from Shoobridge Bend is identified in the *Wellington Park Bike Strategy 2005*.

Walking Only Trails Wellington Park

Trail 4 – Mountain River Trail

The Mountain River Trail is a disused fire trail that connects with the East West Trail (2) providing an alternate opportunity to the park's remote area fire trail system particularly from, Big Bend Trail (13) and Knights Creek Trail (14). The trail enables an extended cross country riding experience in the more remote areas of Wellington Park for avid riders. There are currently no single track trails permitted to riders in this area and it is considered that opening this trail to cross country riders would contribute to filling this gap. The trail provides access to relatively remote areas of Wellington Park and the neighbouring townships. The trail is reasonably connected to vehicular access points and directly accessible to the small township of Mountain River. It is considered that its accessibility to Hobart combined with the trails remoteness within a classic Hobartian icon of Wellington Park would see the trail become an important component of the trail network. The trail will predominantly attract local riders to the area. The trail has been identified as a priority by the riding community.

Trail 11 – Myrtle Forest Trail

The Myrtle Forest Trail is a trail that has been identified as a trail that would provide for a diverse riding experience in terms of an extended cross country ride connecting to the neighbouring townships of Wellington Park. The trail also provides for access from the Myrtle Forest Picnic Area to the Glenorchy Mountain Bike Park. The trail links directly with the East West Trail (2) and its feeder trails such as the Big Bend Trail (13) , Knights Creek Trail (14) and Chapel Trail (19) providing an opportunity for extended rides. It also provides for a circuit using the Collinsvale road system and the Zig Zag Trail (22). There is widespread support for this trail to be opened up to riders. The trail is well connected to roads with minimal connection to residential areas; the relative isolation of the Myrtle Forest Track is part of the trails appeal. The trail could be shared use and bidirectional, it is considered that compared with the trails within Wellington Park that are closer to the residential areas this trail would not receive a high level of use.

Trail 71 – Lower Section - Old Hobartians

The lower section of Old Hobartians (below the North South Track – 61) enables an important connection from Lenah Valley Road to the North South Track. Notably, some works would be required to enable cross country riders to connect from Lenah Valley Road to the North South Track, particularly the stairs at the foot of the trail, such as a contoured section of trail that meets the fire trail directly (as shown on map). This route will not only provide a key link once the North South Track has been completed, but it will also facilitate

loops utilising proposed trails 145 and 157 and the Main Fire Trail (92). The North South Track is an important trail for users across the face of the Mountain linking The Springs with Glenorchy. In order to utilise this trail to its full potential it is important that a number of other tracks feed into and from this trail. There is widespread support for this connection in the riding community. There is a medium level of bike usage in the area, which is projected to increase once the final stage of the North South Track is completed. The trail is well connected to Lenah Valley Road and suburbs such as Mt Stuart, Lenah Valley and West Moonah. The trail could be designed to cater for a high number of users, be dual use and bidirectional.

Trail 80 & 158 / 89 – Lenah Valley Track/ Shoobridge Track

The Lenah Valley Track allows for an extended single track experience incorporating a number of trails such as the North South Track (78), proposed Chalet – Junction Cabin Downhill (70A), Old Farm Track (113A) and potentially a connection to Lenah Valley Road (via the lower section of Old Hobartians – 71). The trail links into hubs such as Junction Cabin, The Springs and is in close proximity to the Glenorchy Mountain Bike Park. There is widespread support from the riding community for majority of the Lenah Valley Track to be bidirectional and shared use. The trail meets an identified gap within the trail network of the need for circuits, particularly circuits incorporating the North South Track (78, 61). This circuit would become a feature ride and would attract both local riders and MTB tourists to Hobart, contributing to the local economy.

The majority of walkers from The Springs choose to walk from The Springs to Sphinx Rock, return. It is therefore considered appropriate that Shoobridge Track be opened to riders with the section of Lenah Valley Track between The Springs and the junction of Shoobridge Track with the Lenah Valley Track being closed to riders.

116B – Reservoir Trail

Riding single track is fundamental to a quality experience for mountain bikers. Opening the trail to riders, which runs parallel with the reservoir fire trail, would enhance the riding experience between The Springs and Ferntree.

117B – The Link - Bracken Lane Fire Trail – Radfords Track

The opening of this trail to riders will provide an accessible off road (mostly) link from Fern Tree to The Springs. This route would include Fern Tree Park to Reservoir Trail (148A), Bracken Lane Fire Trail (101), the Link (117B), Pinnacle Road to Shoobridge Bend (for approximately 1500m), then the North South Track or from the Link (117B) onto Radfords Track (117), then the Springs. Furthermore, with the opening up of Middle Track (147) to riders, a quality cross country circuit can be formed. There is widespread support for this trail in the riding community. Notably, there is a significant gap in the network not having a cross country link between Fern Tree and The Springs, meeting this gap will contribute to attracting tourists and local riders to the area. Subject to the appropriate assessments the trail could be bidirectional and shared use. There are convenient vehicle access points for the ongoing maintenance of the trail.

Trail 147 – Middle Track

Middle Track is currently a walking only trail. The trail meets an identified gap in the network, which is a cross country link between The Springs and Fern Tree. If opened to shared use, the trail creates two options for riding between The Springs and Fern Tree. The first option includes the Pipeline Track (82), Silver Falls Track (116), Middle Track (147) and Radfords Track (117) to The Springs. The second option also relying on Middle Track is Trail

148A (a prohibited trail), Reservoir Trail (115/116B), Middle Track (147) then Radfords Track (117) to The Springs. Therefore the opening of one trail provides for two options. This link between Fern Tree and The Springs is considered critical to a successful network of trails; particularly in light of Fern Tree being easily and regularly accessible by public transport as well as being a trailhead with facilities such as toilets and water. Both options are a steep and technical climb with an easier option noted below. There is widespread support for this connection in the riding community. There is currently a high level of usage of trails in the area. It is considered that an appropriate assessment would have to be undertaken as to what changes (if any) would be required to ensure user conflict is minimised to an acceptable level, however ideally a bidirectional trail should be considered to ensure a cross country loop can be created. Notably, the adjacent trails of Reids Track and Fern Glade Track are to remain as walking only. It is considered that the opening of this trail to riders will attract local riders and tourists to the area, which will also have a direct economic benefit to the local businesses at Fern Tree. Notably, the trail was also identified in the *Wellington Park Bike Strategy 2005*.

Trail 148A – Fern Tree Park to Reservoir Trail

This track provides an excellent and important connection from Fern Tree to Bracken Lane Fire Trail (101) and the Lower Reservoir Service Road (15), both of which offer important connections to The Springs. Notably, the ability to ride on trails between Fern Tree and The Springs has been identified as a significant gap in the network. The contoured trail has widespread support from the riding community to be a shared use, bidirectional trail. There is a high level of usage of trails in the area.

Trail 149 – Woods Track (north of Pinnacle Road)

Woods Tracks allows for a link from the Rivulet Track (112) to Shoobridge Bend with a short ride (approximately 800m) along Pinnacle Road. It is an important link, as it provides a direct connection from South Hobart (via the Rivulet Trail) to the Springs/Shoobridge Bend. The trail is steep and suitable for skilled, fit riders which would therefore limit the number of uphill users. There is widespread support for this connection in the riding community. The trail meets the identified gap of permitting bikes on existing trails that provide good access to the North South Track (78), particularly uphill options. The trail would become an important component of the trail network.

It is further noted that a contoured extension of this trail adjacent to Pinnacle Road connecting to Shoobridge Bend (Trail - 149A) would be a preferred option for the riding community, as it would prevent riding (and walking) on Pinnacle Road from Woods Track. This connection, which follows the original alignment of Pinnacle Road has also been identified in the *Wellington Park Walking Track Strategy 2003*.

Trail 153 – Lower Sawmill Track (Lower Section)

The trail connects the North South Track (71) with existing highly used trails such as Middle Island Fire Trail (110A), Inglewood Fire Trail (110A) and Sleepy Hollows (67 – a prohibited trail), facilitating circuits and creating options for riders using the North South Track. The trail also links with the proposed Strickland Falls Trail (152). It is considered that the North South Track is currently an underutilised trail due to the limited number of trails that connect with the track, which riders are permitted on. Notably, the trail is difficult so will be limited in terms of accessibility, however it will provide for a unique experience for avid bikers. It is projected that the track would be used predominantly by experienced cross country and all-mountain style riders rather than downhillers due to the length of cross country riding that is required to gain access to the top of the track and then from the bottom of the track to the

Luge (62). Anecdotal evidence shows that the trail is not frequently used by walkers, the impacts on current users of the trail network is therefore considered limited.

The trail will contribute to the single track network on Mount Wellington, which will in turn attract tourists and local riders alike.

Trail 156A – Junction Cabin Climber/Upgrade of existing Break Neck Trail

The proposed upgrade of the existing Break Neck Trail provides an important uphill link between the Main Fire Trail (92) and Junction Cabin. Currently the climb to Junction Cabin from the Main Fire Trail is an inaccessible climb for majority XC riders. This accessibility from South Hobart to Junction Cabin will become increasingly important once the North South Track (61) connection to the Glenorchy MTB Park is completed. There is widespread support for the connection in the trail community. The trail meets two identified gaps in the network. The first one providing an uphill link between the Main Fire Trail and Junction Cabin, which are two highly used areas by riders within Wellington Park. Secondly, the trail will facilitate loops utilising the North South Track. This is considered to significantly contribute to attracting mountain bike tourists to Hobart.

The current state of the trail is not considered sustainable and works are required to ensure erosion is kept under control. A sustainably designed shared use, bidirectional trail could therefore be created to provide a climbable trail for riders and a nice experience for walkers. The trail is accessible by convenient vehicle access points for the upgrade and ongoing maintenance.

Informal Trails Wellington Park

Trail 15 and 24 – Cherry Lane and Speaker BX

These trails are important trails in the GMBP and particularly the cross country opportunities.

Trail 62 – Upper Luge

The Upper Luge is a popular bi-directional trail for XC Riders. The trail connects with a number of trails including the Lower Luge (62 – a prohibited trail), the Main Fire Trail (92), Middle Island Fire Trail (110A) and Sleepy Hollows (67 – a prohibited trail). There is widespread support for this trail to be formalised, which would benefit both the walking and riding trail community. The trail contains known European Heritage, which would have to be incorporated into the design and upgrade of the trail. The trail with its excellent connections and accessibility from areas of high usage will contribute to attracting MTB tourists and local riders to the area. There are convenient access points for the ongoing maintenance of the trail. Notably, the trail will feed riders directly onto the Luge which is an unauthorised trail located on private land; ideally both sections of the Luge would be formalised concurrently.

Trail 151 – Drops Track

The Drops Track as it exists is not a sustainable trail. The connection, however between Bracken Lane Fire Trail (101) and Rivulet Track (68), is a valuable link between two popular fire trails. Notably, the short connection removes a relatively extended section of fire trail. More than one trail has been constructed between these two fire trails, which demonstrate the desire for the link. Consultation with the walking community indicated that the trail is utilised by walkers also. Should the Strickland Falls trail be constructed, this link will become even more popular. It is considered that a substantial redesign would need to occur to

ensure the track is sustainable, should this occur, the trail should be designed as shared use, bidirectional so walkers would benefit from this link also, connect with proposed trail 152 – Strickland Falls and the Rivulet Track (68). Consideration of utilising the existing fire breaks running parallel to the Bracken Lane Fire Trail (101) should also be given.

There are convenient vehicle access points for the construction and ongoing maintenance of the trail.

Upgrading of Rider Permitted Trails

Trail 113A – Old Farm Track

The trail should be redesigned so as to be single track that is for downhill-mountain biking only. This will provide an opportunity for Hobart's first downhill only trail. It is further recommended that technical trail features be a part of the trail to ensure the quality experience involves a number of risk and challenges for the intended users. Notably, 'easy lines' should be provided so as to ensure the trail is accessible to majority of riders. The trail connects almost directly with Junction Cabin and ends with easy access to popular trails such as the Luge (62 – a prohibited trail) and the Tip Top Track (64 – a prohibited trail), via the Main Fire Trail (92). There is widespread support for this trail in the riding community. The trail is used regularly in its current form; it is therefore considered that the use will increase once it becomes a single use downhill trail with technical features. The trail can facilitate loops utilising existing and proposed trails identified in the master plan.

The use of the fire trail (112A) by service vehicles and the potential for the collision between bike and cars is a safety concern. Notably, the situation currently exists without incident. However, should Old Farm Track (113A) be modified which would increase the level of usage, consideration should be given to providing a piece of single track, adjacent to Old Farm Fire Trail (112A), using features to slow riders down. This would remove riders from the fire trail, whilst also slowing them down. The trail currently allows for walkers, however as walkers have access to the Myrtle Gully Track, which connects to the Main Fire Trail (92) with Junction Cabin; it is considered that having the trail as a single use downhill only trail will not affect current trail users of the area.

The trail would be a unique downhill experience close to the centre of a capital city. It is therefore considered that the trail will contribute to the local economy by attracting tourists and local riders to the area. The trail has the potential to feature in a downhill style event. There would be opportunity for private/public partnerships in this instance due to the unique experience the trail will provide some form of sponsorship may be forthcoming. Notably, there are convenient vehicle access points for the construction and ongoing maintenance of the trail. The upgrading of the trail will contribute to alleviating the management issue of conflicts between downhill riders and walkers due to the only available trails for downhillers on the mountain being shared use trails. It is noted however, that the trail will be minimally used by Downhill Riders until a downhill link to Junction Cabin is created. The land management agencies have given in principle support to the upgrading of the trail.

Trail 117 – Radfords Track

The track is an important trail in the network as it enables connections to and from The Springs. The removal of Radfords Track from the mountain biking trail network would leave a significant gap. However, it is considered necessary that additional features and

management measures are incorporated into the trail to ensure that mountain bikers ride at an appropriate speed and adequate sight lines exist.

Priority Trails Hobart City Council

Proposed

Trail 63B – Slides – Tip Top Connector

The trail provides a piece of single track that links the two popular single track trails of Tip Top (64 – a prohibited trail) and Sliders (63 – a prohibited trail), thereby significantly extending the single track experience. Additionally, the single track proposed removes the inaccessible climb that currently exists between the two trails, enhancing the experience and making the trail more accessible to entry level riders. The trail has widespread support from the riding community. The trail is well connected to roads and residential areas. The trail is easily accessible from West and South Hobart Hubs and should be bidirectional and shared use.

The trail will contribute to the length of single track available in the foothills of Mt Wellington, which will attract both local riders and tourists to the area. The Hobart Trail Alliance has expressed interest in working with Council in the design and construction of the trail. There are convenient vehicle access points for the construction and ongoing maintenance of the trail.

Trail 120 – 198 – Waterworks Road Connector

Ridgeway has the potential to be a mountain bike riding hub in its own right, contributing to alleviating a number of management issues. The trail proposed could provide an extending single track experience connecting trails 127 (a prohibited trail), 199A (a prohibited trail) and fire trail 202. Rather than duplicate proposed trails 122 and 122A, the trail is considered to complement and enhance and Ridgeway as a mountain biking hub, which offers a number of downhill experiences. Notably, Waterworks is one of only a few locations within Greater Hobart that has water and toilets available.

Trail 122 & 122A – Ridgeway Downhill

The proposed trails provide an important opportunity for downhill riders. The trails will target the discipline of Downhill Riding, as they are accessible by road, steep and a length that enables quick, short shuttles. The trails finish in the hub of waterworks and are also accessible from the Ridgeway reservoir. The trail has widespread support within the riding community. The trails meet an identified gap in the network of single use, downhill trails, which can be accessed by road. . It is further recommended that the trail is a dynamic trail that allows for the technical features to be changed periodically ensuring the downhill community are continually challenged. It is fundamental that an extreme downhill trail (with B Lines) is provided with all of the challenges and features present to ensure the downhill community needs are met.

There is reasonable usage of trails in the area; however it is considered that Ridgeway has the capacity for the further development of trails. Waterworks is one of the few trailheads that has excellent supporting infrastructure such as water, toilets and BBQ facilities. The

trail is well connected to roads and residential areas. In order to meet the identified gap in the network, the trails should be riding, downhill only.

The trail will largely attract local riders to the area. It is however noted that the trail will contribute to the overall network of greater Hobart and is easily accessible from Wellington Park, so the development of the trails will contribute to attracting tourists to the area. There is some opportunity for private sponsorship/support due to the trails being targeted at a specific user group. For similar reasons, it is considered that volunteers would be interested in the design and construction of such trails. The trails will assist in the management issue of Downhill Riders using trails which they are currently not permitted on.

Trail 142 – Connecting trails 164 to 169

The proposed trail connects two key mountain bike riding areas of Knocklofty and South Hobart. There is wide level support for the trail in the riding community. The trail should cater for a high number of users as it is well connected to roads and residential areas and facilitates an important link between Knocklofty and South Hobart. Connecting Knocklofty to South Hobart via a trail that is accessible for entry level riders is an important component of the trail network and an identified gap in the network. The trail will also facilitate extended circuits within Knocklofty that will further contribute to attracting tourists and local riders to the area. Importantly, the trail will open an opportunity to private operators who have stated that there are minimal entry level XC rides clients can be taken on. Knocklofty as a trailhead has excellent vehicle access and car parking. The Hobart Trail Alliance has expressed interest in being a part of the design and construction of the trail.

Trail 163 – Slides Reroute

The proposed trail facilitates a connection between two key mountain bike riding areas of Knocklofty and South Hobart. Connecting Knocklofty to South Hobart via a trail that is accessible for medium level riders is a key component of the trail network and an identified gap. This trail is detailed further under Trail 63 – Slides.

Trail 177 – Knocklofty – Hobart Rivulet

The proposed trail, which connects Knocklofty with the Hobart Rivulet Trail, is considered to be an important link, whilst also facilitating a circuit incorporating Knocklofty, South Hobart and Wellington Park. It is important that this trail is shared use and bidirectional.

Trail 182 – Tip Top Track Extension

This extension allows for a connection from the popular single tracks of Tip Top Track (64 – a prohibited trail) and the Nationals Track (65 – a prohibited trail) into West Hobart/Knocklofty. This trail will facilitate a circuit which incorporates Knocklofty and South Hobart, whilst extending the single track experience of the Tip Top Track. There is widespread support for the trail in the riding community. The trail is well connected to roads and residential areas. The trail should be shared use because the trail connects two key areas, however similar to the Tip Top Track (64), should be mountain bike preferred. The development of the trail will have a positive impact on the current trail users of the area.

The trail will contribute to a network of single track on the foothills of Mt Wellington which as a network will attract tourists to Hobart. Similarly, the trail network will bring local riders to the area also stimulating the local economy. The Hobart Trail Alliance has offered their support in getting behind the Tip Top Track Extension. The trail has excellent vehicle access

points for construction and ongoing maintenance. Currently, riders cross through the tip, which is prohibited, the trail will mitigate this management issue.

Trail – 205 Domain Loop

The Domain Loop is an excellent entry level loop. The contoured circuit will provide a flowing piece of single track that is an opportunity for entry level riders to experience, enjoy and sharpen their riding skills. The trail would also be utilised by more experienced riders looking for an easier shorter ride. The trail links into the hub of the Domain, which is ideal for entry level and family MTB rides. The loop is directly accessible from a BBQ area, playground and facilities.

There is widespread support for the trail in the riding community. There is an identified gap in the provision of trails for entry level XC single track. There is currently a reasonable level of usage by riders in the Domain; however the domain is largely seen to be underutilised and this trail will contribute to negating this pattern. There are numerous dual use trails in the domain particularly above the Jogger's Loop that will connect to the proposed trail. The trail is well connected to roads, residential areas and uniquely the Central Business District. The trail is also in close proximity to the inner-city cycleway. The trail should be shared use and built appropriately could cater for a high number of users. The trail will largely attract local riders, entry level riders and riders that work in the CBD. The trail has potential to be used in XC events, as well as being used by private operators and for skill development sessions.

Notably, the trail fits within the fire management plan for the Domain, which recommends vehicular access on the perimeter of the Domain (approximately 20m from the highway). It is therefore considered that there is potential for a partnership with the bushfire management regime of the Domain. Importantly, this also allows for convenient vehicular access points for the construction and ongoing maintenance of the trail. In order for the trail to be well used, the trail should be constructed as a single track not as a fire trail and vehicle access provided for by ensuring that gaps between trees is adequate (which would still satisfy the fire management plan).

Existing Walking Only

Trail 201 – Pipeline Track (including both sides of Chimney Pot Hill Road)

This section of the Pipeline Track provides an important link from Waterworks into Ridgeway, then to Ferntree. The trail is an easy trail allowing for use by entry level riders and families, which would meet an identified gap in the network. There is widespread support for the trail in the riding community. The trail is well connected to roads and residential areas. The trail could cater for a high number of users, should be bidirectional and shared use. The trail may provide a commuter link from parts of Fern Tree to the City. The trail will contribute to the overall track network of Ridgeway, Waterworks and Ferntree which would attract local riders.

Informal Trails

Trail 63 - Slides

This trail offers an extended single track experience over varying terrain and technical sections from Noahs Saddle to the Tip Top Track (64 – a prohibited trail). These trails connected offer a diverse riding experience. Notably, Knocklofty and South Hobart are two

popular riding areas. There is widespread support for this trail to be formalised from the riding community. The trail is easily accessible from the residential areas of both South Hobart and West Hobart. The trail could cater for shared use and be bidirectional, thereby benefiting all trail users of the area.

The trail requires some significant rerouting in the upper section of the trail as its current location is not sustainable. It is considered that the upper section should become a more contoured trail extending from the fire trail 169, which would facilitate the trail being bidirectional. Notably, proposed trail 163, which connects to Sliders is indicative of the reroute suggested for the upper section of the trail. This would also enable a connection between Knocklofty and South Hobart on public owned land for all trail users. The Hobart Trail Alliance has expressed interest in supporting Council in the design and construction of upgrading the trail as well as the ongoing maintenance.

Trail 64 – Tip Top Track

This single track is a relatively flat contoured trail. The popular trail is accessible from a number of residential areas. The trail connects with other trails including the Main Fire Trail (92), Nationals (65 – a prohibited trail), and Slides (63 – a prohibited trail) as well as proposed trails such as 157, 92A and 155. The trail therefore has potential to extend the single track experience from The Springs or Chalet to McCrobies Gully and South Hobart. There is significant support for this trail in the riding community. There is currently a high level of usage of the trail and trails in the area by riders. The trail should be shared use (mountain bike riding preferred) and bidirectional. The trail is an important component of the trail network as it ends in South Hobart and provides for an extended, challenging single track experience.

Factors such as the length of the trail, the number of trails that it connects with and the trail finishing in South Hobart will ensure that the trail will play a role in attracting riders to the area. The Hobart Trail Alliance has expressed interest in supporting Council in the design and construction of upgrading the trail as well as the ongoing maintenance. There are convenient vehicle access points for the construction and ongoing maintenance of the trail.

Trail 119A – S56

The trail provides an important connection between Wellington Park and Ridgeway. The trail should be shared use and bidirectional to benefit all trail users.

Trail 127 – Ridgeway Loop

Ridgeway has significant potential to be developed as a mountain bike riding hub. Particularly, trail 127 facilitates loops using existing fire trails 198 and 200, connects to the upper reservoir hub and links with proposed trails 122A/122 leading into waterworks. The trails should be shared use and bidirectional.

Trail 144 – Noahs Saddle

The trail or more specifically a connection utilising existing single tracks where practicable between Knocklofty Reserve and the edge of Wellington Park is a key element to a successful network of trails. The trail will enable the linkage of two popular riding areas meeting an identified gap in the network of trails. The trails have good access to residential areas and roads. The connection should cater for a high number of cross country riders and walkers. Due to the trail being a key link, it is important for the trail to be shared use and bidirectional.

There is potential for the engagement of volunteers in the design and construction of the connection, the Hobart Trail Alliance has expressed interest in being a part of the design and construction of this connection. There are convenient vehicle access points for the construction and ongoing maintenance of the trail. It is noted that the connection could be incorporated into the projected closing of McCrobies Gully Tip (2017) and in the rerouting of the upper section of Sliders (trails 63 and 163).

Trail 190 and 190A – Telstra Tower Tracks

Ridgeway has significant potential to be developed as a mountain bike riding hub. These trails together with 119A (a prohibited trail) have the potential to connect Wellington Park with the heart of Ridgeway, removing the need to use Chimney Pot Hill Road. Connecting Ridgeway, directly with the Pipeline Track (201) and S56 (a prohibited trail), will significantly improve the experience of riding between Wellington Park, Fern Tree and Waterworks with Ridgeway.

Trail 199A – Ridgeway Reservoir to Chimney Pot Hill Road

This short section of single track that currently follows a pipeline provides a fun connection from Chimney Pot Hill Road to the Ridgeway Reservoir. The trail also reduces the section of ascent required. This trail should be shared use and bidirectional, whilst still retaining its existing rough nature.

Hatched Areas

Domain

The Queens Domain has relative little use by riders when considering its proximity to residential areas and the CBD. The Domain has a significant number of informal trails particularly in the area located above the Joggers Loop. The Domain offers a number of shorter circuits, largely on single track that have short steep climbs and short flowing downhill. The area also includes a number of wider, more contoured trails, such as the Soldiers Memorial Trail. Notably, the trails are currently successfully shared use with walkers and dog walkers.

The Domain is an excellent area for entry level riders whilst still providing fun trails for riders with more experience. It is considered that the Domain is currently underutilised and has potential to be developed as a small mountain bike riding hub. The existing trail network needs to be rationalised with some of the trails being rehabilitated and others formalised. Importantly, a number of circuits must be maintained that involve both short and longer loops, incorporating the Domain Loop (205). It is essential to the popularity of the network that the narrow 'rough' nature of the trails is retained. There is an identified gap in the network of trails of entry level, family friendly riding. The Queens Domain is ideal to meet this gap in terms of terrain, vegetation, location and existing users of the park.

It is further noted that a small mountain bike riding park within the vicinity of the redevelopment of the Soldiers Memorial Park would be a complementary recreational use to the current activities. The park would have direct access to the cross country network of trails above the joggers loop and direct access to the proposed XC lower loop of the domain (205).

Area between Strickland and Huon Road (located on Private Land)

This section of bushland, which is owned by the Cascade Brewery, has been identified as having the potential to provide a number of trail opportunities to both riders and walkers with its proximity to residential areas, its connection to existing trails in the area and its relationship with Wellington Park. Notably, a significant number of informal trails have been constructed over many years of recreational use by the Hobart trail community. The area also contains a significant amount of weeds and eroded sections. Due to the significant number of trails, the eroded sections and weed infestations, together with the unique opportunity that the parcel of land provides to the trail community, the area has been identified as requiring a detailed analysis before a recommendation can occur as to which trails are kept, which areas are rehabilitated and which trails are upgraded.

In discussions with the land owner, a number of key connections and trail types for this parcel of land need consideration:

- the Rivulet Track - 68 (also known as the Gorse Track) – as shown on map,
- North Shore style, downhill track/s;
- a cross country track from the corner of Strickland Avenue and Huon Road, utilising the area of land above Huon Road and finishing at Cascade Brewery; and
- a connection from South Hobart to the Waterworks reserve.

Priority Trails Clarence City Council

Proposed

Trail 287 – Tangara Trail

The area of the Tangara Trail in Sandford is a destination riding area for cross country mountain bikers. This trail fits within this section of the Tangara Trail, emphasising Sandford as a riding destination and enhancing the experience. The trail highlights the scenic quality of this piece of coastline whilst forming a circuit with trails 293 and 289. The trail should continue to be shared use and bidirectional thereby benefiting all trail users of the area. The trail is on private land, it is therefore considered that there is potential for a private/public partnership. Additionally, the Tangara Trail Community Group which does include some mountain bike riders may also be interested in engaging with the design and construction of the trail. The trail has been identified as a high priority trail. Land owner in principle support is yet to be attained.

Trail 309 – Clarence Foreshore Trail

This proposed trail is an important trail within the greater Hobart trail network as it provides for a scenic water frontage off-road track for entry level riders. The trail connects well with the Tangara Trail located in Sandford, which is a popular cross country ride utilised by riders. There is widespread support for this trail in the riding community, particularly as it meets the identified gap in the trail network for family friendly, entry level rides. The trail is well connected to roads and connects the residential areas of Lauderdale and Sandford.

The trail would attract local riders to the area, which would in turn contribute to the local economy. The trail has been identified as a high priority trail for both riders and Council. The land the trail is located on is owned both publically and privately. In-principle support from the private land owners is yet to be attained.

Trail 313– Tangara Trail Extension

This trail creates a link with Delphis Drive/School Road to the existing network of trails in Sandford. Delphis Drive is often used as a trailhead for riders, these trails emphasis this trailhead and provide for additional circuits from the trailhead. There is a high level of usage of the Tangara Trail within this area by riders. The trails in this area are good entry level trails, which has been identified as a gap in the greater Hobart network. The trails should be shared use and bidirectional, thereby benefiting all trail users of the area. The construction of these proposed trails has been identified as a high priority. Focusing on this area of the Tangara Trail as a mountain bike riding destination will continue to attract local riders and some tourists to the area, benefiting the local businesses of Lauderdale. The trail is on private land, it is therefore considered that there is potential for a private/public partnership. Additionally, the Tangara Trail Community Group which does include mountain bike riders, may also be interested in engaging with the design and construction of the trail. The trail has been identified as a high priority trail. Land owner in principle support is yet to be attained.

Parks and Wildlife Service Redgate Section of Meehan Range – Proposed

Trail 430 – Cross Country Downhill

The trail would connect from the skyline fire trail (431) to the existing cross country downhill trail (427A) which would significantly enhance the XC riding experience within the Meehan Range. Importantly, the trail connects directly with the Clarence Mountain Bike Park. The trail would therefore highlight the Redgate Section of the Meehan Range as a riding destination. The Meehan Range has been identified as having significant potential in having a cross country network, with an identified gap in the network of the Meehan Range being single track. This track would contribute to meeting this gap.

There is currently a high level of bike usage in the area, the trail is therefore projected to have a high level of usage. The trail could be designed to be shared use, as it would not attract downhill mountain bikers due to the lack of vehicle access so would improve other trail users experience within the area. The trail would provide an important trail within the network of trails on the Redgate Section of the Meehan Range, which will contribute to the Meehan Range being a focal point for riders attracting both local and tourists to the area.

The trail has been identified as a priority trail and the potential for the reserve to be a mountain bike trail hub has in principle support from the land owner. Parks and Wildlife Service has identified the need for a site plan for the reserve in light of the various existing and proposed trails, other recreational use and high conservation values. It is considered that there is potential to engage with volunteers in the design and construction of the trail, particularly in light of the volunteers involved with the Clarence Mountain Bike Park.

Trail 437 – Skyline Single Track

This track has been identified due to the lack of single track within the network of the Meehan Range. The looping of the single track with the existing fire trail means that the track could be built in several stages. The track could be built as a mountain bike riding preferred trail which would further enhance the experience for riders. The trail would provide an important trail within the network of trails on the Redgate Section of the Meehan Range, which will contribute to the Meehan Range being a focal point for riders attracting both local and tourists to the area.

The trail has been identified as a high priority trail and the potential for the reserve to be a MTB trail hub has in principle support from the land owner. PWS has identified the need for a site plan for the reserve in light of the various existing and proposed trails, other recreational use and high conservation values. It is considered that there is potential to engage with volunteers in the design and construction of the trail, particularly in light of the volunteers involved with the Clarence Mountain Bike Park.

Trail 447– Stringy Bark Gully Loop

There are a number of unauthorised single tracks, trails and disused fire trails in the Stringy Bark Gully area. The riders have identified a desire for a cross country circuit within this gully, utilising existing trails where practicable. The circuit would provide for a moderate challenging fast flowing rider connecting to the other trails (431, 434, 435 & 437) and Clarence mountain bike park (via 425). Importantly, the trail would meet the needs of entry level riders. The Meehan Range experiences a high level of bike usage and the development of a formal loop within Stringy Bark Gully has widespread support from the riding community. Notably, the upper section of 434 requires some work to ensure it is a sustainable trail. The trail could be shared use; however such a loop would be appropriate to

be a mountain bike riding preferred and to be ridden in a single direction. The trail would provide an important trail within the network of trails on the Redgate Section of the Meehan Range, which will contribute to the Meehan Range being a focal point for riders attracting both local and tourists to the area.

The trail has been identified as a high priority trail and the potential for the reserve to be a mountain bike hub has in principle support from the land owner. Parks and Wildlife Service has identified the need for a site plan for the reserve in light of the various existing and proposed trails, other recreational users and high conservation values. It is considered that there is potential to engage with volunteers in the design and construction of this circuit, in light of the volunteers involved with the Clarence Mountain Bike Park.

Priority Trails Kingborough Council

Council managed land – Walking Only

Trail 240 – Alum Cliff (owned by PWS, leased to Kingborough Council)

Allowing bikes on the Alum Cliff trail provides riders with a quality scenic experience. The opening of the trail will become of particular importance and benefit to the trail network once the section of the proposed Dover Regional Trail is opened up between Mt Nelson and Bonnie Brae Road and the section of trail linking the Shot Tower (this section of the Shot Tower is not supported by PWS as in their view it would turn the Shot Tower into a parking area for the track) and Taroona is completed. These trails will provide an off road opportunity for riders to connect Kingston to Mt Nelson and Taroona. There is widespread support for the trail in the riding community. The trail meets an identified gap in the network as there are currently no authorised mountain biking trails in the popular recreational area of Kingston Beach. The trail is well connected to roads and residential areas and could cater for a high number of users.

Opening the trail to riders does not have landowner support.

Trail 283 – Nierinna Creek Trail

The Nierinna Creek Trail is a flowing single track that indirectly connects the Kaoota Tramway (280) with Margate. The trail enhances the experience of riding in the Snug Tiers. There is widespread support for this trail to be opened to riders within the riding community. There is currently a low to medium level of usage of trails in the area. It is considered that opening this trail to riders will have a minimal effect on current trail users. The opening of the trail to riders has been identified as a high priority.

Privately owned land

Trail 232 – Mt Nelson-Kingston Link

This trail is part of the proposed Regional Trail of Hobart to Dover. It is an important component of the network of trails as it links Mt Nelson with Kingborough, which provides for longer rides as well as an opportunity for commuting. The trail also connects with existing trails such as Lea Scout Downhill (223). There is widespread support for this trail in the riding community. It meets the identified gap in the network of a formal link between Mt Nelson and the Kingborough Municipality. Mt Nelson has a reasonable level of bike usage with the demand for trails within the Kingborough Municipality expected to increase as the population increases and the Kingston Mountain Bike Park is completed. The trail is largely a formed fire trail and is well connected to residential areas. The trail could cater for a high number of users, be shared use and bidirectional.

The trail will predominantly attract local riders. However it is considered that the Hobart to Dover Regional Trail will be a unique opportunity for an extended overnight mountain bike ride which would attract tourists to the area. The trail has potential to contribute to the local economy in a positive way. There are convenient vehicle access points for the ongoing maintenance of the trail.

The trail is currently on private land owned by multiple parties. Not all of the parties have demonstrated support.

Trail 281 – Tramway to Mandsley Road Link (privately owned land)

This trail, which is on privately owned land is an important trail in the network of the Snug Tiers as it links to the existing Kaoota Tramway as well as the proposed Stage 2 of the Tramway (282), extending the length of the ride. The trail would be of moderate grade for entry level riders. It is therefore considered that the trail would complement the existing and proposed entry level trails in this area of the Snug Tiers filling an identified gap in the greater Hobart network. There is widespread support for this trail and the development of trails in the Snug Tiers within the riding community. There is currently a reasonable level of trail usage within the Snug Tiers by riders and the trail would enhance this current level of usage. The trail is well connected to roads, accessible from low density residential areas and provides an opportunity for entry level riders to experience a more remote cross country experience.

The trail will attract locals to the area and as trails are developed and opened up within the Snug Tiers it will attract tourists to the area, which will in turn contribute to the local economy. The trail has convenient vehicle access points for the upgrading of the trail and the ongoing maintenance. The trail is a high priority for both Council and the riding community. Council is currently negotiating landowner support.

Trail 282 – Tramway Stage 2 (privately owned land)

The second stage of the Kaoota Tramway is within private ownership. This second stage would link to the first stage which would provide for an extended entry level ride within the foothills of the Snug Tiers. Notably, the route is a historical route which is an attraction itself. The trail meets the identified gap of minimal entry level rides within the greater Hobart network. There is currently a reasonable level of usage of trails by mountain bikers in the area. Similar to the completed stage of the Kaoota Tramway, this section should be shared use and bidirectional. It is noted however, that a trail users experience is enhanced on narrower trails. It is therefore recommended that the trail is kept as a single track only.

The trail will contribute in attracting local riders and tourists to the area bringing economic benefits to the local townships. The trail has been identified as a high priority by both Council and the riding community. Landowner support has not yet been attained.

Parks and Wildlife Service Snug Tiers – Proposed

Trail 274 and 279 – Perrins Ridge Traverse

These proposed trails will enable a traverse along Perrins Ridge, whilst connecting with the Kaoota Tramway (280). The trails would enable an off road circuit within the Snug Tiers meeting an identified gap in the trail network of the Snug Tiers. The trails would attract experienced cross country riders, which would reinforce the Snug Tiers as becoming an adventure centre as identified within the State Mountain Biking Plan. There is widespread support for the development of trails within the Snug Tiers from the mountain bike riding community. The Snug Tiers is a popular riding destination providing a unique experience within an appealing Tasmanian landscape a short trip from Hobart. The trails are reasonably connected to existing fire trails for their construction and ongoing maintenance. The trails could be shared use and bidirectional benefiting all trail users of the Snug Tiers. The trails have potential to hold significant cross country biking events attracting local riders and tourists to the area supporting local businesses. There is in principle support for the concept by the land management agency however it is a low priority for the agency.

Parks and Wildlife Service Snug Tiers – Existing

Trail 270 – Umfreyville Track

The trail is an important component of the track network as it provides for access to the Snug Tiers as well as a circuit incorporating the Kaoota Tramway Track (both existing 280 and proposed 282) to create a circuit. The Snug Tiers currently attracts a reasonable number of mountain bike riders to the area. It is considered that with a small number of additional trails being opened up to riders and trails being constructed the area could become an Adventure Centre as identified in the State Mountain Bike Plan. Furthermore, this trail would be an easy to medium trail which would provide an opportunity for entry level riders to experience a more remote mountain bike riding experience only 30 minutes from Hobart. It is considered that this trail will attract a number of local riders to the area as well as tourists which would have a positive impact on the local economy. The trail has been identified by both Council and riders as being a high priority trail and has in principle support from Parks and Wildlife Service. Council is in the process of negotiating with the private land owners involved.

Summary of Areas

Each natural area identified below is considered to have its own character and riding opportunities. As detailed within the body of the report, a key element of an effective network is considering the mountain biking opportunities on a sub-regional level rather than expecting each area to fulfil all riding needs. Below is a summary of each area in terms of the current situation and future opportunities that it can provide.

- **Wellington Park**

Current Situation –

Wellington Park and particularly the eastern slopes of Mount Wellington is a significant component of the trail network within Greater Hobart. Like walking, mountain bike riding has developed as a recreational activity within Wellington Park informally, with the activity being well established prior to the bike strategies being written in 2000 and 2005. Wellington Park covers 18 250 hectares, however the vast majority of trails utilised and/or proposed for mountain biking are located on the eastern face of Mount Wellington below Pinnacle Road. Similar to many other bushland areas close to residential areas across the western world, the demand for riding opportunities is greater than the supply of authorised riding/shared use trails. With the final stage of the North South Track nearing completion use of mountain bike riding trails on the western fact of Mount Wellington is projected to increase.

The predominant riding type is XC, All Mountain and Downhill for intermediate to experienced riders, with the area being characterised by steep, largely technical trails. The Glenorchy Mountain Bike Park is located on the north eastern edge of Wellington Park and utilises the cross country trails within it.

Given their conduciveness to gravity ridings, some permitted tracks namely Radfords are being used as de facto Downhill trails creating management and safety issues, highlighting the need for a downhill gravity fed trail with vehicle access on Mt Wellington and finishing in South Hobart.

The trail network in Wellington Park will continue to cater for largely medium to extreme trails with a nominal number of easier rides to cater for beginners to develop their skills and experience 'riding on the mountain'. When considering the mountain biking opportunities in all of greater Hobart however, the Mountain will be for experienced riders seeking a challenging experience, with areas such as the Domain and Tangara Trail for more entry level riders.

It is important to note that the Wellington Park Management Plan 2005 (currently undergoing a major review, due for completion 2012) and the *Wellington Park Bike Strategy 2005* would have to be amended to allow for the opening up or construction of trails for mountain bikes that have been recommended in the Master Plan.

Future Situation –

It is acknowledged that Wellington Park is limited in its capacity to allow for the construction of new trails. It is therefore important that a combination of both single use and shared use trails is utilised. It is logical that existing trails, currently prohibited to riders are considered to be shared use as the first option to ensure the number of new trails constructed is minimal. Secondly, if new trails are constructed the trail will largely benefit all trail users of the park.

Notably, a number of gaps have been identified within Wellington Park. These include:

- a lack of circuits available to riders;
- a number of important connections missing such as Fern Tree to the Springs, Lenah Valley Road to the North South Track and the Main Fire Trail to Junction Cabin;-
- a single use gravity fed, downhill trail from a starting point accessible by vehicle and leading into South Hobart; and
- limited access to trails that connect with the North South Track, resulting in minimal opportunities for loops and circuits.

It is considered that the priority trails and concepts identified both for shared use of existing trails and new trails will fill these gaps. Importantly, this area is considered to be a fundamental part of the riding network for both local Hobart riders and for attracting international and interstate tourists to the Greater Hobart Mountain Bike Hub.

- **South Hobart**

Current Situation –

The lower slopes of Mount Wellington are a key area on the Western Shore. The area is adjacent to highly populated areas and provides access to Wellington Park. A large majority of this land is privately owned. Notably, whilst there are a number of formal fire trails traversing this land, the area has a significant number trails that have been informally constructed by both walkers and riders over the years. Recently, the company has supported the construction of a new walking track (185) on its land – this track is now managed by the Hobart City Council. Despite being a designated walking only trail, the track is receiving considerable mountain bike use. It is fundamental to the success of the network of trails on the Western Shore that tracks similar to the Cascade Track (185) are formalised and opened to riders. Notably, the vast majority of trails that would be needed are in existence and subject to appropriate assessments, could be shared use trails. It is further noted that ‘the Silos’ at the brewery is currently used as an informal trailhead which creates a number of concerns for the Cascade Brewery including pressure on car parking availability and lack of amenities.

Future Situation –

There are significant opportunities for public-private partnerships in the development of the trail network on this private land. Notably, the formalisation of trails would also need to include the rehabilitation of some areas due to issues such as erosion and weed infestations. It is therefore considered that partnerships could be formed between Cascade Brewery and organisations such as Hobart City Council, volunteer riding groups such as Hobart Trail Alliance and conservation groups such as Greening Australia. The development of the trail network would largely involve the upgrading or formalising of the existing tracks, with many of the trails being rehabilitated. It is considered that the vast majority of the network should be identified as shared use trails, with one or two of the trails riding downhill only and one or two of the trails as walking with uphill only for bikes (e.g. Cascade Trail 185).

Similarly to Wellington Park the local trail network in this area will continue to cater for largely medium to extreme trails with a nominal number of easy rides. It is however important that some trails cater to beginners to provide opportunities for novices to develop their skills, which in this instance is particularly important due to the areas proximity to residential areas.

As stated previously the Silos located at the Cascade Brewery is a popular meeting place. It is therefore considered that developing the existing Cascade Venue, which currently hosts functions such as weddings, as a bike friendly destination for the consumption of food, coffee and beer will enhance the experience for riders whilst contributing to the economic success of the brewery.

Furthermore, it has been identified through the development of the master plan that the South Hobart area requires a formal trailhead, as there are a number of issues created with the use of the Silos having a lack of signage, car parking, safe road crossings and toilets. Notably, this area is one of the busiest trailheads on the Western Shore, because of its proximity to residential areas, the trail opportunities it provides and its connection with Wellington Park. Should the formalisation of trails occur as recommended, then these issues would likely be exacerbated. Therefore as part of discussions with Cascade Brewery, Hobart City Council should investigate options for a trailhead with supporting infrastructure in South Hobart to sustain this area of the trail network.

A mountain bike park connecting with the cross country and downhill trails, similar to the Clarence Mountain Bike Park, the Glenorchy Mountain Bike Park and the proposed Kingston Mountain Bike Park has also been identified as a need. Notably, with the closure of McCrobies Gully as a landfill site (to remain as a transfer station), a development of such a facility in this area is ideal in terms of its connections with the network of trails. However, the development of such a facility alongside a transfer station may create a number of use conflicts and there will not necessarily be adequate space for a mountain bike park. It is therefore important that other areas within the vicinity of South Hobart are considered to locate a skills area and bike park such as the disused quarry on the corner of Huon Road and Chimney Pot Hill Road, Wentworth Park and land between Huon Road and Strickland Avenue. Practically, the location of the trailhead and the mountain bike park should be considered conjunctionally.

- **Knocklofty**

Current Situation –

Knocklofty is currently a popular riding area being close to residential areas as well as the CBD, having reasonable (informal) trail connections to Wellington Park, as well as providing small loops within the reserve itself. The rides within Knocklofty are largely easy to moderate grade. The trails are largely not technical, with the steepness of the trails being the difficult component. The area is well suited to entry level – intermediate riders.

Future Situation –

Knocklofty should continue as a local trail hub whilst also providing an entry/exit into and out of Wellington Park. It is noted that the current connections through Noahs Saddle are informal and in part on private land. This connection should be formalised. It is noted that when options for this connection are being considered, the closure of McCrobies Gully (projected to be 2017) be regarded in the decision, as a trail/s could be incorporated into the closure of the landfill site. A number of new trails have been identified on the southern face of Knocklofty. These will improve the connection with South Hobart whilst increasing the number and length of circuits available to trail users within the reserve. Additional signs are also required, including a trailhead sign identifying potential circuits within Knocklofty and connections to other riding and residential areas.

- **Ridgeway / Waterworks /Tolmans Hill**

Current Situation –

There are a number of trails within the area, predominantly fire trails with some informally constructed single tracks on both private and publically owned land. Ridgeway is situated in the centre of a number of popular riding areas including South Hobart, Ferntree, Mt Nelson and Kingston. Ridgeway is also one of the few areas that has excellent supporting infrastructure such as water, toilets and BBQ facilities, which are located at the Waterworks Reserve.

It is noted that Tolmans Hill which is privately owned is an important component of Ridgeway and connects directly with the Ridgeway Reserve. Tolmans Hill is a relatively recent, staged subdivision that provides for some 400 – 500 residential lots. The balance of the land, which at this stage is not proposed for development, accommodates a number of informal trails that connect directly with the Ridgeway Reserve.

Future Situation –

It is considered that Ridgeway is ideally located and has the capacity to accommodate additional trails. Ridgeway is an important linkage between popular riding areas with the potential to become a riding destination in itself. A downhill trail has been identified as the

area has excellent gradient, vegetation and soil type for the development of such a trail with car access. With only a handful of new trails being constructed or opened to riders, a number of circuits can be achieved creating a hub at Ridgeway.

As stated above, Wellington Park has a limited capacity in providing for trails. The development of trails within Ridgeway, particularly a car accessible downhill trail has the potential to relieve the pressure for trail development within Wellington Park.

Notably, a number of the trails could be shared use, thereby benefiting the trail community in general. Furthermore, the residents of Tolmans Hill have limited access to recreational areas and trails that do not involve a drive to get there. It is considered that the development of this Ridgeway/Tolmans Hill network will benefit the residents of Tolmans Hill in particular.

The area has the potential to cater for a variety of riding types. This includes entry level riders on the fire trails and pipeline track, to the proposed downhill trail from Chimney Pot Hill Road to the upper reservoir.

- **Mt Nelson**

Current Situation –

This area incorporates a number of publically owned reserves including the Signal Station, Cartwright Reserve, Bicentennial Park, Truganina Conservation Area, Hobart College and the Southern Outlet Reserve. The area also includes some privately owned land such as the area of the Hobart – Dover Regional Trail (232) and the Lea Scout Centre. The trail network within this area has largely been developed in an ad hoc manner with limited formal loops or circuits being created. Notably, the area has excellent accessibility to residential areas including Mt Nelson, Sandy Bay and Tarooma. The locale is largely dominated by fire trails some that are still currently managed as such and others disused that are gradually narrowing.

Future Situation –

The area has the potential to be further developed into a local trail area for the surrounding suburbs with a small number of new trails required to enable a number of both short and long circuits, as well as connections from Kingston. It is considered that the area will largely remain a local trail area rather than a mountain riding hub. It is considered that due to the local nature of the area, new trails should be developed and trails upgraded with beginner to intermediate level riders and shared use in mind.

- **Glenorchy**

Current Situation –

The Glenorchy Mountain Park is located on the edge of Wellington Park. The North South Track which is due to be completed in 2012 will join the Glenorchy Mountain Bike Park (GMBP) to The Springs. This trail is an important link between the GMBP and the popular riding areas of The Springs and South Hobart. The vast majority of trails within the Glenorchy area of Wellington Park are fire trails, with some single track cross country trails emanating from the bike park and traversing through Wellington Park.

Glenorchy also includes several other mountain bike riding trails such as trails along the foreshore, a single track XC circuit located on St Virgils land and trails within the Poimena Reserve. Largely though, the home of mountain biking in Glenorchy is on the edge of Wellington Park at the Glenorchy Mountain Bike Park.

The riding within Glenorchy is predominantly entry level to intermediate XC rides with the exception of the mountain bike park, which includes 4X trails, technical downhill trails and dirt jump circuits which cater for an important component of the mountain bike riding community. Regular local and national events are held at the GMBP. Notably, the downhill trails rates as one of the best in Australia.

The Glenorchy Mountain Bike Park is well placed on the border of Wellington Park, however further links from the South Hobart/Pinnacle area to the GMMBP is recommended. Trails have been identified accordingly.

Future Situation –

The Glenorchy Mountain Bike Park has potential to be further developed with cross country trails as well as the development of supporting infrastructure such as toilets, water and BBQ facilities. It is considered that changing the existing entrance to the park to Tolosa Park nearer the reservoir would improve the aesthetics dramatically and certainly feel more welcoming to riders, particularly new riders. Notably, there could be some shared use of the existing facilities. A number of new trails have been identified that will improve the available cross country circuits within the vicinity of the park, which together with the completion of the North South Track will see the mountain bike park become an important mountain bike riding destination within Greater Hobart.

It is considered that further opportunities should be explored within the bushland areas of Glenorchy such as Mt Faulkner and Goat Hills, which are ideally located close to residential areas, have potential connection opportunities with existing trails and good terrain for mountain bike riding.

- **Kingston**

Current Situation –

The area of Kingston and Kingston Beach have limited mountain bike riding opportunities. With the exception of the Peter Murrell Reserves and Coningham (considered in more detail below) the vast majority of trails are on private land or walking only trails. The Peter Murrell Reserves caters well to the entry level riders, but has limited options for more skilful riders in search of a challenge. A mountain bike park has been proposed as part of the Kingston High School development, which is ideally located and will be an important facility for the local riding community.

Future Situation –

Notably, the area of Kingston is projected to experience significant residential growth. The provision of a trail network for the area is therefore important and will contribute to the attraction of living in the area. Further mountain bike riding opportunities within the area need to be explored and the existing trail network that is currently on private land be secured to enable local riding opportunities. Providing for trail connections between Ridgeway, Ferntree, Mt Nelson and Taroona will play a key role in this network.

Furthermore, it is important that the trail network is linked into the proposed Kingborough Mountain Bike Park. The bike park is largely surrounded by private land however, connecting the cross country network from Wellington Park and its surrounds with the mountain bike park is an important goal to be achieved for the mountain bike park to become a well utilised hub.

- **Snug Tiers**

Current Situation –

The Snug Tiers are an important component of the trail network within Greater Hobart. They provide a destination ride a short drive from Hobart. Importantly, the distance is far enough to create a feeling of leaving the city for an ‘adventure’, but short enough to make it easily accessible. The Snug Tiers complement the more traditional riding areas of Greater Hobart such as the Meehan Range, Mount Wellington and South Hobart. The existing trails within the Snug Tiers are largely managed fire trails, disused fire trails and a disused tramway. Notably, an extended ride on the Snug Tiers generally requires the use of roads such as Umfreyville Road and Allen’s Rivulet Road.

Future Situation –

There is an excellent opportunity for the Snug Tiers to become a mountain bike riding hub, or as identified in the State Plan, an Adventure Centre. The Snug Tiers are ideally located and have excellent terrain to provide some longer single track circuits with opportunities for extended downhill experiences. Furthermore, they are well serviced by Margate and have a number of complementary trails within the area such as the Nierinna Creek Track. It is

considered that a trail network within the Snug Tiers should be further developed creating a number of longer single track rides, extended downhill trails and some complementary entry level, family friendly rides such as the Kaoota Tramway Track and the Nierinna Creek Track.

The Snug Tiers is identified as a mountain bike destination area and with some upgrading of trails could become a significant area in the Greater Hobart Hub. The area has potential to become a MTB Adventure Centre with its proximity to local communities and services and the reputation of the area locally as a quality riding area. It is noted that the trails are largely fire trails and/or informal walking trails with no signage. Supporting infrastructure such as a formal trailhead with signage, shelter and water would also need consideration in the development of the Snug Tiers trail network. Many are within or traverse the Snug Tiers Nature Recreation Area which is managed by the Parks and Wildlife Service.

- **West Wellington Range**

Current Situation

The vast majority of the area which is directly adjacent to Wellington Park and incorporates townships such as Judbury, Crabtree and Mountain River is in either private ownership or is owned by Forestry Tasmania. Subsequently, majority of the trails have either been constructed on private land or are roads and fire trails associated with forest management practices.

Future Situation

This area has an opportunity to develop as a destination activity centre such as Margate and the Snug Tiers. The landscape is picturesque, there is varied terrain and it has excellent connections with existing trails such as Jeffery's Track, East West Trail and the Mountain River Trail. Developing this area is not a high priority for the Greater Hobart Network, but if developed would make a unique contribution to the variety of mountain biking opportunities within Greater Hobart. Notably, the development of the area should focus on connections with Wellington Park, shared use trails and expansion of single track.

- **Coningham**

Current Situation

The trail network within Coningham is predominantly fire trails and walking only trails or unauthorised constructed riding trails. The authorised trail network is ideal for families and entry level riders. Notably, Coningham is within close proximity to the Snug Tiers, increasing the reputation of The Channel as a riding destination.

Future Situation

Conningham has been identified as being an ideal location, as well as having ideal terrain and vegetation type to develop a single track network, creating a more formal number of loops, circuits and routes. With the population projected to increase within the Kingborough Area having a reserve with a well designed trail network catering for all skill levels would be an important element in the recreation infrastructure provided for the area.

Mountain biking is a permitted use in the reserve on tracks designated multiple use. Previously tracks were not designated to specific user groups. However the recent reserve management statement identified a concern in regards to erosion and conflict of use especially relating to downhill riders, particularly the speed they travel at.

The area has excellent potential in terms of terrain, vegetation, distance from Hobart and the size of the area to be further developed into a mountain bike riding destination. The bushland is picturesque with its proximity to the coast.

This desire is not only evident through the construction of unauthorised trails, but has also been expressed the community forums held during the development of the Management Statement and by members of the Consultative and Working Group during the development of the master plan. Importantly, the Reserve Management Statement acknowledges that 'the general consensus has been that there have been relatively few incidents or conflicts' between walkers, bike riders and horses. Furthermore, in relation to the 'downhill' mountain bikers the statement states 'it is having little direct impact on others and this benefits the wider community as these youth are engaged in a healthy activity' and due to the speed at which these tracks are ridden, it is necessary to designate area for this use. Notably, Orienteering Tasmania has also expressed a desire for an area where mountain bike orienteering can occur. The Reserve Management Statement recommends that PWS enter into discussions to develop a downhill mountain bike course and the investigations are undertaken to see if mountain bike orienteering events can be conducted on a sustainable basis. This master plan endorses these actions and further recommends that consideration of the mountain bike trails is expanded to include areas of the Reserve such as Sheppards Hill.

- **Meehan Range Nature Recreation Area – Redgate Section**

Current Situation –

The majority of this area of the Meehan Range is managed by Tasmanian Parks and Wildlife Service. Currently, mountain bikes are not permitted in the area, although PWS authorise events to occur in the Belbins Road (Redgate) section. This section of the Meehan Range, which includes the Clarence Mountain Bike Park, is a significant component of the trail network within greater Hobart, particularly for the residents of the eastern shore. The recreation area is characterised by a network of fire trails, unauthorised single tracks and authorised trails that have been constructed in association with the mountain bike park. The majority of the trails are for intermediate to experience riders.

Due to the unauthorised nature of the network and the status of mountain bike riders there is inadequate signage and beyond the mountain bike park there are minimal obvious routes or circuits.

Future Situation –

As stated previously the Redgate Section of the Meehan Range is seen as the mountain biking hub of the Eastern Shore. The area has excellent topography for XC and All Mountain style riding, providing opportunities for circuits and routes of various lengths and technical levels. Notably, the Meehan Range Nature Recreation Area – Redgate Section could largely be a shared use (mountain biking and walking) network of trails, with trails directly associated with the Mountain Bike Park being riding only, to enable some fast technically challenging downhill trails. The recommended trails for this section of the Meehan Range predominantly results in the extension of single track.

There is also potential for this section of the Meehan Range to connect with the informal network of trails on the Meehan Range adjacent to Risdon Vale and then extend to Grass Tree Hill. Notably, this alignment has been identified as a high priority by Clarence City Council as a multiple use Regional Trail.

- **Waverly Park, Natone Hill, Rosny Hill, Gordons Hill, Knopwood Hill**

Current Situation –

The trail network within these local reserves contain a number of single tracks, fire trails and unauthorised trails. Notably, a significantly greater number of trails exist than are shown on the maps. It is considered that these reserves are important at a local level, particularly for young riders without a driver's licence or entry level riders improving their technique. Importantly, these areas provide excellent mountain biking opportunities close to residential areas.

Future Situation –

Signage (including maps) and formalisation of some of the trails is required for these areas. Within Waverly Park a rationalisation of trails would be beneficial. These residential reserves play an important role in the overall network of trails in greater Hobart. It is therefore important that formalisation of the trails occurs with the associated signage and maps. Notably, Gordon Hill Nature Recreation Area and Knopwood Hill Nature Recreation Area, which are managed by the Tasmanian Parks and Wildlife Service also require the formalisation of allowing bikes in the reserves.

- **Rokeby Hills, Mt Rumney, Droughty Point, East Risdon State Reserve, Meehan Range Recreation Area above Risdon Vale and Tinderbox Hills**

Current Situation

These areas contain a mixture of private and public land. Like majority of bushland areas in greater Hobart the areas also contain a number of fire trails and informal or formal single tracks. As best can be understood, the trails are used by a small number of riders, predominantly by riders that live in the area. It is considered that the development of trails in these pockets of bushland is a high priority on a sub-regional basis; however development of trails in these areas provides an important opportunity at a local level.

Future Situation

It is important that the land managers and tracks and trails committees from each of the Council's are aware of these pockets of local trails, so when subdivisions occur or other opportunities arise for trail development and/or land acquisition, informed decisions can be made. The development of trails within these reserves will become increasingly important as the master plan is implemented.

- **Tangara Trail**

Current Situation –

The Tangara Trail is comprised of a large number of trails located within the Municipality of Clarence. The Tangara Trail is a demonstration of successful shared use trails between horse riders, walkers, mountain bike riders and dog walkers. The main section of the Tangara Trail that is currently utilised by mountain bikers is on the western side of South Arm Road in the Sandford area. A popular place for people to park and begin their ride is at the top of Delphis Drive. This section of the Tangara Trail is suitable to entry level to intermediate riders. The Tangara trail provides an important component of the network of trails in Greater Hobart in that the trail is suitable to entry level riders whilst still being a fun ride to the more experienced XC riders.

Similar to many of the riding areas within Greater Hobart unless riding with a local, that has intimate knowledge of the network it is a difficult route to navigate.

It is noted that the remainder of the Tangara Trail and the associated Clarence Foreshore trail whilst not significant on a sub-regional base, is considered to be important on a local level. And the network should therefore continue to be expanded and shared use promoted.

Future Situation –

Supporting infrastructure such as signage, a clear trailhead with parking, toilets and water as well as maps, have been identified as a need for the area. The signage at the trailhead needs to identify possible routes, approximate time to take and level of difficulty. It is of

particular importance that the trailhead defines appropriate trail etiquette, due to the number of horses on this trail.

Notably, the Sandford area of the Tangara Trail is the popular part of the trail for MTB riders. Several new trails in this area have been recommended accordingly, particularly to facilitate loops and circuits. It is therefore recommended that this area of the Tangara Trail focuses on mountain bike use and the trailhead for this area when being investigated considers mountain bikers.

- **Queens Domain**

Current Situation –

The Queens Domain has relative little use by riders when considering its proximity to residential areas and to the CBD. The Domain has a significant number of informal trails particularly in the area located above the Joggers Loop. The Domain offers a number of shorter circuits, largely on single track that have short steep climbs and short flowing downhills. The area also includes a number of wider, more contoured trails. Notably, the trails are currently successful shared use trails.

The Domain is an excellent area for entry level riders whilst still providing fun trails for riders with more experience.

Future Situation –

It is considered that the Domain is currently underutilised and has potential to be developed as a mountain bike riding hub. The trail network needs to be rationalised with some of the trails being rehabilitated and others formalised. Keeping the trails narrow and rough in nature is essential. There is an identified gap in the network of trails of entry level, family friendly riding. The Queens Domain is ideal to meet this gap in terms of terrain, vegetation, location and existing users of the park.

It is further noted that a small mountain bike skills area within the vicinity of the redevelopment of the Soldiers Memorial Park would be a complementary recreational activity to the current activities. The park would be ideally located, having supporting infrastructure such as car parking, toilets and water as well as having direct access to the cross country network of trails.

- **Epic and Iconic Rides**

An Epic Ride is considered to provide a high quality experience – a journey through a spectacular landscape, unique trail features, providing challenges for riders of varying abilities. The development of an Epic begins with the nomination of an existing trail, which is then assessed by IMBA against a number of criteria, including consideration of the unique features of quality and variability of experience.

As identified in the State Plan, IMBA has endorsed a number of Epic Rides (primarily in North America) that are world class and internationally marketed, but none have yet been nominated or approved in Australia. Notably, the achievement of an Epic Ride in greater Hobart is a long term goal.

The riding community has identified a desire for an Epic Ride which includes areas of Wellington Park. The loop could include trails such as the North South Track, the proposed Big Bend Downhill Trail, the Pipeline Track and/or the Wellington Falls Track and a trail linking the Big Bend Trail with the Wellington Falls Track. Notably, the Big Bend Downhill Trail section of the Epic Loop has also been identified in the State Plan and the Glenorchy Recreation Plan. The State Plan reinforced the potential marketing power an IMBA 'EPIC' classified ride to Tasmania. The section of the ride from big bend to GMBP has the potential to be the longest all mountain singletrack descent in Australia, with approximately 1000 metres loss of elevation and public road access to the trailhead.

- **Meehan Range Skyline Traverse**

A skyline traverse across the Meehan Range would be a unique ride to the eastern shore and would become an important and popular element of the greater Hobart network. Many of the trails exist, however, most of them on private land. It is noted that this is a long term goal, but one that can be achieved in stages. Currently this is being pursued through the Clarence Tracks and Trails Committee.

- **Derwent Foreshore Glenorchy**

A shared use trail on the Derwent in the area of Glenorchy would be an ideal location for an entry level, family friendly shared use trail. Large sections of the trail exist, predominantly in the form of the City Cycle Way. The trail should continue to be extended as trail development opportunities arise. Consideration should be given to not all sections of the trail being sealed.

Appendix C

Working Group Members

Greater Hobart Mountain Bike Master Plan

Working group

Members of the Working Group consist of representatives from recreational clubs and groups, and the key management agencies involved in planning and management of mountain bike facilities in the Greater Hobart area. Individual riding representatives were selected following an Expressions of Interest process.

Agency	Contact Person
Sport and Rec Tasmania	Luke Chiu
Tourism Tasmania	Lee Postma
Parks and Wildlife Tasmania	Grant Hall
Hobart City Council	Richard Greenhill
Glenorchy City Council	Alli Coombes
Clarence City Council	Mary McParland
Kingborough Council	Jon Wisbey
Hobart Walking Club	Midge Jones / Andrew Davey (job sharing)
Dirt Devils / MTB Aust	Simon French
Hobart Trail Alliance	Ed Parker
Rider	David Mason
Rider	Matt Davis
Rider	Su Sprott
Rider	Clint Siggins
Rider	Tom Guiver
Rider	Andrew Ling
Rider	Matt Lindus

Appendix D

Consultative Group Members

Greater Hobart Mountain Bike Master Plan

Consultative Group

Members of the Consultative Group consist of representatives from a broad group of stakeholders including recreational clubs, community groups, management agencies, bike shops and tour companies which are involved in the provision of mountain bike facilities, infrastructure and services in the Greater Hobart area. Individual riders also play a key role in the Consultative Group; the riders chosen were selected following an Expressions of Interest process.

Agency	Contact Person
Cycling Go	Misha Pringle
Appleby Cycles	Kai Fuller
Bike Ride	Mark Bowden
Ken Self Ride	Matt Grundy
Tassie Cycles	Ross McPherson
Government	
Southern Water	Andy Crawford
NRM South	Alistair Kay
Wellington Park Management Trust	Michael Easton
Hobart City Council	Stuart Baird
Hobart City Council	Shannon Avery
Glenorchy City Council	Len Yeats
Community Groups	
Derwent Estuary Programme	Ursula Taylor
Wellington Park Bushcare Group	Peter Franklin
Bicycle Tasmania	Tim Stretwick
Tracks and Trails Advisory Group (Kingborough)	Steve Wass
Glenorchy Mountain Bike Park	Luke Chiu
Clarence Mountain Bike Park	Josh McDonald
Precinct Committees Glenorchy	Darrell Vincent
Cycling Tasmania	Christian Farley
Tasmanian Trail Association	Peter Fehre
Mt Nelson Bushcare Group	Andrew Hingston
Ridgeway Bushcare Group	Sue Drake/Bruce Longmore
Friends of Knocklofty	Jim Anderson
Tangara Trail	Robyn O'Keefe
Private Operators	
Mount Wellington Descent	Andrew Burford
Island Cycle Tours	Sam Denmead

Dirt Art	Simon French
Inspiring Place	Carrie Southern
Local Riders	
Rider	Tom Burford
Rider	Nathan Chilcott
Rider	Ben Clark
Rider	John Dawson
Rider	Mark Flood
Rider	Rick Gittus
Rider	Emlyn Jones
Rider	Leigh Kemp
Rider	James Martyn
Rider	Talbot Matthews
Rider	Andrew Maynard
Rider	Nathan Meyers
Rider	David Palmer
Rider	Richard Quinn
Rider	David Rayner
Rider	Allan Roddam
Rider	Andy Semlar
Rider	Nathan Sidney
Rider	Ian Stanley
Rider	Basil van Riet
Rider	Kerry Watson

Appendix E

Civil Liability Act 2002



Civil Liability Act 2002

This information sheet provides information relating to liability and legislation reforms for land owners, land managers and other providers of sporting or recreational activities (referred to as 'providers'), as well as sport and recreation participants.

In 2003, nationally agreed reforms to legislation were introduced in order to arrest the trend of increasing litigation for personal injury and address the public liability insurance crisis. In Tasmania, the relevant legislation is the *Civil Liability Act 2002*.

The reforms:

- place emphasis on personal responsibility of participants for actions resulting in their injury where they are participating in a 'dangerous recreational activity' with 'obvious risks'; and
- afford public authorities and land owners who allow recreation on their land greater protection from liability.

These changes have had a significant impact on claims that can be made by people who have been injured whilst participating in sporting or other recreational activities.

General principles

Providers of sporting or recreational activities may be liable for injuries suffered by participants where the actions of the provider have caused or contributed to the injuries. The law makes it clear that a provider does not breach the duty to take reasonable care unless:

- there was a foreseeable risk of harm – so that the provider knew or should reasonably have known that a risk of harm existed;
- the risk was not insignificant ; and
- in the circumstances, a reasonable person would have taken precautions to avoid the risk, and in fact the provider did not take adequate precautions.

There are additional protections afforded to providers in the legislation where there is exposure to 'obvious risks', where participants are engaged in 'dangerous recreational activities' or where risk warnings are issued by public authorities.



Obvious risks

The law also makes it harder for injured participants to succeed in negligence claims where the injury they have suffered results from a risk that is 'obvious'. An 'obvious risk' is defined in the legislation to mean a risk that would be obvious to a reasonable person in the circumstances, or that is patent or a matter of common knowledge. A risk can be obvious even though it has a low probability of occurring, or it is not prominent, conspicuous or even physically observable.

Jaber v Rockdale City Council [2008] NSWCA 98, is a case recently decided by the Courts in NSW. It provides a useful interpretation of NSW legislation which is similar to the law in Tasmania, and indicates the position likely to be adopted by courts in Tasmania. The claimant in Jaber had dived from a wharf and struck his head on the sea bed, sustaining serious injuries to his spine. The term 'obvious risk' was defined by the Court to mean a risk that would be recognised by a reasonable person in the position of the participant using ordinary perception, intelligence and judgment. The question is not whether, in fact, the participant actually recognised the risk. The Court found that the risk of serious injury from diving into water of an unknown depth was an obvious one, and ruled that the council was not liable for the injuries suffered.

Under the Tasmanian legislation, there are two consequences of a risk being classified as obvious. First, a provider has no proactive duty to warn participants of this risk (unless the person has requested advice or information about the risk). Secondly, in any claim for a resulting injury, it is easier for a provider to argue that the participant voluntarily assumed the risk.

Dangerous recreational activities

A recreational activity includes any sport, pursuit or activity engaged in for enjoyment, relaxation or leisure. Such an activity will be classified as dangerous where it involves a significant degree of risk of physical harm to a person. Where this is the case, the legislation provides that a provider is not liable for harm suffered by another person as the result of a materialisation of an 'obvious risk'.

There have not yet been any decisions by Tasmanian Courts on this issue, but decisions in other States with similar legislation give some examples of activities that may be classified as 'dangerous'. It is clear that the classification of each situation will depend on the particular circumstances of the

activity. In Jaber, diving was held to be a dangerous recreational activity. Other courts have accepted that off-road motor vehicle driving, spear fishing and spotlight shooting may be dangerous recreational activities. Other activities such as mountain biking, rock climbing and white water rafting are likely to be considered dangerous recreational activities as would other 'extreme' sports or activities where there is a significant degree of risk of physical harm to the participant.

Waivers and exclusions of liability

In some circumstances, an activity provider that is a corporation can exclude, restrict or modify liability for death or personal injury by including an exclusion clause or waiver in a contract entered into with participants. Such clauses, however, need to be carefully worded so they are not later found to be invalid. Clauses excluding 'all liability' for 'any loss' have generally been regarded by the Courts as insufficient to exclude negligence claims. However, a well worded clause may help to prove that all parties were aware of the risks and understood their responsibilities.

Public authorities and risk warnings

The provisions described above apply to all providers of sport or recreational activities, regardless of whether the provider is a private company, a public company or a public authority or whether the activity is undertaken on public or private land.

For public authorities, however, there are additional protections relating to the issuing of risk warnings. A public authority does not owe a duty of care to a person for any risks involved in recreational activities for which it has issued a risk warning. The risk warning can be issued either orally or in writing but must be given in a manner that is likely to result in people being warned of the risk before engaging in the activity. There are several exceptions to this exclusion of liability, however, including where the risk warning was not issued by the authority itself, where it was contradicted by any other representation made by the authority or where the injury resulted from a contravention of other laws.

Suggestions for participants

The legislation places emphasis on personal responsibility of participants for actions resulting in their injury where they are participating in a dangerous recreational activity with obvious risks. Participants should make themselves aware of the risks involved in sporting or recreational activities and take precautions to avoid any risks.

Suggestions for providers

Not all risks will be considered 'obvious' and not all activities 'dangerous', therefore it will always be prudent for providers of recreational activities to take reasonable precautions and ensure appropriate levels of safety and maintenance.

However, the current laws certainly reduce liability for claims of negligence arising from recreational activities. There is no duty to proactively warn participants about obvious risks. It will be easier for a provider to defend a claim where a participant voluntarily assumed an obvious risk. Where the risk is obvious and a recreational activity is dangerous, providers may not be liable for resulting injuries. In addition, including an exclusion clause in a contract signed by participants may assist in limiting liability if carefully worded.

A full copy of the Civil Liability Act 2002 can be viewed at: www.thelaw.tas.gov.au

The legislation places emphasis on personal responsibility of participants for actions resulting in their injury where they are participating in a dangerous recreational activity with obvious risks.

This information sheet has been prepared for the Crown in Right of Tasmania represented by Sport and Recreation Tasmania, by Lander and Rogers Lawyers' Sport Business Group, who can be contacted on alynch@landers.com.au or +61 3 9269 9325.

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Appendix F

Rider Code of Conduct

Rider Code of Conduct

Codes of conduct are a common education tool used in Australia and elsewhere in the world to encourage responsible trail use by a range of recreational user groups. The following example is from the State Mountain Bike Plan, which was based on the code of conduct implemented at Wellington Park and the Dial Range, as well as including a number of additions following a review of the IMBA Rules of the Trail, the code of conduct for the You Yangs, and other examples.

Principle 1: Respect other trail users

- alert other trails users of your presence
- slow to their speed when passing
- slow down for corners and blind spots
- give way to walkers and horse riders on multiple use trails.

Principle 2: Stay on the designated bike riding tracks and trails

- do not trespass on private land
- ride only on trails approved for bikes
- do not create new trails, short cuts or obstacles.

Principle 3: Minimise your impacts on the environment

- avoid muddy trails – seek an alternative after rain
- avoid skidding
- take out your litter ‘leave no trace’
- respect the local flora and fauna
- keep your bike clean to prevent the spread of weeds and plant diseases.

Principle 4: Be a safe rider

- plan ahead – know your equipment and the area that you are riding in
- wear a helmet and other appropriate protective equipment
- know your ability and keep your bike under control
- be prepared for sudden changes in weather conditions
- carry tools and spares
- let someone know where you are going
- carry a mobile phone.






Principle 5: Get involved

- report trail hazards, incidents and maintenance issues
- take part in trail maintenance days
- set a good example for other riders.






Appendix G

IMBA Australia Trail Difficulty Rating System

Trail Difficulty Rating System - User Guide

	Very easy  White Circle	Easy  Green Circle	Intermediate  Blue Square	Difficult  Single Black Diamond	Extreme  Double Black Diamond
Description	Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles. Frequent encounters are likely with other cyclists, walkers, runners and horse riders.	Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of unavoidable obstacles. Short sections may exceed these criteria. Frequent encounters are likely with walkers, runners, horse riders and other cyclists	Likely to be a single trail with moderate gradients, variable surface and obstacles.	Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.	Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.
Suitable for	Beginner/ novice cyclists. Basic bike skills required. Suitable for most bikes.	Beginner/ novice mountain bikers. Basic mountain bike skills required. Suitable for off-road bikes.	Skilled mountain bikers. Suitable for mountain bikes.	Experienced mountain bikers with good skills. Suitable for better quality mountain bikes	Highly experienced mountain bikers with excellent skills. Suitable for quality mountain bikes.
Fitness Level	Most people in good health.	Most people in good health	A good standard of fitness.	Higher level of fitness	Higher level of fitness
Trail Width	Two riders can ride side by side.	Shoulder width or greater	Handlebar width or greater	Can be less than handlebar width.	Can be less than handlebar width.
Trail Surface and obstacles	Hardened with no challenging features on the trail.	Mostly firm and stable. Trail may have obstacles such as logs, roots and rocks.	Possible sections of rocky or loose tread. Trail will have obstacles such as logs, roots and rocks.	Variable and challenging. Unavoidable obstacles such as logs, roots, rocks drop-offs or constructed obstacles.	Widely variable and unpredictable. Expect large, committing and unavoidable obstacles.
Trail Gradient	Climbs and descents are mostly shallow.	Climbs and descents are mostly shallow, but trail may include some moderately steep sections.	Mostly moderate gradients but may include steep sections.	Contains steeper descents or climbs.	Expect prolonged steep, loose and rocky descents or climbs.













Trail Difficulty Rating System Land Managers Guide

	Very easy  White Circle	Easy  Green Circle	Intermediate  Blue Square	Difficult  Single Black Diamond	Extreme  Double Black Diamond
Description	<p>Likely to be a fire road or wide single track with a gentle gradient, smooth surface and free of obstacles.</p> <p>Frequent encounters are likely with other cyclists, walkers, runners and horse riders.</p>	<p>Likely to be a combination of fire road or wide single track with a gentle gradient, smooth surface and relatively free of obstacles.</p> <p>Short sections may exceed these criteria.</p> <p>Frequent encounters are likely with other cyclists, walkers, runners and horse riders.</p>	<p>Likely to be a single trail with moderate gradients, variable surface and obstacles.</p> <p>Dual use or preferred use</p> <p>Optional lines desirable</p>	<p>Likely to be a challenging single trail with steep gradients, variable surface and many obstacles.</p> <p>Single use and direction</p> <p>Optional lines</p> <p>XC, DH or trials</p>	<p>Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.</p> <p>Single use and direction</p> <p>Optional lines XC, DH or trials</p>
Trail Width	2100mm plus or minus 900mm	900mm plus or minus 300mm for tread or bridges	600mm plus or minus 300mm for tread or bridges	300mm plus or minus 150mm for tread and bridges. Structures can vary.	150mm plus or minus 100mm for tread or bridges Structures can vary
Trail Surface	Hardened or smooth.	Mostly firm and stable.	Possible sections of rocky or loose tread	Variable and challenging.	Widely variable and unpredictable
Average Trail Grade	<p>Climbs and descents are mostly shallow.</p> <p>Less than 5% average.</p>	<p>Climbs and descents are mostly shallow, but may include some moderately steep sections.</p> <p>7% or less average.</p>	<p>Mostly moderate gradients but may include steep sections.</p> <p>10% or less average.</p>	<p>Contains steeper descents or climbs.</p> <p>20% or less average</p>	<p>Expect prolonged steep, loose and rocky descents or climbs.</p> <p>20% or greater average</p>
Maximum Trail Grade	Max 10%	Max 15%	Max 20% or greater	Max 20% or greater	Max 40% or greater

Level of Trail Exposure	Firm and level fall zone to either side of trail corridor	Exposure to either side of trail corridor includes downward slopes of up to 10%	Exposure to either side of trail corridor includes downward slopes of up to 20%	Exposure to either side of trail corridor includes steep downward slopes or freefall	Exposure to either side of trail corridor includes steep downward slopes or freefall
Natural Obstacles and Technical Trail Features	No obstacles.	<p>Unavoidable obstacles to 50mm (2") high, such as logs, roots and rocks.</p> <p>Avoidable, rollable obstacles may be present.</p> <p>Unavoidable bridges 900mm wide.</p> <p>Short sections may exceed criteria</p>	<p>Unavoidable, rollable obstacles to 200mm (8") high, such as logs, roots and rocks.</p> <p>Avoidable obstacles to 600mm may be present.</p> <p>Unavoidable bridges 600mm wide.</p> <p>Width of deck is half the height.</p> <p>Short sections may exceed criteria.</p>	<p>Unavoidable obstacles to 380mm (15") high, such as logs, roots, rocks, drop-offs or constructed obstacles.</p> <p>Avoidable obstacles to 1200mm may be present.</p> <p>Unavoidable bridges 600mm wide.</p> <p>Width of deck is half the height.</p> <p>Short sections may exceed criteria</p>	<p>Large, committing and unavoidable obstacles to 380mm (15") high.</p> <p>Avoidable obstacles to 1200mm may be present.</p> <p>Unavoidable bridges 600mm or narrower.</p> <p>Width of bridges is unpredictable.</p> <p>Short sections may exceed criteria.</p>

IMBA-AUSTRALIA / AS 2156 / Horse SA – Classification Comparison Table

To be used as a broad guidance only.

Australian Standard Walking Tracks AS2156	Tasmanian Parks and Wildlife Service Walking Tracks Classification	IMBA Australia Mountain Bike Classification	Horse SA Horse Classification	Difficulty Description Variations
Class 1	W1 (Wheelchair standard nature trail)	Very Easy White Circle 		Easiest / Wheelchair standard
Class 2	W2 (Standard nature trail)	Easy Green Circle 	Class 1 	Easy
Class 3	T1 (Track Grade 1)	Intermediate Blue Square 	Class 2 	Easy to intermediate
Class 4	T2 (Track Grade 2)	Intermediate Blue Square 	Class 2 	Moderate / Intermediate
Class 5	T3 (Track Grade 3)	Difficult Black Diamond 	Class 3 	Difficult
Class 6	T4 (Track Grade 4)	Difficult Black Diamond 	Class 3 	Very Difficult / Advanced
	R (Route)	Extreme Double Black Diamond 		Extremely Difficult / Severe

Appendix H

Risk Management Plans

Risk Management Plans

Considerations to be taken into account when a risk management plan is being written:

1. Establish a trail design and construction policy – it is important that the organisation develops or adopts guidelines or policies on trail design and construction.
2. Establish a trail inspection and maintenance policy – many negligence lawsuits are related to faulty trail maintenance rather than improper trail design or construction. A written inspection and maintenance plan should be developed and followed.
3. Maintain the trail system consistent with the policy – it isn't necessary to correct all issues immediately, but a long term plan for the work should occur.
4. Eliminate unreasonable hazards – eliminate unreasonable hazards on the trail system, or post warning signs if they can't be eliminated.
5. Develop an effective sign system – Signs play a vital role in managing risk and advising trail users of their responsibilities.
6. Implement a trail difficulty rating system – Signs that indicate technical difficulty of each trail will encourage trail users to use trails that match their skill level.
7. Institute etiquette codes and advisory warnings – Post the etiquette codes, advisory warnings and other information at each trailhead.
8. Develop an emergency plan – This may include daily patrols on urban trails or simply detailing emergency contact information at the trailhead.
9. Create a record-keeping system – Documenting of processes, tasks, persons responsible etc is vital to defeat allegations of negligence. This also means the development of an incident reporting and analysis system.
10. Perform periodic reviews of the program – keep your plan updated and relevant.
11. Employ insurance coverage or require users to hold insurance cover (e.g. for event usage).

Risk management plans must also meet the requirements of *Australian Standard AS/NZ 4360 Risk Management*, which specifies a five-step approach to risk management:

1. Identify all hazards.
2. Assess and prioritise the risks these hazards create, deal with highest priority risk first.
3. Decide on measures to control the risks (e.g. eliminate the risk, substitute a venue, use personal protective equipment).
4. Implement appropriate control measures.
5. Monitor the control measures and review the process.

Appendix I

Trail Number References; to be used in conjunction with maps

Ref	Name	Area
1	Jefferys Track	Wellington Park
2	East West Trail	Wellington Park
3	Ringwood Trail	Wellington Park
4	Mountain River Trail	Wellington Park
5		West Wellington
6	Judbury Fire Trail	West Wellington
7	Collins Cap Track	Wellington Park
10	Myrtle Forest Road	Wellington Park
11	Myrtle Forest Trail	Wellington Park
12	Judbury Fire Trail	West Wellington
13	Big Bend Trail	Wellington Park
14	Knights Creek Trail	Wellington Park
15	Cherry Lane	Wellington Park GMBP
16	Ruins Fire Trail	Wellington Park
18	Quarry Fire Trail	Wellington Park
19	Chapel Fire Trail	Wellington Park
20	Montrose Fire Trail	Wellington Park
21	Goat Fire Trail	Wellington Park
22	Zig Zag Trail	Collinsvale
23	Dooleys Trail	Collinsvale
24	SpeakerBX	Wellington Park GMBP
25	Priest Fire Trail	Wellington Park
26	Merton Fire Trail	Wellington Park GMBP
27	Water Fire Trail	Wellington Park GMBP
28		Wellington Park GMBP
29	Merton Fire Trail	Wellington Park GMBP
30	Kalang Fire Trail	Wellington park GMBP
31		Collinsvale
43		Poimena Reserve
44		Poimena Reserve
51	Knights Creek Trail	Wellington Park GMBP
52	Park Fire Trail	GMBP
53	Tolosa Trail	Wellington Park GMBP
61	North South Trail	Wellington Park
61A	North South Track	Wellington park
62	Luge	South Hobart
63A		South Hobart
63B		South Hobart
63	Sliders	South Hobart
64	Tip Top	South Hobart
Ref	Name	Area
65	Tip Top Variant/Nationals	South Hobart
65A	Off Shoot Nationals	South Hobart
67	Sleeping Hollows	South Hobart

68	Rivulet Track	South Hobart
69	Rivulet Track Proposed	South Hobart
70A	Chalet - Junction Cabin Downhill	Wellington park
71	Old Hobartian Trail (lower section)	Wellington Park (near Pinnacle)
72	Lenah Valley Fire Trail	Wellington Park
73	Victors Fire Trail	Edge of Wellington Park
74	Kangaroo Fire Trail	Wellington Park
75	Big Bend Downhill Trail	Wellington Park
78	North South Trail	Wellington Park
79	North South Trail	Wellington Park
80	Lenah Valley Track	Wellington Park
82	Pipeline track	Fern Tree
83	Pipeline track	Fern Tree
84	Wellington Fall Track	Wellington Park
89	Shoobridge Track	Wellington Park
91	W45	Wellington Park (Lenah Valley)
92	Main Fire Trail	Wellington Park
92A	Main Fire Trail Single Track	Wellington Park South Hobart
96		Wellington Park GMBP
97		Wellington Park GMBP
98		Wellington Park GMBP
99	Shoobridge Bend Luge Connector	Wellington Park
100	O'Gradys Falls Track	Wellington Park Fern Tree
101	Bracken Lane Fire Trail	Wellington Park Fern Tree
102	Pinnacle Road	Wellington Park
103		Wellington Park GMBP
107	Knocklofty to Knocklofty Terrace	Knocklofty
108	Summit track	Knocklofty
109		Knocklofty
110		Knocklofty
112	Rivulet Track	Wellington Park Fern Tree
113	Fingerpost Track	Wellington Park Fern Tree
115	Reservoir Service Road	Wellington Park Fern Tree
116	Silver Falls Track	Wellington Park Fern Tree
116B	Silver Falls Track (prohibited section)	Wellington Park Fern Tree
117	Radfords Track	Wellington Park Fern Tree
118	Woods Track (southern side of road)	Wellington Park Fern Tree
110A	Middle Island Fire Trail	Wellington Park South Hobart
111A	Inglewood Fire Trail	Wellington Park South Hobart
112A	Old Farm Fire Trail	Wellington Park South Hobart
113A	Old Farm Track	Wellington Park South Hobart
114A	Old Farm Fire Trail	Wellington Park South Hobart
117A	56.5	Fern Tree
117B	The Link	Fern Tree
119A		Bracken Lane
120	Proposed Downhill Trail	Waterworks

122A		Waterworks
122		Waterworks
125		Tolmans Hill /Ridgeway
127		Ridgeway
Ref	Name	Area
130	Not Published	Tas Uni
131	Not Published	Hobart College
132	Not Published	Hobart College
133	Not Published	Hobart College
134		Signal Station
140	New Town Trail	New Town
142	North McRobies Track	McCrobies Gully/Knocklofty
143		Noahs Saddle
144		Noahs Saddle
144A		Noahs Saddle
145	Lenah Valley R - W40 Connector	Wellington Park Lenah Valley
146	W40	Wellington Park Lenah Valley
147	Middle Track	Wellington Park Fern Tree
148A	Fern Tree Park to Reservoir Trail Upper Woods Track (northern side of Pinnacle Rd)	Wellington park Fern Tree
149		Wellington Park Fern Tree
149A	Woods Track - Shoobridge Track	Wellington Park Springs
150	W44	Bracken Lane
151	Drops Track	Fern Tree
152	Strickland Falls Crossing	South Hobart
Ref	Name	Area
153	Lower Sawmill Track	Wellington Park South Hobart
154	Inglewood Single Track	Wellington park Old Farm Rd
155		Wellington Park
156A	Break Neck /	Wellington Park South Hobart
157		Wellington park
158	Lenah valley track	Wellington park
160	M11	Cascade Brushy Creek
161	Pottery Road	Lenah Valley
162	New Town Track	Lenah Valley
162A		Lenah Valley Road
163		McCrobies Gully
164	K11	McCrobies Gully
165		Knocklofty
166		Knocklofty
166A	Mt Stuart Link	Knocklofty
166B	Fiona Allen Memorial Walk	Knocklofty
167	K8	Knocklofty
168	K9	Knocklofty
169	K13	Knocklofty
169A	Pottery Road to Knocklofty	Lenah Valley

170	K1	Knocklofty
173	K8	Knocklofty
174	Hobart Rivulet Track	Hobart Rivulet South Hobart
175	Liverpool Cnt Link	West Hobart
176		Forest Road to South Hobart
177		Knocklofty to South Hobart
Ref	Name	Area
181	M6	McCrobies Gully
182	Tip Top Extension	McCrobies Gully
183	Golden Valley Road	Off Old Farm Rd
184		Near Tip Top Tack
185	Cascade Track	Guy Fawkes Rivulet
186		South Hobart / Strickland Ave
188	R6	Ridgeway
189	R20	Ridgeway
190		Ridgeway
190A		Ridgeway
191	R24	Ridgeway
192	R14	Ridgeway
193	R12	Ridgeway
194	R11	Ridgeway
195	R17	Ridgeway
196	pipeline Easement	Ridgeway
197	R25	Waterworks
198	R8	Tolmans Hill
199	R22	Waterworks
199A		Ridgeway
200	R16	Waterworks
201	Pipeline Track	Ridgeway
202	R18	Waterworks
203		Waterworks
204		Waterworks/South Hobart
205		Domain
206	Crossing btn upper and lower res	Waterworks
209		Bicentennial Park
210		Bicentennial Park
213		Bicentennial Park
215		Bicentennial Park
216		Porter Hill
216A		Porter Hill
217		Porter Hill
219		Mount Nelson
220		Hobart College
222	Lea Downhill Track	The Lea

Ref	Name	Area
230	Westringia Track	
232	Albion heights track	Mt nelson/Kingborough
233	White water creek track	Kingston High School
234	Kingston MTB Park	Kingston High School
235	Mt Pleasant Track	Kingston High School
237	Picket Hill Track	Leslievale
238	Cripps Road Track	Leslievale
239	Leslie Vale Track	Leslievale
240	Alum Cliffs Track	Derwent Foreshore Kingborough
240A	Shot Tower	Border Kingston and Tarooma
241	Coffee Creek Fire Trail	Peter Murrell
241A	Scarborough	Peter Murrell
242		Peter Murrell
243	Sandflats Fire Trail	Peter Murrell
244	Lady Penrhyn Fire Trail	Peter Murrell
245	Eastern Fire Trail	Peter Murrell
246	Howden Fire Trail	Peter Murrell
247	Middle Fire Trail	Peter Murrell
248	Penny Fire Trail	Peter Murrell
250	Perimeter Fire break	Peter Murrell
251	MC Villey Fire Trail	Peter Murrell
252	Horse Riding Trail	Peter Murrell
255A		Conningham
256	Fire Trail CON06	Conningham
257	North South Fire Trail	Conningham
258		Conningham
259		Conningham
261		Conningham
262		Conningham
266		Snug Tiers
267	Fire Trail ST01	Snug Tiers
268		Snug Tiers
269		Snug Tiers
270	Umfreyville Track	Snug Tiers
Ref	Name	Area
274	Perrins Ridge Traverse	Snug Tiers
275	Transend Service Road	Snug Tiers
278		Snug Tiers
279	Perrins Ridge Traverse	Snug Tiers
280	Kaoota Tramway Track	Snug Tiers
281	Allens Rivulet Mawdsly Link	Snug Tiers
282	Kaoota Tramway Track Stage 2	Snug Tiers
283	Nierrinna Creek Track	Snug Tiers
284	Margate Rivulet Track	Margate
285	Nierinna Creek Reserve link	Margate

286	South Arm Pen Trail	South Arm
286A	South Arm Pen Trail	South Arm
286B	South Arm Pen Trail	South Arm
287A	South Arm Road Trail	South Arm
287B		South Arm
287	Clarence Foreshore Trail	South Arm
288A		South Arm
288	Tangara Trail	Clarence
289	Tangara Trail	Clarence
290	Tangara Trail	Clarence
291	Tangara Trail	Clarence
292	Tangara Trail	Clarence
293	Tangara Trail	Clarence
294A	Clifton Beach Road	Clarence
295	Tangara Trail	Clarence
296	MB1	Clarence
297	MB11	Clarence
298	MB2	Clarence
299	MB10	Clarence
300	Tangara Trail	Clarence
301	MB9	Clarence
302	Tangara Trail	Clarence
303	Tangara Trail	Clarence
304	Paroa Court	Clarence
305	Tangara Trail	Clarence
306	Tangara Trail	Clarence
307	Pawtella Close	Clarence
308	Tangara Trail	Clarence
309	Clarence Foreshore Trail	Clarence
312	Germain Court	Clarence
313	Tangara Trail	Sandford
313A	Tangara Trail	Sandford
313B	Tangara Trail	Sandford
314	Tangara Trail	Sandford
315	School Road	Sandford
Ref	Name	Area
317	Farnaby Place	Clarence
318	Tangara Trail	Clarence
319	Mather Place	Clarence
320	Tangara Trail	Clarence
321	Deeprise Way	Clarence
322	Forest Hill Road	Clarence
323	Tanagara Trail	Clarence
324	Clarence Foreshore Trail	Clarence
325	RC2	Clarence
326	RC1	Clarence

326A	Equestrian Centre Trail	Roches Beach
327	Tangara Trail	Clarence
328	Tangara Trail	Clarence
329	Tangara Trail	Clarence
331	Clarence Foreshore Trail	Lauderdale
332	Clarence Foreshore Trail	Lauderdale
333	Clarence Foreshore Trail	Lauderdale
336		Single Hill
337	RB3	Single Hill
338	RB1	Single Hill
339	RB2	Single Hill
340	Tangara Trail	Single Hill
341	Tangara Trail	Single Hill
342	Tangara Trail	Single Hill
343	Tangara Trail	Single Hill
344	Tangara Trail	Single Hill
344A	Tangara Trail	Single Hill
345	Tangara Trail	Single Hill
346	Tangara Trail	Single Hill
347	Tangara Trail	Single Hill
348	Tangara Trail	Single Hill
349	Tangara Trail	Single Hill
350	Tangara Trail	Single Hill
350A	Tangara Trail	Single Hill
350B	Tangara Trail	Single Hill
350C	Tangara Trail	Single Hill
373		Knopwood Reserve
374		Knopwood Reserve
375		Knopwood Reserve
376		Knopwood Reserve
377		Knopwood Reserve
378		Knopwood Reserve
390		Waverly Park
394		Waverly Park
395		Waverly Park

407		Waverly Park
410	W6	Waverly Park
411		Waverly Park
411A		Waverly Park

Ref	Name	Area
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423	CC3	Cambridge
424	CC2	Mornington
425	Roadside	Warrane Meehan Range
425A		Warrane Meehan Range
426	CLAR1	Warrane Meehan Range
426A		Warrane Meehan Range
427	MR22	Warrane Meehan Range
427A		Warrane Meehan Range
427B		Warrane Meehan Range
428		Warrane Meehan Range
430		Warrane Meehan Range
431	MR9	Warrane Meehan Range
434	Stringybark/Gully Track	Warrane Meehan Range
434A	parallel Track	Warrane Meehan Range
435	Skyline Extension	Warrane Meehan Range
437	MR8	Warrane Meehan Range
438	MR24	Warrane Meehan Range
439	Clints Climb	Warrane Meehan Range
440	Ridge Single Track	Warrane Meehan Range
447		Warrane Meehan Range
448		Warrane Meehan Range
462		Risdon Brook Dam

Ref	Name	Area
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463		Risdon Brook Dam
464		Risdon Brook Dam
464A		Risdon Brook Dam
465	Risdon brook Dam Circuit Track	Risdon Brook Dam
474	NH2	Natone
475	NH3	Natone
477	NH5	Natone
483		Natone
484		Natone

485		Rosny Hill
486	RH2	Rosny Hill
487	RH1	Rosny Hill
488		Rosny Hill
489	GH3	Gordon Hill
492	GH1	Gordon Hill
493	GH2	Gordon Hill
494		Gordon Hill
495		Gordon Hill