

WELLINGTON PARK BIKE STRATEGY 2005

Including amendments up to February 2021



Wellington Park
Management Trust

www.wellingtonpark.org.au

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STRATEGY AMENDMENT NOTES :

Following publication of the Wellington Park Bike Strategy the Wellington Park Management Trust has approved the following amendments to the Strategy:

2012

On 23 February 2012 the Wellington Park Management Trust resolved that:

“The Trust amend the Wellington Park Bike Strategy 2005 to replace section 2.1.4.3 of the Bike Strategy with the list of proposed tracks and trails in section 4.5.1 of the Greater Hobart Mountain Bike Master Plan.

The proposals contained in the amended section 2.1.4.3 of the Bike Strategy be subject to further consideration of environmental and cultural impacts and issues, public safety, proposed mitigation strategies, and any subsequent works be approved by the Trust prior to implementation of the recommended actions.”

2018

On 28 September 2018 the Wellington Park Management Trust resolved that:

“Based on the information provided the Trust endorses the formalisation of the existing “Drops Track” as a downhill only, bicycle only track, and the development of a new dual-direction, bicycle only, track between Rivulet Track and the Bracken Lane Fire Trail subject to submission and approval of a Park Activity Assessment.

The Wellington Park Bike Strategy (as amended 2012) be amended to incorporate the proposed new track and change to the recommended use of the “Drops Track”.

2021

On 17 February 2021 the Wellington Park Management Trust resolved that:

“The Wellington Park Bike Strategy be amended to include proposed new Track 1b”.

Track 1b is proposed as a downhill only mountain bike only track running between Circle Track and the O’Gradys Falls Fire Trail. It will be constructed to an “easy” grade and will complement Track 1a, a shared use ‘climbing’ track running from the O’Gradys Falls Fire Trail to Shoobridge Bend. Track 1a is already in the Bike Strategy (as Tracks 149 and 149A).

INTRODUCTION

Wellington Park extends to the west of the City of Hobart and covers some 18250 ha of land, which contains significant geodiversity values, biodiversity values, and

cultural values. The Park caters for a number of major uses and activities including nature conservation, tourism, recreation, water supply and telecommunications.

The Park consists of Crown land, and land either owned freehold by, or vested in, the Hobart and Glenorchy City Councils. The managing authority is the Wellington Park Management Trust (referred to as the Trust hereinafter). However on-ground management responsibilities are fulfilled by the above Councils, Tasmanian Parks and Wildlife Service, and Hobart Water (for water storage critical to bulk water supply of fresh clean drinking water to the Greater Hobart area).

Management is carried out in accordance with the objectives and policies contained in the *Wellington Park Management Plan 2005* (revised from 1997). The original Plan considered access arrangements for the Park, and provided some interim directions for the management of bicycle use within the Park. One of the key observations made within the Plan was:

"In recent years, the Park has catered for a growing number of mountain bike riders, who principally use the network of fire trails on the lower slopes. Some limited conflict has occurred with other users of trails and tracks owing to the speed of the bikes, their silence, and the difficulty of passing. Such conflict has the potential to increase with the rapid growth in sales of mountain bikes within Tasmania and their growing use in the Park. Other cyclists use the Park, including those participating in commercial tours. The Pinnacle Road is used for fitness training and for road racing."

(pg 25 *Management Plan*)

The *Management Plan* then recommended three key actions, one of which was to prepare a Bike Strategy. The *Wellington Park Bike Strategy 2000* was prepared following community consultation and surveys of users ¹ (conducted in conjunction with the University of Tasmania). Prior to approval of the Strategy, the Trust sought the services of a qualified risk assessor to investigate risk management issues raised in the Strategy ². These assessments, along with the community response, enabled the Trust to proceed to approval of the Strategy.

¹ The survey involved 132 mountain bike riders and 123 other users of the Park. The survey results of use levels is provided in Appendix 2.

² The risk assessor carried out on-ground investigations on the following tracks and trails: Lenah Valley Track (the Springs - Lenah Valley Rd); Pipeline Track (Fern Tree - North West Bay River); Old Farm fire trail; and a section of the Old Hobartian Track (eastern end). Further assessments using similar methodologies were carried out on other nominated walking tracks and fire trails by Agency officers. Assessments also took account of the environmental capability of nominated tracks to withstand bike use, resources available to implement management measures, and the potential for change to existing amenity of walking tracks.

The *Wellington Park Bike Strategy 2000* recommended 19 actions that should be undertaken. The actions included nominating trails available for bike riding, a riders' Code of Conduct, key strategic links to surrounding areas, and marketing and other educational opportunities. A summary of these actions and the extent of implementation over the last 5 years are provided in Appendix 1. The majority of the recommended actions have been implemented or commenced, including: the production of the Wellington Park Bike Map; grading of all permitted trails; inclusion of bike symbols on Park signs; the opening of the Pipeline Track for bike use; the establishment of a Bike Bus (in conjunction with Metro Tasmania) to Fern Tree over the summer holiday period; and monitoring of on-ground impacts of bike use on trails. The Trust also amended the *Wellington Park Regulations 1999* to accommodate bike usage on permitted tracks and trails within the Park.

One of the recommendations in the *Wellington Park Bike Strategy 2000* was to carry out a five-year review of the Strategy to determine its progress of implementation and to address any changes in attitudes, needs, and technology related to bike riding within the Park.

Inspiring Place Pty Ltd was engaged to undertake the review having been involved with the preparation of the *Wellington Park Bike Strategy 2000* and the *Wellington Park Walking Tracks Strategy 2003*. The review process involved:

- an assessment of implementation progress;
- consultation with land management agencies;
- consultation with representatives of bike riders and walkers through forums;
- a survey of bike riders and other users conducted through a website; and
- the drafting of an amended Bike Strategy based on the results of the above tasks for release for public comment.

The draft Strategy was released for public comment in September 2005, with the Trust receiving 14 submissions from the community and other stakeholders. All comments were considered by the Trust and the final Strategy approved based upon any endorsed changes.

The Trust acknowledges the assistance of Michael Easton (Manager, Wellington Park Management Trust) and Luke Chiu (Bushland Project Officer, Hobart City Council) in completing the final Strategy. Appreciation is also expressed for the advice provided by Council land managers, bike riders and other users of Wellington Park at the various forums.

SECTION 1

PLANNING CONTEXT

1.1 BIKE USE OF WELLINGTON PARK

The *Bike Strategy 2000* utilised results from the public forum with users of Wellington Park and a survey of recreational users in Wellington Park conducted by the University of Tasmania ³.

A brief summary of the findings from the questionnaire is listed in Table 1. Chiu (1999) found the extent of riding already occurring within Wellington Park, based upon the 132 mountain bike riders surveyed, was estimated to be 5 600 visits per year; this does not take into account the significant number of visits from those riders not surveyed. It was expected that interest in mountain bike riding would continue to grow in Tasmania and that Wellington Park would continue to be one of the favoured locations for this activity. Anecdotal evidence suggests that:

the majority of the total bikes being sold through the Hobart bike shops are mountain bikes;

about 14 800 adult visitors to Tasmania undertook bicycling/mountain bike riding during their stay in 2003-04, up from 11 500 in 1999, representing a growth of 28% (Tasmanian Visitor Survey, Tourism Tasmania);

increasingly bike riding is an all-year round activity and suited to most ages;

mountain bike riding will continue to receive increased profile and publicity resulting from Olympic and national mountain bike riding events, and the recent development the Glenorchy Mountain Bike Park; and

mountain bike riding is being more widely recognised and accepted by land managers and other users as a legitimate recreational activity to be managed within natural areas.

³ Research was conducted by Luke Chiu, an Honours student at the University of Tasmania and commented in a report entitled 'Mountain Biking in Wellington Park : A report on questionnaire participants.' This research is the first comprehensive assessment of bike riding use in Wellington Park.

Survey Question	Summary of Findings from Bike Riding Respondents
<i>Age of Bike Riders Surveyed</i>	Even spread of age groups across 16-24, 25-35, 35-45 and >45 years with lower proportion of <16 years
<i>Gender</i>	85% male and 15% female respondents
<i>Experience</i>	17% beginners and novice, 62% experienced and 21% very experienced and expert riders
<i>Frequency of visits to Wellington Park</i>	Very experienced riders visited more frequently e.g. 82% visited a few times a week to once a fortnight; as compared with 53% for experienced riders and 22% for beginner/novice riders over the same time period
<i>Type of rider</i>	Majority of riders considered themselves to be cross country riders (64%) and 23% equal between cross country and downhill riders
<i>Participation in bushwalking within the Park</i>	Only 8% riders indicated they had not undertaken bushwalking within the Park. Other users of the Park (non bike riders) indicated that 67% had never undertaken mountain bike riding within the Park
<i>Mode of transport</i>	Some 64% of bike riders use their bike or walk to get to Wellington Park (note there was higher bike use from suburbs such as Fern Tree and South Hobart) and 36% of respondents usually drive to the Park
<i>Reasons for visiting the Park</i>	Highest reasons were appreciation of nature/scenery (72%), exercise (65%), socialise (42%), excitement/risk (34%), relaxation (30%) and proximity (30%). Other Park users identified similar reasons but were generally much higher for the purpose of relaxation.
<i>Track preference</i>	Preference of riders for fire trails then walking tracks and to avoid sealed roads. Other Park users (mainly bushwalkers) identified walking tracks as the preferred track type for their activity.
<i>Track condition preference</i>	Experienced riders tended to prefer steeper tracks, narrow/bending tracks and rough surfaces and the novice/beginners prefer the smooth surfaces, open/wide tracks and to avoid steep tracks
<i>Trails/ tracks used</i>	Appendix 2 provides a listing of all trails/tracks by level of experience. The major trails/ tracks being used were the Pipeline Track, Lenah Valley Track and Radfords Track.
<i>User group conflicts</i>	Higher concern with meeting motorised vehicles, then horseriders. Majority of riders (80%) had experienced no conflicts with other Park users and majority of other Park users (70%) indicated no conflicts with bike riders. Some 20% referred to excessive speed of bike riders and 10% to the lack of approach warning.
<i>Use of fire trails</i>	Majority of walkers and other users (79%) considered all or most of the fire trails should be used by riders
<i>Use of walking tracks</i>	5% of bike riders considered no walking tracks should be used with 55% advocating all or most tracks be available and 27% indicating a few tracks only. 40% of walkers and other users considered a few walking tracks be allowed for bike riding with 27% indicating no use.
<i>Management preferences</i>	Support for bicycle education and information, code of conduct and pedestrian right of way. Unwanted management options were permits for riding, track closures, wet weather closures, seasonal closures, speed limits and separate use tracks

Table 1 : Summary of Questionnaire Findings (Source: Chiu L., 1999)

The background material for the Glenorchy Mountain Bike Park proposal ⁴ referred to trends in the growth of mountain bike riding, observed in North America but now becoming evident within Australia by stating:

“Mountain biking is a recreation that has increased in popularity over the last decade. The main types of mountain biking have generally been regarded as either ‘cross-country’ or ‘downhill’ mountain biking. However in recent years different styles have emerged including ‘technical’ riding (sometimes referred to as ‘North Shore’ riding as it originated near Canada’s coastline). This style of riding involves the use of bush tracks with technical challenges e.g. logs, ladder climbs, drop offs. Dirt jumping and more extreme styles of riding have also become increasingly popular.”

It is expected that other adaptations of mountain bike riding may occur with new technology and growing interest in ‘extreme’ sports.

Some riding on unpermitted walking tracks is known to occur with all night or evening rides, as these have been promoted on websites, despite being illegal activities under the *Wellington Park Management Plan 2005* and *Wellington Park Regulations 1999*.

1.2 VIEWS OF BIKE RIDERS

The general views of bike riders and other users of the Park that were identified through the user questionnaire and a public meeting for the *Bike Strategy 2000* appear to be similar to those expressed in the review forums. A brief summary of these general views is presented below:

Wellington Park is a great riding location and offers a diversity of riding experiences, which are highly valued by riders;

mountain bike riders seek different track conditions and challenge/difficulty depending on their experience as a rider;

mountain bike riders are essentially seeking similar outdoor recreational experiences to other users of the Park;

there is no apparent need for new bike tracks in the Park, if access could be provided to the network of existing walking tracks and trails;

the majority of riders have not encountered major conflicts with other users in the Park although recognise it may occur at times;

⁴ Glenorchy Mountain Bike Park Planning Document, March 2005

apart from one recent incident involving a dog, there have been no reported collisions with other users;

that site monitoring does not validate the perception of mountain bike riders causing major environmental impacts;

the Lenah Valley Track is a crucial link for riders and can accommodate multiple use ⁵;

management should be based on self-regulation rather than imposing regulations and other controls which would detract from the experiences being sought and can be difficult to enforce; and

bike riders would be willing to become involved/assist with track maintenance works.

The additional views expressed at the forums and website surveys identified:

developing a link to the Glenorchy Mountain Bike Park;

the need for downhill riding tracks;

the need to provide connections to surrounding urban areas;

installing track head signs to convey information to users and warnings to riders e.g. changed track conditions due to works; and

education of riders, walkers, other users , land managers and field staff is beneficial.

Bike riders expressed that there was generally a good relationship with Wellington Park Management Trust and Hobart City Council field and management staff in the enforcement of the regulations concerning bike riding within the Park.

⁵ A petition with 374 signatures from mountain bike riders and supporters was provided as part of the review seeking bike access to be permitted on the section of the Lenah Valley Track from the Springs to Junction Cabin.

SECTION 2

KEY MANAGEMENT ISSUES FOR BIKE RIDING IN WELLINGTON PARK

The *Bike Strategy 2000* identified and addressed four key issues with bike riding in the Park, those being:

access to the Park by riders and options for new trails;

assessment of the suitability of the existing tracks and what improvements may be required;

safety and risk management issues arising from possible conflict with multiple use trails; and

opportunities for education and signs to increase awareness and achieve safe and sustainable riding within the Park.

The consultation outcomes from the review process indicated that these broad issues remain useful for updating the Bike Strategy. Each of these topics is reviewed in the following sections with:

a brief outline of the background to the issues including a summary of progress on implementation within the last 5 years;

identification of what are the key management issues for the next 5 years;

identification of the management responses to tackle these issues; and

recommended actions to be taken.

2.1 ACCESS ISSUES

2.1.1 Background

The *Wellington Park Management Plan 1997*, until such time as a bike strategy was adopted, only permitted bike riders to use roads e.g. Pinnacle Road, and fire trails open to the public within the Park, but prohibited the use of walking tracks by bike riders. Until the *Wellington Park Regulations 1999* came into effect there was no legal mechanism to enforce the *Management Plan* and its policies.

The majority of bike riding occurs on the tracks and trails on the lower slopes of the Park, which are more easily accessed from neighbouring suburbs. The upper slopes, generally above Lenah Valley Track, are typically steeper and lie within a fragile local environment, and potentially pose some greater risks of conflict with other users. These tracks were primarily developed as walking tracks and have more limited sight distances, stepped sections and tight corners, however riders have expressed a desire to access such tracks as they provide a challenging and enjoyable experience. The *Wellington Park Management Plan 2005* continues the policy that all the walking tracks within the Natural Zone and Remote Zone of the Park (generally above Pinnacle Road to Big Bend) be excluded from bike riding, and remain managed as walking tracks.

The *Bike Strategy 2000* recommended that four walking tracks - Pipeline Track (Fern Tree to Neika), Radfords Track, Silver Falls Track and Knights Creek Trail be available for bike use. The Lenah Valley Track, noted as a key strategic link for bike riders, was removed from the final strategy following an assessment of risk issues. However since that time, the *Civil Liability Act 2002* provides for land managers to potentially reduce their risk exposure with the use of signs and information warning of unsafe or difficult riding conditions.

Consultation with bike riders indicated that the current access to the existing network of tracks and trails was not considered to be adequate to cater for the range of bike riding experiences being sought, increased bike riding use levels, or to provide access to key riding opportunities within the Park. A number of opportunities were suggested for improving access such as allowing greater shared use of walking tracks and developing new track links to better service the needs of bike riders.

Access links have been improved with upgrades to Big Bend Trail and Knights Creek Trail, providing better access to the more remote sections of the Park and to the new Mountain Bike Park in Glenorchy. The Trust has also investigated formalising bike access over several trails in the Fern Tree and Ridgeway area on land owned by Cascade Brewery.

Currently there are two commercial bike tour operators within the Park but it is expected that some further expansion of services or new commercial interest could develop for new or additional bike riding tours, especially with the proposed development of The Springs site as a visitor service focus within the Park.

Appendix 1 provides a brief summary of the progress made on the 7 Access recommendations made within the *Bike Strategy 2000*. Action has been taken on all the recommendations although two recommendations (3 and 4) are broader policy matters which are included as part of this review process.

2.1.2 Access Management Issues

The key access management issues resulting from the review process are:

the development of the Glenorchy Mountain Bike Park;

the limited availability of suitable links for bike riding within Wellington Park, and in particular, access from The Springs through to Junction Cabin;

the lack of suitable downhill riding tracks within the Park to cater for the needs of bike riders and problems with illegal track construction;

identifying other track options for bike riding within Wellington Park; and

the potential for conflicts with the shared use of the Radfords Track.

2.1.3 Discussion of Possible Management Responses

Glenorchy Mountain Bike Park

The proposal for the Glenorchy Mountain Bike Park, located at the top of Tolosa Street followed from discussions between the Trust, Glenorchy City Council, Hobart City Council, Cycling South, bike riders and clubs. A funding grant from Sport and Recreation Tasmania, and funding support from the Glenorchy City Council and the Trust, have allowed the project to commence construction during 2005. Refer Map A for current approved trails that form part of the Bike Park.

The background document prepared for the funding proposals indicated that the Glenorchy location was preferred due to a number of reasons, including:

“easy access by road;

its adjoining access to Wellington Park and the existing trail infrastructure;

the opportunity to share existing facilities within the developed component of Tolosa Park i.e. parking, BBQs, access, security;

the opportunity to develop a facility in an under-utilised fringe bushland area;

its positive tourism/visitor returns to the area;

it provides the only such facility in the region;

it helps to manage illegal trail development in the region; and

its provision of facilities for youth in the area (this style of mountain biking is dominated by 14-24 year olds)."

The proposal was met with strong government, Council, land manager, community and user support as an initiative that will enhance bike riding interest and opportunities within the Southern Tasmania region. Bike riders led by an expert trail designer have been the catalyst in achieving on-ground construction of the Park. Further extensions to the downhill and cross-country elements of the Bike Park were carried out to ensure the track network met national standards and to allow National and International events to be held at the facility.

It is expected that the Park will increase the need for securing a functional bike riding link from the southern end of Wellington Park, and in particular the many riders utilising the tracks and trails from The Springs, Fern Tree and South Hobart. The acquisition by the Hobart City Council of the former private land 'wedge' north of the Lenah Valley fire trail into Wellington Park will facilitate a logical connection between this fire trail and Kangaroo Fire Trail. The preferred option for securing improved access from The Springs to Junction Cabin and onto the Glenorchy Mountain Bike Park is presented in the next section.

The key recommendation is for the Trust to continue to provide resource support for the long term development of the Glenorchy Mountain Bike Park as it will provide a range of benefits for recreational bike riding within Wellington Park.

Springs to Junction Cabin Bike Riding Link

Bike riders indicated that the Lenah Valley Track was one of the most popular bike riding tracks, and despite it not being available for bike use under the *Bike Strategy 2000*, continues to receive use. It appeals to bike riders because it provides easy access, a challenging ride for experienced riders, access to the fire trails around Junction Cabin, and an important link to reach the developing Glenorchy Mountain Bike Park.

Consultation with walkers indicated a number of concerns with opening up bike access on the Lenah Valley Track including: changing the walking experience; increased risks especially given the user profile (the track is popular with families, young children, older walkers, schools and groups); and the narrowness of sections of the track for shared use. The Lenah Valley Track is also recognised as one of the Great Short Walks of Tasmania and forms part of the proposed link for promoting a Half Day and Day Walk to visitors to the State (State Walking Track Strategy).

Riders however have stated that the track has good sight lines, is mostly low speed, and does not generally result in conflict with other users.

Being aware of the need for a bike link and the general issues involved with allowing shared use of the Lenah Valley Track, the Trust initiated investigations into alternative options for securing access for bike riders. One option that was inspected was the possibility of constructing a new track from Shoobridge Bend to Junction Cabin below the existing Lenah Valley Track. Discussions with some bike users indicated an initial preference for shared use of the Lenah Valley Track (primarily so that funds could be diverted to other bike riding tracks) but if this was not available, then the Shoobridge option would be seen as a good alternative. From a management perspective, the Trust and Council indicated that any new track would need to be multiple-use, however that the track should be designed in accordance with the IMBA track design manual to ensure that the riding experience was a key criterion, and that walkers should be encouraged to use the Lenah Valley Track. Riders indicated that there were two limitations with such a route - that it did not start from The Springs and that there would be no downhill or challenging section.

Further consultation with bike riders, walkers, land managers and track construction teams indicated the preferred option (refer to Map B) involving:

- construction of a multiple-use trail from Shoobridge Bend to Junction Cabin below the existing Lenah Valley Track;

- construction of a track between The Springs and the new track beyond Shoobridge Bend that allowed for shared use by walkers and bike riders (considered to be accessible to novice riders) and also created a short walk loop option for the Great Short Walk to Sphinx Rock;

- continuing the link from Junction Cabin to Kangaroo Fire Trail (using the Lenah Valley Fire Trail in the short term but with a new track link being constructed across the recently acquired land to join the Kangaroo Fire Trail and thus link to the Glenorchy Mountain Bike Park); and

- investigating the option of a new dedicated downhill bike riding link from the proposed new track to Middle Island Fire Trail or Main Fire Trail and with a possible connection to the Rivulet Track.

The benefits of this option include maintaining the role and integrity of the Lenah Valley Track for walking, providing an exciting new riding experience for riders of

all levels; providing a much-needed major link across upper eastern face of Mount Wellington, and catering for some downhill bike riding interests.

Preliminary site investigations indicated the feasibility of the slope, soil type, rock features and vegetation to allow for the above link between The Springs and Junction Cabin – it is ideally suited to cater for recreational riders and cross-country riders. More detailed site investigations will be required for choosing the most appropriate route for the proposed downhill sections to Middle Island Fire Trail, Main Fire Trail and the Rivulet Track.

Downhill Riding Tracks

Downhill riding has emerged with improved bike technology, better bike riding skills and the pursuit of more challenging and adventurous riding experiences. The capacity to achieve increased speed and to ride on rougher terrain has added to the risks of bike riders and potentially other users on the tracks. Land managers have raised some concern about the construction of some illegal downhill tracks and the associated risks for bike riders and other users.

In the absence of suitable downhill riding sections, some riders have created illegal downhill tracks with jumps e.g. 'Drops' Track, McRobies Gully, Cascade land, or made illegal use of walking tracks e.g. Zig Zag Track. The 'Drops Track' was closed and the associated structures removed from Wellington Park, however it has been suggested by riders that the track be reopened at least as a riding link to the Rivulet Track and to allow ongoing maintenance of the track, which has significantly deteriorated since its closure. Another illegal track on Cascade Brewery land was reviewed at a land manager's workshop with the International Mountain Bike Association (IMBA). Consultation with mountain bikers has revealed strong support in the local cycling community for the development of legal facilities for these styles of riding.⁶

The design of the Glenorchy Mountain Bike Park has provided for the construction of a downhill course and whilst this is a positive move, it will not eliminate the need of bike riders for downhill riding closer to The Springs area. Bike riders have been interested in finding a downhill route from The Springs to South Hobart, and the Radfords Track has become well used for this purpose but with some emerging issues (refer to next section).

The proposal for the new track from The Springs to Junction Cabin provides the opportunity to address the lack of downhill riding sections in the South Hobart area through investigating the option of a new downhill bike riding link from the proposed new track to Middle Island Fire Trail or Main Fire Trail and with a

⁶ Background information drawn from the Glenorchy Mountain Bike Park submission proposal.

possible connection to the Rivulet Track. This would have the potential benefit of reducing the pressure on using Radfords Track as being the only track in the area providing a downhill ride.

Radfords Track

Whilst Radfords Track remains an important link between Fern Tree and the Springs, there is concern by land managers about the apparent growing use of the track as a fast downhill bike riding experience and the implications for other bike riders and walkers given the speed of the riding. If serious problems or accidents occurred, then there may be pressure to 'manage' use to restrict downhill riding e.g. limit to uphill riding, impose speed limits, increase user awareness, or, as a last resort, close the track to bike use. Some riders mentioned that the track was not an ideal downhill ride given its rough condition in some sections and that conflict with walkers could become more of a problem with use.

The provision of other downhill riding experiences, which are considered to be more favourably located to the network of other bike riding tracks and offer possibly greater riding challenge, are expected to help reduce the pressure on the Radfords Track in the future.

It is recommended that the bike riding use of Radfords Track be monitored in light of the proposed recommendations for developing other downhill riding options within the Park.

Other Possible Opportunities to Use Tracks

During the consultation process, some other ideas for possible tracks and links were identified by land managers, bike riders and walkers for improving bike riding within Wellington Park (although not all necessary agreed with the nominated ideas). These are listed in Table 2, along with the management response.

The relative benefits and impacts of some of the ideas are beyond the scope of this review to investigate but may be matters for consideration in the next 5 years.

Given the management response for the suggested links, the recommended priority for the next five years would be to focus investigations on the need and possible community and Park user support for bike access to:

- some of the previous links identified in the *Bike Strategy 2000*;
- Old Farm Track (south fork);
- some sections of the fire breaks on the Main Fire Trail;
- the upper sections of Middle Track as uphill use only;

a formalised downhill route from Radfords Track to Cascade Brewery, via Bracken Lane Fire Trail, lower Finger Post Track and Rivulet Track (subject to negotiations with the Brewery);

the former 'Drops Track' linking Bracken Lane Fire Trail to Rivulet Track (within Wellington Park);

a link between Rivulet Track and Middle Island fire trail (subject to consideration in the walking Track Strategy); and

Goat Hills and surrounding open spaces near Wellington Park e.g. Knocklofty, Waterworks.

2.1.4 Recommended Actions

1. Bike riding within Wellington Park to be allowed on all formed roads, fire trails and walking tracks as specified in the *Bike Strategy 2005* or as approved by the Trust following public consultation and approval processes. Maps A, B & C show the proposed tracks and trails available for bike riding within the Park.
2. Continue to provide support for the long term development of the Glenorchy Mountain Bike Park as it will provide a range of benefits for recreational bike riding within Wellington Park.
3. Undertake further feasibility investigations and environmental assessments for the tracks listed in section 4.5.1 of the Greater Hobart Mountain bike Master Plan 2011 (see Appendix 3) and for a new dual-direction, bicycle only, track between Rivulet Track and the Bracken Lane Fire Trail:

(NOTE: In 2012 the Trust resolved to replace the list of tracks in this point with the list of proposed tracks and trails in section 4.5.1 of the Greater Hobart Mountain Bike Master Plan (2011). In September 2018 the Trust resolved to add an additional bicycle only track linking the Rivulet Track to the Bracken Lane Fire Trail to the recommendations in the Wellington Park Bike Strategy.). In February 2021 the Trust resolved to include an additional bike only, downhill only track (Track 1b) linking Circle Track with the O'Gradys Falls Fire Trail.

4. Bike riding use of Radfords Track be monitored over the next 3-5 years in light of the proposed recommendations for developing other downhill riding options within the Park.

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5. Depending on available resources, investigation be undertaken into the need and possible community and Park user support for bike access to:
 - Old Farm Track (south fork);
 - The upper section of Middle Track (between the Reservoir Trail and Radfords Track) for uphill use only;
 - some sections of the fire breaks on the Main Fire Trail;
 - the former 'Drops Track' linking Bracken Lane fire trail to Rivulet Track;
 - a link between Rivulet Track and Middle Island fire trail (subject to consideration in the walking Track Strategy);
 - Knocklofty Reserve through Noahs Saddle and connecting with the fire trails within Wellington Park (near junction with the Main fire trail);
 - Goat Hills within the City of Glenorchy over land managed by the Council;
 - extension of the bike path along the Hobart Rivulet to Strickland Avenue (to connect to the nearby Rivulet Track) by negotiated access agreement with the land owner, Cascade Brewery; and
 - from Waterworks Reserve to Ridgeway Park and to Summerleas Road and Fern Tree (this may require negotiated access agreement over private land).

 6. Continue to facilitate initiatives to improve accessibility and services for bike riding within the Park, and in particular:
 - the potential for carriage of bikes on public transport to the key access points e.g. Fern Tree, Lenah Valley Road, Tolosa Street;
 - installation of security bike racks at some key destinations e.g. The Springs, Wellington Falls, Fern Tree shop, Cascade Gardens; and
 - upgraded information, maps and signs (refer to Section 2.4).

6. Consider any applications for operating commercial bike riding tours and events within the Park with due regard to limiting access to permitted roads, tracks and trails, safety, insurance, limiting riding group size, adopting the Code of Conduct, providing some contribution towards maintenance and meeting the requirements of the *Management Plan*.

2.2 TRACK ASSESSMENT

2.2.1 Background

At the time of preparation of the *Bike Strategy 2000*, no past works had been specifically undertaken within the Park to improve the surface of tracks and trails for bike riding. Since then the Trust has instigated an assessment of a range of existing tracks and trails to monitor the impacts from bike riding use and is committed to regular monitoring of impacts to enable the assessment of the ability of those tracks to sustain continued recreational use. General comments arising from consultation with users suggest that the current levels of use are not causing sufficient adverse impacts on the tracks to impair continued multiple use, however it is noted that poor track alignment and drainage can lead to a localised deterioration in track surface.

Appendix 1 provides a brief summary of the progress made on the 4 Assessment recommendations made within the *Bike Strategy 2000*. Action has been taken on two of the recommendations whilst the other two recommendations (10 and 11) are broader policy matters which are included as part of this review process.

2.2.2 Track Assessment Issues

The issues identified in the *Bike Strategy 2000* have generally been addressed and the requirement is to now manage and maintain a sustainable network of bike riding tracks and trails within the Park.

2.2.3 Discussion of Issues

The existing tracks and trails do not generally need to be specifically re-designed to cater just for bike riding use. The tracks and trails have been created for bushwalking or access during fire prevention situations, and bike riding has become a secondary use. During the consultation with users, there was little indication of the need for specific surface types or maintenance programmes to cater solely for bike riders. In constructing new trails it would be expected that the International Mountain Bicycling Association's construction standards ('Trail Solutions - IMBA's Guide to Building Sweet Singletrack') would be applied.

Possible Tracks and Links	Management Response
<i>Old Farm Track (south fork) which has been closed as a fire trail and given low level of walking use with most walkers preferring Myrtle Gully Track.</i>	Allow bike access subject to risk and condition assessment.
<i>Promote use of some sections of the fire breaks on the Main Fire Trail to provide alternative riding and possibly jump conditions.</i>	Investigate options based upon consultation with riders and land managers.
<i>A link between Radfords Track to Silver Falls with the lower section being possibly only suited to experienced riders.</i>	Considered undesirable in existing track network.
<i>A connection from Middle Island Fire Trail with access to the 'Lugge' track used for downhill riding (would involve Cascade Brewery land).</i>	Investigate following establishment of new north-south track.
<i>Access to Goat Hills and stronger links to surrounding open spaces near Wellington Park e.g. Knocklofty, Waterworks.</i>	Investigate in consultation with riders and land managers/owners.
<i>A better link between Radfords Track and Bracken Lane.</i>	Investigate upgrade of link from Pinnacle Road.
<i>Access to Middle Track, although care would be needed with riding near the playground facility at the lower part of this track if used.</i>	Investigate access to upper sections of Middle Track (uphill only), however lower section considered undesirable.
<i>Re-use of the former 'Drops Track' as a link as a link from Bracken Fire Trail to Rivulet Track.</i>	Investigate potential for opening section based upon other track developments.
<i>Allow trial access on the Lenah Valley Track with relevant management and time prescriptions for bike use.</i>	Considered undesirable due to management concerns.
<i>Consider the staged closing of the difficult slow-pace tracks such as the Zig Zag Track for riding at some times.</i>	Considered undesirable due to track condition, location and use.
<i>Allow bikes to be 'walked' along walking tracks to improve access to riding locations.</i>	Considered to be unenforceable.
<i>Allow riders to ride uphill on unpermitted walking tracks.</i>	Considered to be unenforceable.
<i>Allow access to Silver Falls (lower half), Woods Track (lower half) and the Pipeline Track (below Fern Tree)</i>	Access is currently permitted on Silver Falls Track. Access considered undesirable on Woods Track due to local conditions and use. Investigate use of Pipeline Track (outside of Wellington Park).
<i>Connection between O'Gradys Falls Fire Trail to Middle Island Fire Trail.</i>	Investigate in conjunction with Walking Track Strategy.
<i>Old Hobartians Track (lower end).</i>	Considered undesirable by managers.
<i>Lower Sawmill – Shoobridge.</i>	Considered undesirable by managers.
<i>Fingerpost Track.</i>	Considered undesirable by managers.
<i>A legal single track from the Summit to South Hobart (1000m descent).</i>	Monitor need in relation to other track developments.
<i>More tracks from Big Bend esp. to link with Mountain Bike Park.</i>	Monitor need in relation to other track developments.

Table 2 : Possible Tracks and Links Identified During Consultation

Bike riders indicated the need to:

continue improving the safety of some sections e.g. wire netting over wooden bridges which are slippery;

upgrade track construction to adequately drain the surface and thus limit erosion problems from water flows e.g. Rivulet Track, and to provide for hardened and safer trails along or within fire trails e.g. Big Bend fire trail;

to inform bike riders of changes to drainage works on other tracks and trails so as to limit risks; and

installing signs and upgrading information and maps for riders.

There was no indication of the need for specific bike training tracks or competition areas to be identified within the Park, other than those integrated with the Glenorchy Mountain Bike Park which can cater for this possible use. However given the growing interest in mountain bike riding, it is appropriate for the Trust to have the ability to consider the use of permitted tracks and trails within the Park for approved bike riding events subject to meeting all management conditions placed on any approval for the event. For instance, it may be logical to organise a competition event at Glenorchy Mountain Bike Park that extends onto other tracks and trails for the duration of the event. The Trust should consider the following matters with any applications for bike riding competitions within the Park:

ensuring access is limited to the approved roads, fire trails and selected permitted walking tracks;

ensuring there are identified and safe group assembling areas;

adequate insurance to indemnify the Trust or land managing agencies from legal liability;

preparation of a risk management plan and event operations plan;

scope for a negotiated contribution (whether by funds or by resources) towards the maintenance of the bike riding tracks and trails within the Park;

monitoring of track and trail conditions and rehabilitation/repair as may be required; and

meeting any other requirements of the Trust including the *Management Plan* and Regulations.

Given the multiple use values of the walking tracks, it is advocated that no walking tracks be identified or promoted specifically for bike training use. Whilst it is understood that bike training occurs on fire trails within the Park by some users, there is little evidence of major conflicts occurring to date.

Bike riders also indicated their willingness to become more involved with the maintenance of bike riding tracks and trails, and to provide a resource to track location, design and construction works. The opportunity exists to directly involve bike riders in a number of ways, including:

- preparing the tracks and trail assessment inventory
- planning for signs/markers at trackheads and intersections;
- undertaking works and maintenance programmes to improve the safety of the tracks and trails;
- 'adopting' a track or trail by a bike riding club or volunteers to facilitate care and management of the tracks and trails;
- involvement in assessing impacts on the existing tracks and trails;
- and
- reviewing the bike strategy and action plan for the Park.

The key recommendations are to:

Continue the scientific assessment of the existing walking track conditions within the Park so as to monitor impacts and to assess the ability to sustain continued recreational use.

Continue the programme to upgrade sections of tracks and trails, including drainage works and bridge crossings so as to improve the use and safety by bike riders.

Allow the Trust to consider the use of tracks and trails within the Park for approved bike riding events subject to meeting all management conditions placed on any approval for the event.

2.2.4 Recommended Actions

8. Continue the scientific assessment of the existing walking track conditions within the Park so as to monitor impacts and to assess the ability to sustain continued recreational use.
9. Continue the programme to upgrade sections of tracks and trails, including drainage works and bridge crossings and sections of trails within fire trails so as

to improve the use and safety by bike riders, including investigating the hardening of a section of trail within the Big Bend fire trail.

10. Foster opportunities for bike riders to assist with the design, construction and maintenance of tracks and trails for bike riding within the Park.

2.3 SAFETY AND RISK MANAGEMENT

2.3.1 Background

The main risks associated with bike riding use within the Park are considered to be:

injury arising from a collision between a bike rider and other users of the Park [Note: only one recorded incident of collision occurred since 2000, involving a dog]; and

injury to a bike rider using a track or trail which may be hazardous due to the design, surface condition, lack of maintenance, misleading information or other management factor, or a rider riding beyond his/her ability.

The risks to user safety will also be influenced by the behaviour/attitudes of the rider and other users, riding too fast or not slowing sufficiently at corners, poor judgment, the presence of other users and dogs, and/or inadequate preparation and inexperience to deal with unusual conditions. The Trust has adopted the use of grading symbols on the Bike map and also some trackside signs to help riders choose the appropriate trails for their level of skill and experience.

Appendix 1 provides a brief summary of the progress made on the 3 Risk Management recommendations made within the *Bike Strategy 2000*. Action has been taken on all three recommendations with continuing work on installing signs/symbols on some tracks and trails.

2.3.2 Safety and Risk Management Issues

The above mentioned issues will always be evident with bike riding within the Park as no realistic management system can alleviate or mitigate all the risks associated with access by anyone within the community, the diversity of skills and experience of riders, the changing natural and track or trail conditions and the very nature of the recreational activity. The key issue is to maintain practical management measures to reduce the extent of possible safety and risks management issues.

2.3.3 Discussion of Issues

The Trust engaged a professional risk assessor during the preparation of the *Bike Strategy 2000* to identify the risk management issues and potential liability of the Trust and its land management agencies resulting from allowing riding on nominated walking tracks and fire trails, as the responsible manager for recreational activities within the Park. The assessment of tracks and trails also took into account the environmental capability of the tracks to withstand bike use, resources available for track work, and the possible change to existing amenity due to the implementation of risk management measures. The outcome was a reduction of the number of proposed shared use walking tracks available for bike riding e.g. not permitted on the Lenah Valley Track, but the retention of all fire trails for bike access.

As responsible land managers, the Trust and its management agencies must be able to show that they have taken measures, which are both reasonable and practicable, and justified by application of an acceptable risk assessment process. It is expected that the Trust and its agencies may already have liability given the availability of fire trails and roads for bike riding under the *Management Plan*. The difficulty of enforcement of current bike riding use on unpermitted walking tracks (currently prohibited under the *Management Plan*) may also constitute some liability for the Trust and the relevant land managers.

The Hobart Regional Water Authority (HRWA) has raised safety and risk concerns with bike riding occurring in drinking water catchments of the Park but has accommodated managed recreational activities where appropriate and possible.

Since the adoption of the *Bike Strategy 2000* and the above risk assessments, the State Government has enacted the *Civil Liability Act 2002* which helps shift some of the emphasis for legal liability onto the responsibility of the user rather than the land manager. The Trust would benefit from seeking professional legal advice on the interpretation of the *Civil Liability Act 2002* and the implications for its operational practices including its management of recreational activities, signs, information and enforcement.

The possible management measures identified in the *Bike Strategy 2000* included:

considering a range of possible practical measures for reducing the risk for some or all of the multiple use trails e.g. upgrading of the track/trail to remove/reduce hazards, increasing track width at some locations, seeking slower speed limits in some site situations, setting group size limits, improving site vision, setting times of use, creating one way riding, looking at seasonal closure of some trails etc.;

using signs at the designated entry points to the multiple use trails to warn all persons that these are available for shared use and which tracks/trails are not available to bike riders;

using signs/markers near intersections and blind corners to warn parties to take care and to reconfirm which tracks/trails are not available to bike riders;

using signs/markers near steep sections and blind corners to warn parties to slow down; and

adopting other educational and information measures such as a Code of Conduct for bike riders in the Park .

2.3.4 Recommended Actions

11. Continue to undertake regular assessment of the identified walking tracks and fire trails available for bike riding use within the Park to:

identify the location of any safety or management risks;

document the nature of the risk;

recommend suitable measures to respond to the risk situation;
and

give a ranking of priority to the identified safety risk.

12. Seek professional legal advice on the interpretation of the *Civil Liability Act 2002* and the implications for the Trust's operational practices including its management of recreational activities, signs, information and enforcement.

2.4 EDUCATION, SIGNS AND COMPLIANCE

2.4.1 Background

Consultation with bike riders indicated support for taking educative and informative management measures rather than just relying on regulative measures. The Trust has recognised the importance of information and signs as being fundamental tools to reinforce management messages and to minimise the impact of recreational activities on the environment and other users.

Major issues that have arisen over the five years include:

Changing the behaviour of riders who had been riding tracks that became 'illegal';

Changes to the style of riding through an increase in the use of full suspension bikes purely for downhill riding and body protection to allow faster descents;

Riders' pursuit for technical riding opportunities and variety of tracks;

Access to permitted tracks that begin at Junction Cabin;

Perception of biking community that riding was not considered a legitimate activity;

Risk of 'getting caught' adding to the excitement for riders;

Damage to signs indicating riding status on tracks; and

Conflict with walkers regarding shared access despite riders' Code of Conduct;

Since the *Bike Strategy 2000*, the Trust has implemented the Regulations Awareness Programme (RAP), which seeks to ensure the care, control and management of the Park is in accordance with the *Wellington Park Regulations 1999*. Offences relating to bike use are recorded as *Bicycle other than on a bicycle track [r.10A (2)(b)]* on the RAP database. This offence is recorded 90 times, accounting for ~28% of the offences recorded within the Park in the period since 7 December 2002.

The bulk of the offences related to unpermitted use of the Lenah Valley Track and its access tracks, however figures indicate that the previous high level of use has reduced in recent times. Locations where riders were found offending include:

Lenah Valley Track	58
Lower Sawmill Track	1
Hunters Track	1
Zig Zag Track	2
Organ Pipes Track	2
Pinnacle Track	1
Pipeline Track, Wellington Falls	1
Other areas	24
Total Offences	90

The recorded offences resulted in the following actions:

Unable to communicate	2
Informal caution	5
Verbal caution	53
Offence brief	3
Prescribed Infringement Notice	2
No action	25
Total	90

Appendix 1 provides a brief summary of the progress made on the 5 Education recommendations made within the *Bike Strategy 2000*. Action has been taken on four of these recommendations with continuing work planned for installing key trackhead signboards and using signs/symbols on some tracks and trails. A major initiative has been the production of Mountain Bike Map, which includes the bike riders' Code of Conduct, and the Bike Grading System used for tracks and trails available for bike riding use in the Park.

2.4.2 Management Issues

The remaining management issues are to:

implement an overall sign system at the key trackhead locations and, where appropriate, the use of information along bike riding tracks and trails; and

continue to work with riders to ensure compliance with the strategy and the Park Regulations.

2.4.3 Discussion of Issues

A Code of Conduct was prepared in the *Bike Strategy 2000*, based on experience from other countries, and has been adopted in the Wellington Park Mountain Bike Map prepared by the Trust. The four key messages were:

Respect other trail users

Stay on designated bike riding tracks and trails

Minimise your impacts on the environment

Be a safe rider

A number of key educational points were then listed for each of these messages.

Feedback from bike riders indicates that these were fair and reasonable matters to be listed under the Code of Conduct, with no changes required.

The *Bike Strategy 2000* indicated that the trackhead information boards need to be part of the overall sign system developed for the Park and thus aimed at catering for all Park users. As part of the total information provided, it was envisaged that the boards might convey information about:

what tracks and trails are available for bike riding;

the grade/difficulty of the tracks and trails available for bike riding;

distance (which may be scaled off a map of the Park);

where specific riding actions are required for management purposes e.g. go slow; and

the key principles of the Code of Conduct for bike riders.

All the above information has been covered by the Wellington Park Bike Map but it is considered appropriate for the messages to be incorporated into trackhead signs that would be located at:

The Springs;

Fern Tree;

Lenah Valley Road; and

Glenorchy Mountain Bike Park.

Some consideration might also be given in the longer term to the potential for trackhead signs at Old Farm Road and Neika.

The Bike Grading System evolving from the *Bike Strategy 2000* has been included in the Wellington Park Bike Map and installed at some trackside locations. These symbol markers should continue to be installed in a way that will:

not detract from the enjoyment as a natural area by riders and other users;

be suitably located and seen by users of the track and trail;

be simple to understand; and

have limited cost to produce and install.

Riders have indicated a desire to maintain an informal, self-regulating compliance programme to implement the strategy. This is in contrast with models from other countries where formal bike track wardens from the riding community are nominated to assist management agencies in education and compliance issues. This informal approach has already been seen to be successful with controlling use and behaviour at the new Mountain Bike Park in Glenorchy, and is based upon a real ownership of the activity and positive peer-group pressure.

The Trust should continue to work with riders and to seek to educate both riders and other users of the legitimacy of riding within the Park, and to seek new opportunities to build upon existing relationships and networks.

2.4.4 Recommended Actions

13. Continue to implement the overall sign system for the Park, and install information boards at the key trackhead locations within the Park and use of the bike grading symbols at specific locations along tracks and trails approved for bike riding.
14. Ensure the next re-print of the Wellington Park Bike Map incorporates any relevant material and changes as a result of this Bike Strategy review process.
15. Continue to support bike riding as a legitimate activity within the Park through proactive educative and compliance programmes.

SECTION 3

RECOMMENDED STRATEGY

This section sets out an action plan for implementation of the recommendations made in the current study. Each recommendation is listed along with the responsibility for its implementation, priority for works and suggested timing.

Priority has been assigned according to the following criteria:

Urgent priority strategies are those actions, which require immediate action to address and alleviate existing public liability concerns e.g. reduction of public risk.

High priority strategies include those which:

amend the bike riding policy for the Park as outlined in the *Management Plan*;

are required to enable staging of other works; and

set the basis for implementing practical actions for accommodating bike riding on selected walking tracks within the Park.

Moderate priority strategies include those which:

improve access by bike riders to the Park;

improve the conditions of the tracks and trails to meet the identified needs for user groups;

respond to safety issues; and

provide education and information to increase the awareness of bike riders and other users within the Park.

Low priority strategies include those, which do not require immediate action but will need to be reviewed in response to changing needs and user attitudes.

It is recognised that the total package of recommendations is likely to be beyond the funds available to the Trust in the immediate to short term. In many cases additional planning is required before a recommendation can be acted upon. Further, whilst an action may have priority, other priorities taken by the Trust within the Park may necessitate that actions be delayed.

No	Recommendation	Responsibility	Priority	Timing
1	Bike riding within Wellington Park to be allowed on all formed roads, fire trails and specified walking tracks as specified in Maps A, B & C in the <i>Bike Strategy 2005</i> or as approved by the Trust following due public consultation and approval processes.	WPMT	High	Ongoing
2	Continue to provide resource support for the long term development of the Glenorchy Mountain Bike Park as it will provide a range of benefits for the recreational bike riding within Wellington Park.	WPMT, GCC, HCC, bike riders	High	Ongoing
3	<p>Undertake further feasibility investigations and environmental assessments for:</p> <ul style="list-style-type: none"> • the construction of a multiple-use trail from Shoobridge Bend to Junction Cabin below the existing Lenah Valley Track; • construction of a multiple-use track between The Springs and the new track from Shoobridge Bend; • continue the link from Junction Cabin to Kangaroo Fire Trail and thus link to the Glenorchy Mountain Bike Park; • investigating the option of a new downhill bike riding link from the proposed new track to Middle Island Fire Trail or Main Fire Trail and with a possible connection to the Rivulet Track; and • formalising a downhill route from Radfords Track to Cascade Brewery, via Bracken Lane fire trail, lower Finger Post Track and the Rivulet Track (subject to negotiations with the Brewery). 	WPMT with help from HCC, GCC, bike riders	High	Springs - Junction Cabin link within 12 months, others as resources and timing permit
4	Bike riding use of Radfords Track be monitored in light of the proposed recommendations for developing other downhill riding options within the Park.	WPMT	Low - Moderate	Monitor in 3-5 year time period

No	Recommendation	Responsibility	Priority	Timing
5	<p>Depending on available resources, investigations be undertaken into the need and possible community and Park user support for bike access to:</p> <ul style="list-style-type: none"> • Old Farm Track (south fork); • the upper section of Middle Track (between the Reservoir Trail and Radfords Track) for uphill use only • some sections of the fire breaks on the Main Fire Trail; • the former 'Drops Track' linking Bracken Lane fire trail to Rivulet Track; • a link between Rivulet Track and Middle Island fire trail (subject to consideration in the walking Track Strategy); • Knocklofty Reserve through Noahs Saddle and connecting with the fire trails within Wellington Park (near junction with the Main fire trail); • Goat Hills within the City of Glenorchy over land managed by the Council; • extension of the bike path along the Hobart Rivulet to Strickland Avenue (to connect to the nearby Rivulet Track) by negotiated access agreement with the land owner, Cascade Brewery; and • from Waterworks Reserve to Ridgeway Park and to Summerleas Road and Fern Tree (this may require negotiated access agreement over private land). 	WPMT with help from HCC, GCC, bike riders	Low - Moderate	As resources permit within the next 5 years
6	<p>Continue to facilitate initiatives to improve accessibility and services for bike riding within the Park, and in particular:</p> <ul style="list-style-type: none"> • the potential for carriage of bikes on public transport to the key access points e.g. Fern Tree, Lenah Valley Road, Tolosa Street; • installation of security bike racks at some key destinations e.g. The Springs, Wellington Falls, Fern Tree shop, Cascade Gardens; and • upgraded information, maps and signs. 	WPMT	Moderate	Priority for maps and information
7	<p>Consider any applications for operating commercial bike riding tours and events within the Park with due regard to limiting access to permitted roads, tracks and trails, safety, insurance, limiting riding group size, adopting the Code of Conduct, providing some contribution towards maintenance and meeting the requirements of the <i>Management Plan</i>.</p>	WPMT	Low - Moderate	Dependent on commercial interest

No	Recommendation	Responsibility	Priority	Timing
8	Continue the scientific assessment of the existing walking track conditions within the Park so as to monitor impacts and to assess the ability to sustain continued recreational use.	WPMT, bike riders	Moderate	Monitoring programme set out within 2 years
9	Continue the programme to upgrade sections of tracks and trails, including drainage works and bridge crossings and sections within fire trails so as to improve the use and safety by bike riders, including investigating the hardening of a section of trail within the Big Bend Trail.	WPMT, HCC, GCC, PWS	Ongoing	As required
10	Foster opportunities for bike riders to assist with the design, construction and maintenance of tracks and trails for bike riding within the Park.	WPMT, bike riders	High	Working projects started within 12 months
11	Continue to undertake regular assessment of the identified walking tracks and fire trails available for bike riding use within the Park to: <ul style="list-style-type: none"> • identify the location of any safety or management risks; • document the nature of the risk; • recommend suitable measures to respond to the risk situation; and • give a ranking of priority to the identified safety risk. 	WPMT, HCC, GCC, PWS	Ongoing	Regular assessment programme to be operating within 12 months
12	Seek professional legal advice on the interpretation of the <i>Civil Liability Act 2002</i> and the implications for the Trust's operational practices including its management of recreational activities, signs, information and enforcement.	WPMT	High	Complete within 12 months
13	Continue to implement the overall sign system for the Park and install information boards at the key trackhead locations within the Park and use of the bike grading symbols at specific locations along tracks and trails approved for bike riding.	WPMT, GCC, HCC, PWS	High	Complete within 2 years
14	Ensure the next re-print of the Wellington Park Bike Map incorporates any relevant material and changes as a result of this Bike Strategy review process.	WPMT	High	New print run within 6 months
15	Continue to support bike riding as a legitimate activity within the Park through proactive educative and compliance programmes.	WPMT, bike riders	Ongoing	Regular assessment on annual basis

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(INCLUDING REFERENCES FROM THE *BIKE STRATEGY 2000*)

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APPENDIX 1

PROGRESS ON THE LIST OF RECOMMENDATIONS FROM THE
WELLINGTON PARK BIKE STRATEGY 2000

No	Recommendation (summary)	Priority in 2000	Progress made on the recommendation
	Access Issues		
1	All formed roads and fire trails open to the public be available for bike riding within the Park, and negotiate potential for public access over private land on the Cathedral Rock Trail, Clegg Trail, Mount Hull Trail and Ringwood Trail.	High	<i>Formed roads accessible to bikes but access to Mount Hull and Ringwood by licence and not likely to be provided with Cathedral Rock and Cleggs Trail due to land ownership and interests.</i>
2	The selected walking tracks (Pipeline Track, Radfords, Silver Falls, Knights Creek) should be allowed for use by bike riders subject to implementing risk assessment recommendations	High	<i>Completed for these four tracks and available for bike use – most risk assessment work was done on the Pipeline Track</i>
3	Bike riding continue to be prohibited on all other walking tracks within the Park.	High	<i>Policy matter in the review of the WVP Management Plan and this review</i>
4	No new bike riding tracks or loops are to be developed within the Park other than for any identified safety purposes and/or identified need for such tracks by the Trust to achieve the management objectives for the Park.	Low	<i>Needs to be clarified in the review as to whether appropriate now</i>
5	Consider the opportunities for identifying and promoting bike riding links between urban areas and the Park	Moderate	<i>The development of the Glenorchy Mountain Bike Park has brought forward the need for better links, but to date there is only limited works carried out. Proposal for new bike trail link below Lenah Valley track. is being investigated.</i>
6	Facilitate initiatives to improve accessibility and services for bike riding within the Park, and in particular: <ul style="list-style-type: none"> • the potential for carriage of bikes on public transport to the key access points e.g. Fern Tree, Lenah Valley Road; • installation of security bike racks at some key destinations e.g. Fern Tree shops, Springs, Cascade Gardens; and • upgraded information, maps and signs (refer to Section 2.4). 	Moderate	<i>Some bike bus services but not really promoted and pushed strongly enough and restrictions on number of bikes apply. The Trust has produced a bike riding map for the Park. Security bike racks not widely installed yet.</i>
7	Consider any applications for operating bike riding tours within the Park with due regard to limiting access to permitted roads, tracks and trails, safety, insurance, limiting riding group size, adopting the Code of Conduct, providing some contribution towards maintenance and meeting the requirements of the <i>Management Plan</i> .	Moderate	<i>Currently two operators – Island Cycle Tours and Tasmania Expeditions. May be growing interest in future with The Springs and Glenorchy Mountain Bike Park developments.</i>

No	Recommendation (summary)	Priority in 2000	Progress made on the recommendation
	Track Assessment Issues		
8	The Trust continue a scientific assessment of the existing walking track conditions within the Park (including a selection of those available for bushwalking and those recommended for shared use) from which to monitor impacts and to assess the ability to sustain continued recreational use.	High	<i>Completed by Luke Chiu</i>
9	Priority for improvements to selected tracks and trails for bike riding use be improving the safety of some sections and upgrading track construction to adequately drain the surface and thus limit erosion problems from water flows.	High - Moderate	<i>Some action taken to reduce safety problems including netting over bridges and improved track drainage</i>
10	No walking tracks should be identified for bike training use within the Park.	Low	<i>More of a policy matter</i>
11	No walking tracks within the Park should be used for large scale competition mountain bike riding events.	Low	<i>More of a policy matter</i>
	Safety and Management Issues		
12	Undertake a detailed assessment of the identified walking tracks and fire trails available for bike riding within the Park.	Urgent	<i>Assessment completed and schedule of works prepared</i>
13	Consider using a range of practical management measures to tackle the risks to reduce safety problems associated with bike use on tracks and trails within the Park (after undertaking recommendation 12).	High	<i>Measures in place with signs, symbols, Code of Conduct, information etc</i>
14	Consider using 'go slow' speed management measures on selected walking tracks to reduce potential safety risks where relatively higher levels of other users of the tracks are expected.	High	<i>Done on some tracks with symbols/signs</i>
	Education and Signs Issues		
15	Adopt the proposed Code of Conduct for bike riding within the Park as a key element of the educational and information programme.	Moderate	<i>Adopted and promoted</i>
16	As part of an overall sign system for the Park, install information boards at the key track head locations within the Park to convey basic information about available tracks and trails for bike riding use (e.g. map), distance, grade and special management requirements e.g. go slow track sections.	High	<i>Not yet done – track head sign at Fern Tree mainly focuses on walking and other activities</i>
17	Design coloured markers e.g. red, green and orange, to be used on tracks and trails to indicate whether the track can or cannot be used by bike riders, the grade/degree of riding difficulty and any specific riding action required at specific locations.	High	<i>Markers have been designed and installed</i>

No	Recommendation (summary)	Priority in 2000	Progress made on the recommendation
18	Instigate or facilitate the preparation of a bike riding brochure/route guide/map to the Park which adopts the overall sign system and provides more specific information on each of the tracks and trails available for bike riding use (and includes the Code of Conduct).	Moderate	<i>Bike riding map and guide produced and sold</i>
19	Seek the involvement of bike riders in the management process, which may include assistance with research, management, maintenance and education of other users.	Moderate	<i>Bike riders have been involved in the ongoing research, track assessment work, Glenorchy mountain bike park and contribute towards management</i>

APPENDIX 2

BIKE USE SURVEY RESULTS LUKE CHIU 1999

Table 9. Percentages of participants who have ridden each track

TRACKS THAT PARTICIPANTS HAVE RIDDEN ON	% total (n = 132)	% beginners and novices (n = 23)	% experienced (n = 82)	% very experienced and experts (n = 27)
* America Ridge (between Old Farm Rd and Jubilee Rd)	15%	4%	20%	11%
Betts Road to Andersons Road, Fire Trail	6%	0%	7%	7%
* Betts Vale Track	5%	0%	7%	4%
Big Bend Fire Trail	17%	4%	22%	15%
Bracken Lane Fire Trail (Curtis Avenue to Finger Post)	28%	9%	33%	30%
Bracken Lane Fire Trail (Finger Post to Pinnacle Rd)	30%	9%	34%	33%
* Breakneck	13%	0%	15%	19%
Breakneck to Old Farm Road, Fire Trail	29%	4%	37%	26%
* Circle Track	3%	0%	4%	4%
Collins Cap / Bonnet Trail	5%	0%	6%	4%
East West Track	11%	0%	15%	11%
* Fern Glade Track (Radfords to Huon Road)	11%	0%	15%	11%
* Fern Glade Track (Radfords to Woods Track)	13%	0%	13%	22%
* Fingerpost Track (Springs to Bracken Lane Fire Trail)	18%	0%	22%	22%
Fingerpost Track (Bracken Lane Fire Trail to Huon rd)	20%	4%	23%	22%
* Hunters Track	5%	0%	5%	7%
Jefferys Track	9%	0%	11%	11%
Knights Creek	7%	0%	11%	0%
* Lenah Valley Track (Springs to Junction Cabin)	56%	26%	62%	63%
* Lenah Valley Track (Junction Cabin to Old Hobartion)	30%	4%	28%	59%
Lenah Valley Fire Trail (Lenah Valley Rd to Breakneck)	31%	4%	40%	26%
Lenah Valley Fire Trail (Breakneck to Old Hobartion)	14%	4%	18%	11%
Lenah Valley Fire Trail (Junction Cabin to Old Hobartion)	21%	9%	23%	26%
* Lower Sawmill (Pinnacle Road to Lenah Valley Track)	3%	0%	4%	4%
* Lower Sawmill Track	5%	0%	6%	4%
Middle Island Fire Trail	20%	4%	24%	22%
* Middle Track	17%	0%	22%	19%
* Milles Track	6%	0%	10%	0%
Mt Hull Track	5%	0%	5%	7%
* Myrtle Gully Track	17%	9%	18%	19%
O'Gradys Falls Track	31%	4%	39%	30%
Old Farm Road to Strickland Ave, Fire Trail	29%	9%	35%	26%
Old Farm Track	40%	22%	44%	44%
Old Farm Track (north fork)	18%	13%	21%	15%
* Old Hobartion Track (below Lenah Valley Track)	22%	4%	24%	30%
* Old Hobartion Track (above Lenah Valley Track)	5%	4%	6%	4%
* Organ Pipes	4%	0%	5%	4%
Pinnacle Road	24%	4%	29%	26%
Pipeline Track (Neika to Wellington Falls)	63%	78%	66%	41%
* Pipeline Track (Fern Tree to Neika)	42%	35%	52%	19%
* Radfords Track (Springs to Fern Glade Track)	27%	0%	32%	33%
* Radfords Track (Fern Glade Track to Pinnacle Road)	17%	0%	22%	19%
Reservoir Fire Trail (Pillinger Drive to Middle Track)	7%	4%	10%	0%
Rivulet Track	29%	9%	34%	30%
* Shoobridge Track	13%	9%	16%	7%
* Silver Falls (from Pipeline Track)	14%	0%	20%	11%
* Silver Falls to Pinnacle Road	12%	0%	17%	7%
Springs to Clegg Road	3%	0%	5%	0%
White Timber Trail	5%	0%	6%	4%
* Woods Track	16%	0%	18%	22%
* Zig Zag Track	4%	4%	4%	4%

Note: Asterisk (*) Indicates that track is currently a walking track or 'single track'.

Figures shown in **bold** indicate over 30% of respondents have ridden the track.

Table 10. Track difficulty ratings given by participants and author

TRACKS THAT PARTICIPANTS HAVE RIDDEN ON	Number of easy ratings	Number of medium ratings	Number of hard ratings	Author's rating
* America Ridge (between Old Farm Rd and Jubilee Rd)		1		Medium
Betts Road to Andersons Road, Fire Trail		1	2	Hard
* Betts Vale Track				Hard
Big Bend Fire Trail		2	11	Hard
Bracken Lane Fire Trail (Curtis Avenue to Finger Post)	5	1		Easy
Bracken Lane Fire Trail (Finger Post to Pinnacle Rd)	5	1		Easy
* Breakneck			3	Hard
Breakneck to Old Farm Road, Fire Trail	1			Easy - Medium
* Circle Track				Hard
Collins Cap / Bonnet Trail	1		1	NR
East West Track		2	1	Hard
* Fern Glade Track (Radfords to Huon Road)		1	2	Hard
* Fern Glade Track (Radfords to Woods Track)				Easy - Medium
* Fingerpost Track (Springs to Bracken Lane Fire Trail)		8	2	Hard
Fingerpost Track (Bracken Lane Fire Trail to Huon rd)	1	1		Easy - Medium
* Hunters Track	1			Hard
Jefferys Track		3		Medium
Knights Creek				NR
* Lenah Valley Track (Springs to Junction Cabin)	3	34	11	Medium - Hard
* Lenah Valley Track (Junction Cabin to Old Hobartion)	1	2	1	Medium
Lenah Valley Fire Trail (Lenah Valley Rd to Breakneck)		3	1	Medium
Lenah Valley Fire Trail (Breakneck to Old Hobartion)		2	1	Medium
Lenah Valley Fire Trail (Junction Cabin to Old Hobartion)		2	1	Medium
* Lower Sawmill (Pinnacle Road to Lenah Valley Track)				Hard
* Lower Sawmill Track				Hard
Middle Island Fire Trail	2	5		Medium
* Middle Track	1	2	4	Hard
* Milles Track		2	1	NR
Mt Hull Track		1		NR
* Myrtle Gully Track	1	5	7	Hard
O'Gradys Falls Track	3	1		Easy
Old Farm Road to Strickland Ave, Fire Trail				Easy - Medium
Old Farm Track	5	11	5	Medium - Hard
Old Farm Track (north fork)		2		Medium - Hard
* Old Hobartian Track (below Lenah Valley Track)		2	1	Hard
* Old Hobartion Track (above Lenah Valley Track)		1	2	Hard
* Organ Pipes				Medium - Hard
Pinnacle Road	2	4	2	Medium
Pipeline Track (Neika to Wellington Falls)	57	3	1	Easy
* Pipeline Track (Fern Tree to Neika)	19	2		Easy
* Radfords Track (Springs to Fern Glade Track)		9	2	Medium - Hard
* Radfords Track (Fern Glade Track to Pinnacle Road)	1	3		Medium
Reservoir Fire Trail (Pillinger Drive to Middle Track)				Easy
Rivulet Track	3	8	2	Medium
* Shoobridge Track	1	5	2	Medium - Hard
* Silver Falls (from Pipeline Track)	1			Easy - Medium
* Silver Falls to Pinnacle Road				Medium
Springs to Clegg Road				Medium - Hard
White Timber Trail				NR
* Woods Track	1	4	1	Medium - Hard
* Zig Zag Track	1	2	1	Hard

Note: Asterisk (*) indicates that track is currently a walking track or 'single track'.

NR indicates that the Author has not reviewed this track.

Tracks shown in **bold** have been classified as easy tracks by the author.

Author's Rating is based on the following :

Easy = Has good surface, no big climbs, no pushing bikes necessary. Suitable for novices and families.

Medium = Track may have rough sections & steep climbs. Some pushing possible. Suitable for experienced riders.

Hard = Track may be very rough. Steep climbs, obstacles and technical sections likely. Suitable for skilled, experienced riders.

APPENDIX 3

SECTION 4.5.1 FROM THE GREATER HOBART MOUNTAIN BIKE MASTER PLAN (2011)

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>

Trail Number	Trail Name	Importance of trail to network
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 (Track 1a, Track 1b)	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. <i>In February 2021 the Wellington Park Management Trust approved two tracks from Hobart City Council's "Riding the Mountain" mountain bike network plan, Track 1a and Track 1b. Track 1a will be a shared use 'climbing' track connecting O'Gradys Falls Fire Trail with Shoobridge Bend. This is equivalent to Track 149A in the Greater Hobart Mountain Bike Masterplan. Track 1b was approved as a downhill only, bicycle only track running between Circle Track and O'Gradys Falls Fire Trail.</i>
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.

Trail Number	Trail Name	Importance of trail to network
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	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. The trail, together with the Breakneck (156A) provides an important connection between the main fire trail and Junction Cabin.

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.

Trail Number	Trail Name	Importance of trail to network
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.
80 & 158 / 89	Lenah Valley Track (part only) and Shoobridge Track	The Lenah Valley Track and the Shoobridge Track allow 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 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.

Trail Number	Trail Name	Importance of trail to network
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.

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.

Trail Number	Trail Name	Importance of trail to network
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	<p>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.</p> <p><i>In September 2018 the Wellington Park Management Trust resolved to formalize the Drops Track as a downhill only, bicycle only track.</i></p>

Upgrading of Rider Permitted Trails

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.