

## LAND MANAGER UPDATES

### IMPLEMENTATION OF GREATER HOBART MOUNTAIN BIKE MASTER PLAN

MARCH 2016

#### City of Hobart (CoH)

- **Strickland Falls link** – Programmed for 2017-18 with funding request subject to council budget processes. Dependent on outcomes of Cascade Strategic Land Review.
- **Big Bend to Junction Cabin - Downhill Track.** Concept developed and preliminary endorsement provided by Council in Jan 2016. Further community engagement and detailed planning to occur in 2016-17 pending budget approval. Construction not yet funded.
- **Old Farm Track** – Converted in 2015 to a single direction, single use track with new short trail section constructed. Technical trail features scoped in late 2015, but not yet funded.
- **Middle Track (Radfords Track to Reservoir Trail)** – Shared use trial is underway (commenced Dec 2015).
- **Fern Tree Park to Pillinger Drive:** Shared use trial is underway (commenced Dec 2015).
- **156a (Break Neck Trail – Junction Cabin Climber)** – Programmed for 2018-19 with funding request subject to council budget processes. Significant planning and approvals required.
- **Radfords track** – Speed control measures installed in 2014.
- **S56** – Completed January 2016.
- **The Slides Track** – Under construction. Four volunteer sessions programmed and includes contributions from a Green Army project. Alignment proposed under master plan reviewed based on rider feedback to preliminary proposal.
- **Slides – Tip Top Connector** – Programed for 2017-18 subject to endorsement of 2016-17 budget.
- **Tip Top Track Extension** – Investigations undertaken in 2014. Potential alignments scoped, however final network may benefit from outcomes of the Cascade Strategic Land Review.
- **Knocklofty – Hobart Rivulet** – Connection provided by Thelma Drive subdivision. Land acquisition through current subdivision development.
- **Queens Domain Summit Loop** – Programmed for 2016-17 with funding request subject to council budget processes. This work is being undertaken in accordance with the *Queens Domain Master Plan 2012* and the *GH MTB Master Plan* and will provide a loop for beginner and family bike riders.
- **Pipeline Track Shared-Use** – Pending final decision based on completed evaluation.

## **Kingborough Council (KC)**

- **Kingston MTB Park** - Work has commenced by Council Reserves Crew in February to improve and upgrade a large spoon drain running along the top of the MTB Park between the Park and the dog off-lead area. Another drain has been put in between the eastern side of the park and the Twin Ovals to help capture surface water and re-direct excess water away from the trails. Council is currently getting quotes to do some further maintenance upgrades in relation to further drainage, re-shaping the XC tracks and capping, as the condition of the XC trail is in poor condition. Aiming for completion prior to Spring 2016. Tree planting to occur in July 2016 to help with drainage, ground moisture and aesthetics of the park. Local riders invited to participate (as part of National Tree Day).
- **Alum Cliffs Track** - Stage 3 of Alum Cliffs track is planned to go out to quotes/tender in the first half of 2016 to complete the final section from the Shot Tower to Wandella Ave, Tarooma. It is proposed that the trail extension is built to multi-use standard (walking/MTB) to allow for a potential future option of the trail being endorsed for shared use. Some work would need to be done for some up-grades of the first section of Alum Cliff Track from Kingston Beach to widen a few areas, manage line of sight etc. and create better access from Tyndall Rd entry (avoiding the ramped section). Once the final stage to Wandella Ave is completed, a shared use trail may occur.
- **Nierinna Creek Track** – The track has always been open to all users. Some trees have been recently removed by Council where it was very narrow for horses. The steep sections with steps are on very narrow corridors of Council land and will not re-align easily without going on to private land. Further investigation required to upgrade these sections.
- **Mt Nelson to Kingston link** – In progress, dependent on land owner negotiations. Council is investigating the possibility of a multi-use trail between Hobart and Kingston via the Mt Nelson ridgeline, Albion Heights and Bonnet Hill. This is part of a broader vision for a Regional Trail from Hobart to Dover, with the Hobart to Kingston section being the critical link to establish. Council is now re-investigating the feasibility of such a trail and a proposed route and continues conversations with landowners that were last held in 2012.
- **Tramway to Maudsley Rd Link (Allens Rivulet)** – in progress, dependent on land owner negotiations. The Trail Riders Action Club (TRAC) have entered conversations with 2 of the 3 landowners to gain support in principle to allow public access. This needs to be formalised with council once all discussions have occurred. Negotiations are continuing.
- **Tramway Stage 2** – No progress/investigation to date.
- **Snug Tiers (PWS)** – In progress, dependent on land owner negotiation. TRAC are instigating discussions with the landowners from the Roberts Rd, Kaoota end in regards to allowing public access and formalising this over the current trail from the end of Roberts Rd, over Perrins Ridge and down under the power lines to meet up with the end of McGowens Rd, Margate.

## Clarence City Council (CCC)

- **Tangara Trail**
  - **Mortimer Bay Coastal Trail** – The trail from Mortimer Bay Reserve to Palana Court did not permit horse or mountain bike usage under PWS regulations (even though an informal footpad existed that was used for riding). With support from PWS, Council undertook a Reserve Activity Assessment, fulfilled the requirements which included protecting Aboriginal relics with a gravel topping on the footpad and extended the track to Palana Court. Site constraints required that mountain bikes are prohibited from entering the trail at Palana Court due to risk of conflict with other users. Within Mortimer Bay reserve a gravel track corridor has been installed in the first section as the loose sandy soil is difficult to walk or ride on.
  - **Dirty Bridge Creek Track** - A subdivision is underway between School Road and Delphis Drive which will include a Tangara Trail connection.
- **Clarence Coastal Trail** - Sections of this proposed trail in Sandford that parallels the coast near Dorans Road are located on private property. A recent subdivision at the end of Dorans Road provides an access way to the coast, making future development of a coastal trail possible.
- **Meehan Range**
  - **Cross Country Downhill** - The Corkscrew (blue square), Grassy Valley Descent (black diamond) and Dinosaur Descent (blue square) provide a connection from the Skyline Fire Trail to the Clarence Mountain Bike Park. These trails were constructed by a combination of professional trail builders and the Meehan Range Trail Groomers volunteers.
  - **Skyline Single Track** - Refer to Draft Meehan Range Strategic Mountain Bike Plan which is awaiting a Meehan Management Statement from PWS before it can be released for public consultation.
  - **Stringy Bark Gully Loop** - Informal development of trails in this area by Meehan Range Trail Groomers include Fun Time and the Stringy Bark Gully Track.

## Glenorchy City Council (GCC)

- **Glenorchy MTB Park** – installation of park benches and water filling station. XC new bridge in MTB Park area.
- **North-South Track** – Track drainage and tread hardening (after crossing over the Kangaroo Fire Trail). Track drainage and tread hardening on the switchbacks in the MTB Park.
- Input into Wellington Park Tracks grading project

## **Wellington Park Management Trust (WPMT)**

- **Shared Use Trials: Middle Track (between Reservoir Trail and Radfords Track) and Ferntree Park to Pillinger Drive**
  - A 6 month trial of shared use for cycling and walking began on 20/12/2015.
  - Feedback requested from users via Wellington Park website.
  - Monitoring for: track erosion effects (via depth measurements at 6 locations); track corridor effects (via photography at 6 locations); and walker/rider numbers (via motion sensor camera at 2 locations).
  - On-site survey to assess social impact and social values impacts of conversion from walking only to shared use. At the end of the trial period a report will be prepared by the Wellington Park Manager and Ranger and presented to the Trust which will decide on future use.
- **Upper Luge** – A report about the pros and cons of formalising the Upper Luge is being prepared for the Trust’s consideration. This track is currently unauthorised and Council has made a number of attempts to close it. Issues include:
  - Ongoing unauthorised use by both walkers and riders
  - Strong community interest by both riders and walkers
  - Flow-on effects to tracks and adjacent areas above and below
  - Environmental and cultural heritage impacts
  - Works required to bring it to shared use standard and resources for on-going maintenance.
- **Planned burns** – Planned burns in Autumn 2016 (weather permitting) will require a few days of temporary closure of tracks in the following areas to allow for the burn and subsequent checking and removal of hazards:
  - Glenorchy – area bound by Merton Fire Trail and Priest Fire Trail (affecting National Downhill track)
  - City of Hobart – area bound by Main Fire Trail, Breakneck Track and Old Farm Track (affecting Old Farm Track, Old Farm Fire Trail, Junction Cabin and very likely the N-S Track).
  - City of Hobart – area bound by Rivulet Track, O’Gradys Fire Trail and Bracken Lane Fire Trail. This burn is currently scheduled for 21 March 2016.

## **Other Business**

- **GH MTB Master Plan** – the Steering Committee agreed that the Master Plan is now due for review and update. The committee will look at options to progress this.