

# Greater Hobart Mountain Bike Master Plan

## Guiding Principles to Evaluate the Suitability of Trails

### Introduction

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

### Vision: Tasmanian Mountain Bike Plan

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

### Guiding Principles

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

1. Priority trails will provide and/or contribute to a quality riding experience in Greater Hobart.
  - Will the trail provide opportunities for diverse riding experiences and/or target quality experiences for a specific group (e.g. single-track)?
  - Will the trail provide access to distinctive, appealing Tasmanian landscapes or attractions?
  - Will the trail allow for appropriate levels of risk and challenge for the intended user group?
  - Can the trail form loops or circuits (or in the case of DH have vehicle access)?
  - Does the trail link into an existing or potential hub?
  - Is the trail long enough and/or can it be connected to other suitable trails?
  - Is there adequate parking and toilets or other supporting infrastructure (or will it also need to be developed)?
  
2. Priority trails will meet community needs.
  - Is there widespread support for the trail in the riding community?
  - Does the trail meet an identified gap in provision (e.g. lack of trails in the area/lack of trails to suit particular disciplines/skill levels in a particular area/beginner-children-family groups)?
  - Is the trail an unnecessary duplication?
  - Is there currently a high level of usage of the trail and/or trails in the area?
  - Is there an existing high level of usage of meeting places/hubs in the area?
  - Is the trail safe (adequate emergency vehicle access/likelihood of conflict between users/technical sections/risk management/mobile phone coverage/natural hazards)?

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

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

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

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

4. Priority trails will be sustainable.

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

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

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

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

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

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

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

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

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

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