



GLENORCHY MOUNTAIN BIKE PARK MASTER PLAN

Client- Glenorchy City Council

October 2020



GLENORCHY
CITY COUNCIL



Tasmanian
Government



DIRTART

WORLD LEADERS IN TRAILS

This Masterplan is dedicated to Roy Mullins, 1940-2020, who spent many years caring for the Glenorchy Mountain Bike Park, and who loved sharing his passion for bike riding with others, particularly those starting out on their two-wheeled journey.

Department of Communities Tasmania

COMMUNITIES, SPORT AND RECREATION



1 Document Versions

Version	Date	Author	Notes
Draft 1	9 th February 2020	Simon French	Internal use only
Draft 2	18 th May 2020	Jason Lam	Internal use only
Draft 3	20 th May 2020	Simon French	For final GCC review
Draft 4	16 th June 2020	Simon French	Final draft for release
Draft 5	13 th July 2020	Jason Lam	Final draft w/amendments
Draft 6	12 October 2020	Simon French Jason Lam	Final draft w/amendments
Draft 7	15 th October	Simon French Jason Lam	Final report

Table of Contents

1	Document Versions	3
2	Executive Summary	9
3	Statement – Interim Principles	11
4	Introduction	13
4.1	Project Overview	13
4.2	Key Objectives	13
4.3	Methodology	14
4.3.1	Literature Review	14
4.3.2	Consultation	14
4.3.3	Field investigation	14
4.3.4	Concept trail development	14
4.3.5	Detailed trail design	14
5	Background Analysis	15
5.1	Overview	15
5.1.1	Land Tenure	15
5.1.2	Planning Aspects	15
5.2	Previous Reports	16
5.2.1	Mount Wellington Bike Strategy	16
5.2.2	Greater Hobart Mountain Bike Master Plan	17
5.2.3	Wellington Park Management Plan	17
5.2.4	Wellington Park Walking Track Strategy	18
5.2.5	Tasmanian Mountain Bike Plan	18
5.2.6	Tolosa Park Master Plan (Draft Only)	19
5.2.7	Mountain Bike Trail Plan – Mount Wellington Foothills DRAFT	19
5.2.8	Kunanyi/Mount Wellington Visitation and Recreation Strategy	20
5.3	User Monitoring	20
5.3.1	Usage at GMBP	20
5.3.2	Other User Patterns	21
6	Glenorchy MTB Park as a Mountain Bike Destination	22
6.1	Overview	22
6.2	The COVID-19 Pandemic	22
6.3	Current mountain bike tourism behaviours in Greater Hobart	23
6.4	Local usage patterns	24
6.5	Glenorchy MTB Park as a Mountain Bike Destination	24
7	Site Analysis	25
7.1	Location	25
7.2	Elevation and Topography	27
7.3	Geology	27
7.4	Climate	27
7.5	Values	28
7.5.1	Natural Values	28

7.5.2	Cultural Values	30
7.5.3	Social Values	31
8	<i>Consultation</i>	33
8.1	Overview	33
8.2	User Survey	33
8.2.1	Overview	33
8.2.2	Demographics	34
8.2.3	Riding behaviours and preferences	34
8.2.4	Future development preference	35
8.2.5	Summary of general comments	35
8.3	Consultation Session Summary	36
8.3.1	City of Hobart (CoH)	36
8.3.2	Project Expert Panel (PEP)	36
8.3.3	Wellington Park Management Trust (WPMT)	36
9	<i>Current Access Nodes</i>	38
9.1	Overview	38
9.2	Current access nodes	38
9.2.1	Overview	38
9.2.2	Major Access Node 1- Tolosa Street	38
9.2.3	Major Access Node 2- North South Track	39
9.2.4	Accessing the Park from Glenorchy	40
10	<i>Existing Trails Overview</i>	41
10.1	Overview	41
10.2	Trail Map	41
10.3	Auditing Process	43
10.4	Aims and Objectives	43
10.5	Ranking Criteria	44
10.5.1	Overview	44
10.6	Overview of Ranking Criteria	44
10.7	Audit recommendations	45
10.8	Fire Trails	45
10.9	Problem Tree Assessments	46
10.10	Trails Assessed	49
10.10.1	Gun Club Loop	49
10.10.2	Humphreys Trail	50
10.10.3	Beginners Luck	51
10.10.4	North South Track Climb	52
10.10.5	North South Track Descent	53
10.10.6	National Downhill	54
10.10.7	Short Downhill Track	55
10.10.8	Gully Loop	56
10.10.9	North South Track Upper	57
10.10.10	Dual Slalom Track	58
10.10.11	Slope Style Track	59
10.10.12	4X Track	60
10.10.13	Dirt Jumps Area	61

10.10.14	North Shore Trails Area	62
11	<i>Signage Audit</i>	63
11.1	Overview	63
11.2	Current Signage	63
11.2.1	Branding, Look and Feel	63
11.2.2	Signage Content	64
11.3	Signage Locations	64
11.4	Navigational Functionality	64
11.5	Proposed New Signage System	65
11.5.1	Branding, Look and Feel	65
11.5.2	Signage Content	65
11.5.3	Trail Finish signage	66
11.5.4	Proposed signage Plan	66
12	<i>Gap and Opportunities Analysis</i>	71
12.1	Overview	71
12.2	Gap Analysis	71
12.3	Opportunities Analysis	71
13	<i>New Development Concepts</i>	72
13.1	Primary Access Node – ‘The Hub’	72
13.1.1	Overview	72
13.1.2	‘Hub’ Components	77
13.1.3	BMX Track	80
13.1.4	Pump Track	81
13.1.5	Dirt Jumps Area	82
13.1.6	Criterion Circuit	82
13.2	Existing Trails Upgrades and Realignment	83
13.2.1	Overview	83
13.3	Existing Trails	83
13.3.1	General Works	83
13.3.2	Gun Club Loop	85
13.3.3	Humphreys Trail	85
13.3.4	Beginners Luck	85
13.3.5	North South Climb	86
13.3.6	North South Descent	86
13.3.7	National Downhill Trail	86
13.3.8	Short DH Trail	86
13.3.9	Gully Loop	86
13.3.10	Access Track	86
13.3.11	North South Track Upper	87
13.3.12	Dual Slalom Track	87
13.3.13	Slopestyle Track	87
13.3.14	4X Track	87
13.3.15	Dirt Jump Area	87
13.4	Proposed New Trails	89
13.4.1	Overview	89
13.4.2	Key Objectives	89
13.4.3	Trail Summaries- New Trails	90
13.4.4	Proposed New Trails Maps	90

13.5	Trail One	96
13.6	Trail Two	97
13.7	Trail Three	98
13.8	Trail Four	99
13.9	Trail Five	100
13.10	Trail Six	101
13.11	Trail Seven	102
13.12	Trail Eight	103
13.13	Trail Nine	104
13.14	Trail Ten	105
13.15	Trail Eleven	106
13.16	Trail Twelve	107
13.17	Trail Thirteen	108
13.18	Trail Fourteen	109
14	<i>Potential Future Concepts</i>	<i>110</i>
14.1	Overview	110
14.2	Potential Concepts	111
14.2.1	kunanyi / Mount Wellington Summit to GMBP Trail	111
14.2.2	North South Track Lower Foothills Return Trail	111
14.2.3	Additional trail loops	111
14.3	Trail P1	112
14.4	Trail P2	113
15	<i>Implementation Plan</i>	<i>115</i>
15.1	Implementation Program for the Glenorchy Mountain Bike Park Masterplan	115
15.2	Detailed trail design	118
15.3	Approvals	118
15.3.1	Wellington Park Management Trust - Park Activity Assessment (PAA)	118
15.3.2	Development Application	118
15.3.3	Geotechnical Assessment	119
15.4	Construction Approach	119
15.4.1	Machine construction where possible	119
15.4.2	Volunteer construction	119
15.4.3	Climatic considerations	120
15.5	Signage	120
15.5.1	Overview	120
15.5.2	Budget	120
15.6	Suggested Development Budget	121
15.6.1	Overview	121
15.7	Indicative Ten-Year Operational Maintenance Budget 2020 – 2030	121
16	<i>Operational Considerations</i>	<i>123</i>

16.1	Management Structure to Date	123
16.2	Trail Maintenance	123
16.3	Fire Trail Issues and Vehicle Management	124
16.4	Vegetation Management	124
16.5	Uplift Opportunities	124
16.5.1	Overview	124
16.5.2	In park uplift opportunities	125
16.5.3	Out of park uplift opportunities	125
16.6	Risk and Incident Management	125
17	<i>Branding and Marketing</i>	127
17.1	Overview	127
17.2	Key Strengths	127
17.3	Marketing Plan	127
17.3.1	Overview	127
17.3.2	Marketing formats and channels	128
17.3.3	Web site	130
18	<i>Conclusion</i>	131
19	<i>Appendix 1- Proposed Development Budget</i>	132
20	<i>Appendix 2- Complete Community Survey</i>	133
21	<i>Appendix 3- Urban Access Route</i>	134
22	<i>Appendix 4- Mountain Bike Market Overview</i>	135
23	<i>Appendix 5- IMBA TDRS</i>	136
24	<i>Appendix 6- Glenorchy Mountain Bike Park Draft Masterplan Community Engagement Results</i>	137

2 Executive Summary

Glenorchy Mountain Bike Park (GMBP) was established in 2005, with the aim of developing the first formal mountain bike facility in the Greater Hobart area. The park utilised elements of professional design and construction (World Trail), though was largely built by volunteers. In its prime, the park was one of the leading mountain bike facilities in Australia, and arguably contributed to the start of nearly two decades of exponential growth in mountain bike destination development in the state. Initially focused on establishing national-level racing trails, GMBP went on to host several years of Oceania and national-level downhill, cross country and four cross racing. The park has hosted only club-level events and interschool championships since hosting its last national-level event in 2013.

The past five years has seen exponential growth in destination-focused trail development in Tasmania, with the state now widely considered to be Australia's leading mountain bike destination. Developments such as Blue Derby, Maydena Bike Park and Wild Mersey are bringing tens of thousands of visiting riders to the state each year, which is resulting in increased pressure on what have traditionally been local and regional-level riding opportunities (such as The Meehan Range and kunanyi / Mount Wellington). During this period, trail design and construction, along with bike technology has fed a rapidly evolving mountain bike market, which has significantly changed rider behaviours, wants and needs. The current trail network at GMBP does not provide a mountain bike experience that has significant appeal for local or visiting riders.

In 2018 the Dirt Devils Mountain Bike Club was successful in applying to the Tasmanian State Government for funds for works at the GMBP. Glenorchy City Council (GCC) took on responsibility for the grant, focused initially on developing a masterplan for the facility.

Dirt Art has been engaged by the Glenorchy City Council (GCC) to undertake the masterplan project, investigating the potential to improve the current trail experience at GMBP, as well as to explore potential new trail developments and a proposed integration with Tolosa Park. The project has investigated existing formal and informal trails, and trail usage patterns, to establish current demand and usage behaviours. Land manager, stakeholder and community consultation has formed a significant component of the project, with the final recommended developments reflecting community wants and needs. *Dirt Art* has also carefully considered how the current and proposed future trail network will cater for local Glenorchy users and Tasmania's growing number of visiting mountain bike riders, with the view to establishing a trail network that will provide economic development opportunities.

While GMBP is unlikely to ever be a suitable location for a large-scale trail development that services multi-day riding adventures, there is no denying that the area is highly-valuable to local and regional riders and facilitates a level of visiting rider activity (mainly via the North South Track).

The new trail developments proposed by *Dirt Art* aim to achieve the following strategic objectives;

- Integrate the facility with Tolosa Park
- Integrate a new BMX facility, pump track and dirt jumps into the riding features on offer
- Minimise environmental and heritage impacts when developing new and upgraded trails and facilities
- Improve safety for all trail users
- Improve the functionality of the current trail network, through addressing key network gaps
- Increase the diversity of the trail network to cater for a broader audience of riders
- Provide new and improved opportunities for other facility users including walkers and trail runners

Dirt Art has proposed several new trail and infrastructure developments, including but not limited to:

- 30.2km of new trails
- Trail 'hub'
- Clubrooms and amenities
- BMX facility
- Pump Track
- Café / Commercial space
- New parking area
- New entry point
- New signage system

The proposed developments aim to improve the riding experience for local riders, as well as attracting visiting riders. The proposed developments improve functionality, and rider safety, while providing a more diverse riding experience, with a strong focus on family-friendly trails and facilities. Importantly, the proposed developments do not interrupt the existing capacity and reputation for the park to host high-level racing events.

The proposed developments will re-establish Glenorchy Mountain Bike Park as a leading mountain bike destination, with a focus on key points-of-difference. The revitalised facility is sure to attract significant attention from both local and visiting riders. A re-branding exercise run in unison with the proposed developments will assist in re-launching the facility to a local and visiting rider audience.

3 Statement – Interim Principles

Interim principles to guide the planning, design, construction and maintenance of mountain bike facilities in Wellington Park.

Wellington Park is set aside as a Reserve under the Wellington Park Act 1993 for the purpose of providing recreational and tourism uses and opportunities consistent with the preservation or protection of the natural and cultural values of the Park.

Glenorchy City Council (GCC) has developed this Glenorchy Mountain Bike Park Masterplan at the same time as the Wellington Park Management Trust (WPMT) is preparing a Visitation and Recreation Strategy (VRS) for the entire park. To ensure alignment between this, Glenorchy Mountain Bike Park Masterplan and the VRS, and consistency with the Wellington Park Management Plan 2013, an interim set of principles for the planning, design, construction and maintenance of mountain bike facilities has been developed between GCC and the WPMT. These principles are to:

- conserve and enhance the values of the park
- ensure compatibility between recreational uses
- ensure the safety and welfare of all users
- enable a range of experiences with options for all
- disperse recreational use and reduce congestion on existing tracks and trails
- provide a seamless experience for users
- value the role played by local tourism and recreational industries, and to
- enable visitor use to be monitored and evaluated consistently across the park to guide future planning and investment.



4 Introduction

4.1 Project Overview

In 2018 the Dirt Devils Mountain Bike Club was successful in applying to the Tasmanian State Government for funds for works at the Glenorchy Mountain Bike Park (GMBP). Glenorchy City Council (GCC) then took on responsibility for implementing the grant, with the initial focus on developing a masterplan for the facility.

Dirt Art has been engaged by the GCC to develop this masterplan ('the plan') to guide the future management and development of mountain bike and shared use trails within the GMBP area.

The masterplan covers Council-managed land in Tolosa Park and immediately west of Tolosa Park, and includes a series of trails that commence within Wellington Park and conclude below the formal boundary of Wellington Park. Trails within Wellington Park are all located within the 'Glenorchy Mountain Bike Park Overlay', a designated zone within the Wellington Park Management Plan 2013.

The GCC has identified the following desired outcomes from this masterplan:

- Increasing recreational visitation and use at the GMBP
- Providing greater accessibility to users of the facility and surrounding areas
- Providing meaningful and diverse opportunities to a range of riders
- Improving the safety and sustainability of the facility
- Assisting with attracting additional funds for the management and development of the facility
- Providing a communications and marketing tool for broadening appreciation and support for the facility across the Glenorchy community
- Connecting people to recreational opportunities in a natural / semi-natural setting.

4.2 Key Objectives

The key objective of this report is to develop a mountain bike plan that:

- Provides clarity over the condition and state of the current facilities and trails
- Provides direction on the future development of the GMBP
- Identifies the means for improving the riding and recreational experience of users
- Defines where the GMBP fits and is located within the broader mountain bike landscape in Hobart and Tasmania
- Identifies how the GMBP is to be integrated with the broader Tolosa Park recreational space
- Recognises the GMBP facility must also cater for other, non-bike riding users

The plan aims to assess existing trails and facilities and propose a network of new trail and riding developments targeting improving network functionality, expanding the diversity of riding experiences, improving the safety for all trail users and improving the riding experience for a broad demographic of riders.

4.3 Methodology

The project has engaged the following methodology:

4.3.1 Literature Review

A summary of all reports and relevant literature reviewed can be found in Section 5.2.

4.3.2 Consultation

Dirt Art has undertaken significant consultation through the project. A list of groups, organisations and individuals consulted with can be found below. A detailed consultation summary can be found in Section 7.

4.3.3 Field investigation

Field investigation of existing facilities and potential development areas was undertaken by *Dirt Art* staff between the 1st November 2019 and 4th February 2020.

This field investigation involved the assessment of existing trails, including formal mountain bike trails, informal mountain bike trails, fire trails and walking trails.

Field inspection has also been undertaken to develop concept trail alignments.

A detailed summary of existing trails can be found in Section 9.

4.3.4 Concept trail development

Using a comprehensive opportunities, constraints and gap analysis, a number of concept trail alignments have been prepared for future potential trails. These trail alignments aim to address key network gaps, as well as opportunities for establishment of high-quality trail experiences. Concept trail alignments have been developed in areas that provide the lowest possible conflicts with environmental, historical and cultural values.

4.3.5 Detailed trail design

Detailed trail design does not form part of this project. Detailed trail and facility designs would be undertaken in the implementation phase.

5 Background Analysis

5.1 Overview

5.1.1 Land Tenure

GMBP is an unusual mountain bike facility in that the land is managed by two different entities. The lower portion is under the direct management of Glenorchy City Council while the upper section is in Wellington Park with the Wellington Park Management Trust having overall management responsibility for this section.

To add to management complexity, GCC is also the legal owner of the Wellington Park land and has operational responsibility for implementing various works, however, these must be implemented with due reference to the acts, regulations and plans governing Wellington Park.

The dual land-management element is not seen as a major impediment to the smooth functioning and future development of the GMBP as both GCC and WPMT have a well-established history of working together and jointly managing the land here and elsewhere in Wellington Park.

Two parcels of Council-owned land adjacent to Tolosa Park that form part of the study area for this masterplan are currently leased to local community bodies. The largest parcel is leased to the Sporting Shooters Association Australia (SSAA) for their AIF Small Bore Range, with a smaller parcel leased to Life Without Barriers (LWB), who operate the Understorey Network Nursery. The SSAA has occupied their lease site for approximately 50 years while LWB has operated their community nursery for around 12 years. Details on developing these leased parcels as new trailhead nodes are provided in Section 13.

5.1.2 Planning Aspects

The GMBP is subject to two pieces of legislation covering planning issues, the *Wellington Park Management Act 1993* and the *Land Use Planning and Approvals Act 1993* (LUPAA). Within Wellington Park the provisions of the Wellington Park Management Plan are the effective planning scheme.

Under LUPAA, the Glenorchy Interim Planning Scheme 2015 (GIPS) zones the GMBP land on the following basis:

- Environmental Management Zone - covers all Wellington Park sections (upper).
- Recreation Zone - covering the GCC portion of the facility (lower).
- Open Space Zone - covering Tolosa Park.

The two leased sections are both within the Recreation Zone.

Four LUPAA Planning Codes apply across sections of the GMBP:

- E3 Landslide Code
- E10 Biodiversity Code
- E11 Waterways and Coastal Protection Code
- E14 Scenic Landscape Code

Of these codes, E10 and E11 have the most impact on the management and development of GMBP. E10 applies to all sections (covering all GCC and Wellington Park portions) while E11 applies in and near two defined watercourses at the GMBP: Humphreys Rivulet and a seasonal drainage line located in the vicinity of the Gully Loop Track and current 'hub'.

Bushfire planning regulations will also apply for some proposed aspects of this masterplan, in particular, any structures recommended around the proposed 'Hub'.

Reference will need to be made to GIPS codes when planning and implementing new trails and facilities. Refer to Section 15.2 for more details.

5.2 Previous Reports

Dirt Art has undertaken a comprehensive background analysis for the project. This analysis has included review of a wide range of existing documents, plans and survey data. These are presented below.

5.2.1 Mount Wellington Bike Strategy

Report title	Wellington Park Bike Strategy 2005
Author/s	Wellington Park Management Trust
Date	Amended September 2018

The strategy provides a high-level overview of the management approach and strategy for managing mountain bike use in Wellington park. The strategy notes that mountain bikes were prohibited from all but sealed and fire roads until 1997. New bike tracks are permitted in the Recreation Zone when endorsed in a Recreation Strategy, Walking Track Strategy or Bike Strategy prepared in accordance with the Management Plan. The focus of the strategy is on shorter linking trails and confirming the undesirability of opening up a number of trails to mountain bike use.

5.2.1.1 *Dirt Art Response*

While the strategy provides a high-level framework for managing mountain biking in Wellington Park, little guidance is provided for the development of new trail infrastructure. The strategy has a direct bearing on this plan by recognising that new tracks are permitted in the Recreation Zone (as described above).

5.2.2 Greater Hobart Mountain Bike Master Plan

Report title	The Greater Hobart Mountain Bike Master Plan
Author/s	City of Hobart
Date	July 2011

The project and subsequent report involved extensive user-focused consultation, where the resulting proposed trail network was derived through predominantly user feedback. A number of priority trails are featured across the Greater Hobart area.

5.2.2.1 *Dirt Art response*

The report provides a good cross section summary of community wants and needs but lacks high-level strategy to implement and manage the prioritisation and feasibility of these concepts. The report provides a range of priorities for the GMBP area though lacks proper consideration of the values and impacts of new trail development in the park. *Dirt Art* believes that it is valuable to progress this current project with a more strategic approach, seeking trail development areas where trail development will be practical, feasible, cost effective and environmentally and socially sensitive.

5.2.3 Wellington Park Management Plan

Report title	Wellington Park Management Plan
Author/s	Wellington Park Management Trust
Date	2013 (amended Oct. 2015)

The Wellington Park Management Plan is the guiding document for the management of the Wellington Park, including the management of all trails and related infrastructure.

The plan notes that Wellington Park covers an area of 18,250 hectares – an area larger than many of the State’s National Parks outside of the Tasmanian Wilderness World Heritage Area. The values and qualities for which the Park is protected include:

- Significant natural, cultural and recreational values, particularly so close to a major population centre;
- Integrity and diversity of the Park’s ecosystems, including both biological and non-living components of those systems;
- Supply of high-quality drinking water for the Greater Hobart metropolitan area;
- History of use of the Park, both by its Aboriginal inhabitants and later European colonists and settlers;
- Considerable aesthetic value of the Park based on both the scale and grandeur of its natural setting, and the character of its component parts.

The plan details the approvals process for all new developments and activities in Wellington Park, including mountain biking infrastructure. It is noted that mountain bike

trail development is permissible in all park zones, including drinking water catchments, subject to a range of specific conditions.

The plan notes that any new trail development will be considered for multi-use where appropriate.

5.2.3.1 *Dirt Art Response*

The Wellington Park Management Plan provides comprehensive details on the management and approval processes for the Park. The plan provides a pathway towards the development of an expanded mountain bike trail network, though *Dirt Art* believes that a greater focus on single use trails would be beneficial to all trail users.

5.2.4 Wellington Park Walking Track Strategy

Report title	Wellington Park Walking Track Strategy
Author/s	Wellington Park Management Trust
Date	2012

The strategy notes that there are 136 trail sections available for walking use in Wellington Park, 57% of which reside in land managed by the City of Hobart.

The report notes the potential conflict and risk associated with shared use trails, as referenced back to the Wellington Park Bike Strategy.

5.2.4.1 *Dirt Art Response*

The strategy has limited bearing on the development of this plan as there are currently no formal walking tracks in the Glenorchy section of Wellington Park.

5.2.5 Tasmanian Mountain Bike Plan

Report title	Tasmanian Mountain Bike Plan
Author/s	Inspiring Place
Date	2009

The plan provides the following guiding statement; *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.*

The plan also provides valuable high-level guidance for the development and management of mountain bike trails and destinations, including a suggested hierarchy of destinations.

5.2.5.1 Dirt Art Response

The plan provides a sound high-level strategy for the development of mountain biking in Tasmania, though notably now 11 years old, much has changed in the mountain bike industry. At the time of preparing the report, the mountain bike tourism industry in the state was all but non-existent, and only local-level mountain bike destinations had been developed.

The Epic Ride concept identified for Wellington Park in this Plan is no longer considered of relevance to the development of trails and features within the GMBP or other areas of the Park.

5.2.6 Tolosa Park Master Plan (Draft Only)

Report title	Tolosa Park Masterplan
Author/s	Inspiring Place and others
Date	2013 (with preliminary work on another draft in 2018)

Council commissioned a draft masterplan for Tolosa Park in recent years by consultants *Inspiring Place*. The draft is now being reviewed to take into account works associated with the decommissioning of the dam in the park. The draft identifies the western section of Tolosa Park nearest to the GMBP as the preferred location for a BMX facility as well as integration of the GMBP with Tolosa Park.

5.2.6.1 Dirt Art Response

Dirt Art has met with *Inspiring Place* to discuss the interface between Tolosa Park and the GMBP. Key points from this discussion are:

- Agreement to integrate the mountain bike facility into the broader Tolosa Park
- Agreement to consider a shared-use pathway around the renewed dam area as part of the proposed Tolosa Park trails network
- Agreement around usage of the western park area for predominantly cycling-focused activities

5.2.7 Mountain Bike Trail Plan – Mount Wellington Foothills DRAFT

Report title	Mountain Bike Trail Plan – kunanyi/Mount Wellington Foothills DRAFT
Author/s	Dirt Art Pty Ltd
Date	May 2020

Dirt Art are currently developing a trail plan for the foothills of kunanyi/Mount Wellington within the City of Hobart municipal area. The plan has proposed over 40km of new trails catering for a broad range of riders across multiple trail styles and difficulties. The plan has

been through a public engagement period, and the final plan is due to be presented to the Council in late 2020.

5.2.7.1 *Dirt Art Response*

The plan offers significant synergies with this project, with a number of links between the two trail networks, and a strong likelihood that many riders will ride through both trail areas on a single ride. As the consultant for both projects, *Dirt Art* has worked to maximise the opportunities across both projects, with a total potential trail network of 100km possible between both trail areas (including existing trails).

5.2.8 Kunanyi/Mount Wellington Visitation and Recreation Strategy

At the time of preparing this masterplan, Wellington Park Management Trust is also developing a Visitation & Recreation Strategy. This strategy will identify a range of visitor opportunities across the Park over the next ten years. The GMBP masterplan compliments the development of the Strategy, which will take into account proposed mountain bike trails and upgrades identified in this masterplan.

5.3 User Monitoring

5.3.1 Usage at GMBP

GCC has formally monitored usage by bike riders and others at the GMBP in recent years.

The first monitoring occurred in 2014/15 and the second in 2019/2020. The latter was specifically intended to provide insights and information on current user numbers and patterns to help inform the Masterplan process.

The 2019/20 project was developed by consultant Harry Andrews for GCC and includes a report that details the methodology and findings of both monitoring projects. This report is available from GCC (*Glenorchy Mountain Bike Park Visitor Monitoring Data Report, January 2020*).

In both cases track counters (data loggers) were installed at set locations in the park to record passing users. While somewhat coarse, the total user figures are accepted as being reasonably reliable, with a +/-10% accuracy.

2014/15 figures (12 months):

- 15,500 annual users
- Bike riders = 9,514
- Other users (walkers, etc.) = 5,986

2019/20 figures (12 months):

- 11,522 annual users.
- Bike riders = 6,660.
- Other users (walkers, etc.) = 4,862.

These figures show that over the last five years overall park user numbers have declined by 26% and for bike riders, numbers have declined by 30%.

The decline in bike riders can be largely be attributed to the following factors:

- Lack of significant upgrades and development at the GMBP in the last decade
- Bike riders seeking more contemporary and higher quality trails, experiences and settings at newer facilities (such as Derby, Maydena and Meehan Ranges)
- Lack of diversity and family-friendly features at GMBP

Dirt Art suggest that with sufficient investment in the facility, user numbers will again rise, and can be readily maintained with an ongoing commitment to marketing, trail maintenance and general facility upkeep.

5.3.2 Other User Patterns

The 2019/20 monitoring report provides interesting and useful insights into bike rider user patterns at the GMBP. These include the following:

- Approximately 50% of bike entries into the GMBP are via the North-South Track.
- Spring is the most popular user period with 39% of annual rider usage over Sept-Oct-Nov.
- Winter is the least popular user period with 12.3% of annual rider usage over June-July-August
- Saturday and Sunday are the most popular days for riders to visit with 20% of total users on both days (40% for weekends in total)
- Monday is the least popular weekday for riding at 10%
- Hourly usage is highest between 9am and 5pm, accounting for 83% of users.
- Highest hour rate is between 11am-12pm at 22%

6 Glenorchy MTB Park as a Mountain Bike Destination

6.1 Overview

The Greater Hobart Area has a long history of mountain bike development and activity, from early beginnings hosting a national cross country round in 2000. First opening in 2005, the GMBP then went on to host six national and continental-level events. Mountain bike trail development in Southern Tasmania has arguably failed to meet demand, with the North East and the North West of the state receiving the majority of development funding to locations such as Blue Derby and Wild Mersey.

GMBP offers several existing and potential new trail development opportunities. The site is relatively uncomplicated in a trail development sense, with generally moderate slopes, mudstone soils (ideal for construction and maintenance) and ease of access for construction.

The conservation values of the Wellington Park area (the majority of the current GMBP area) limit the potential of the site becoming a large-scale mountain bike destination such as Blue Derby. *Dirt Art* also do not believe development on this scale is compatible with the range of other values in the area. Importantly, with the proposed trail development on the kunanyi / Mount Wellington Foothills in the City of Hobart, the GMBP offers direct integration into a trail network of genuine national significance. With approximately 50km of new trails proposed in the kunanyi / Mount Wellington Foothills, there is immense potential to create an integrated trail network that spans the entire area. The combined proposed and existing trail network across both the Foothills and Glenorchy exceeds 80km, resulting in a potentially nationally-significant destination should both networks be delivered entirely.

With its urban location, situated next to existing and proposed facilities in Tolosa Park, *Dirt Art* believe the GMBP is well-positioned to cater for a family-focused market. There is also little available trail for this demographic in the Greater Hobart area. The lower areas of the park are perfectly-suited to this audience while the upper areas of the park offer strong potential for more skillful and challenging enduro-focused riding.

The racing heritage and current racing use of GMBP should also not be ignored. The park remains one of the more popular racing destinations in Tasmania, and this activity should be further facilitated in any redevelopment of the facility.

6.2 The COVID-19 Pandemic

At the time of finalising this plan (Oct. 2020) the COVID-19 pandemic has all but closed the Australian travel and tourism industries. The Tasmanian border remains closed and will not reopen until late October / early November 2020 at the earliest. Even then, travel restrictions between Tasmania and some mainland states - in particular, Victoria - are likely to continue for some months beyond this.

The pandemic will have a major impact on the 2020/21 peak tourist season across Australia, and particularly in Tasmania where ferry or flight transport is required for interstate tourists. The effects of the pandemic will likely extend across multiple years as the world awaits a treatment and/or vaccine for the virus, and as travel industries slowly recover (noting that many companies in the tourist industry may not have the financial resources to remain viable through the crisis, including major airlines).

Dirt Art's view is that there is a strong intrastate rider market in Tasmania, which should recover quickly as travel within Tasmania opens up. While only a small population, Tasmania has a large and motivated riding community, which will help reinvigorate riding destinations across the state.

As interstate travel reopens there will be strong opportunities for Tasmania to lead the country and attract very strong visitation. With international markets likely to remain closed or difficult to access for a prolonged period, Tasmania is the only place in Australia that can replicate the trails on offer overseas (at destinations such as Whistler in Canada and Rotorua in New Zealand), which will likely result in very strong visitation for the state.

In a practical sense, some rider behaviours are likely to change in the short-to-medium term, particularly around the risks that may be associated with shuttle bus uplifts and some accommodation and dining considerations. Local trail networks and industry operators will be required to adjust to any changes in demands and behaviours over coming months as the situation continues to evolve.

6.3 Current mountain bike tourism behaviours in Greater Hobart

The Maydena Bike Park saw over 25,000 visitors in year one, over half of which were travelling from intrastate, interstate and overseas. It is expected that many of these visitors are currently riding the North South Track and Meehan Range as they pass through Hobart. If a new, high-quality trail network was developed and marketed on the kunanyi / Mount Wellington Foothills and the GMBP, it is highly-likely that some visitors may elect to spend a minimum of one night in Hobart.

While Hobart would not currently be considered a major mountain bike tourism hub, a number of new and potential projects may change this. The city is located just over an hour from Maydena Bike Park and does act as an overnight accommodation hub for some visitors to the park. With ongoing development in The Meehan Range, the kunanyi / Mount Wellington Foothills and in the GMBP, it is conceivable that the city may become an overnight port for a significant volume of mountain bike riders in the future. How much of this accommodation could occur in Glenorchy and nearby suburbs in the municipality is unclear but with the right marketing and pitch it has potential to be a significant portion of the overall market.

6.4 Local usage patterns

Mountain bike user numbers in Hobart continue to expand, with particular growth in the beginner rider segment. The bulk of the current mountain bike activity in the Greater Hobart area is currently spread between The Meehan Range, Mount Wellington and Maydena Bike Park (MBP). MBP and kunanyi / Mount Wellington receive significant traffic across the warmer months, while usage does appear to taper significantly through winter. The Meehan Range does appear to receive an increase in traffic through winter as the local soils there perform well in wet conditions.

Visitation for the Glenorchy MTB Park can be found in Section 5.3.

6.5 Glenorchy MTB Park as a Mountain Bike Destination

The GMBP has many of the attributes of a major regional bike destination. When the trails at the GMBP are combined with the proposed trails on the CoH kunanyi / Mount Wellington Foothills, the two trail zones taken together have significant potential as a state-significant, perhaps even, nationally-significant, mountain bike destination.

Dirt Art has, through this masterplan, identified key elements to improve the GMBP's profile as a major regional bike destination. These include:

- Establishment of family-friendly riding opportunities integrated with Tolosa Park
- Facilitation of elite level XCO (cross country Olympic) and DHI (downhill) racing.
- Improved connectivity to/from the North South Track
- Development of an enduro-focused trail network with arterial climbs and a number of descending trail options
- Development of a high-quality network of loop trails suitable for all rider abilities
- Establishment of a high-quality skills park, including dirt jumps, skills area and pump track
- Development of a major BMX facility.

7 Site Analysis

7.1 Location

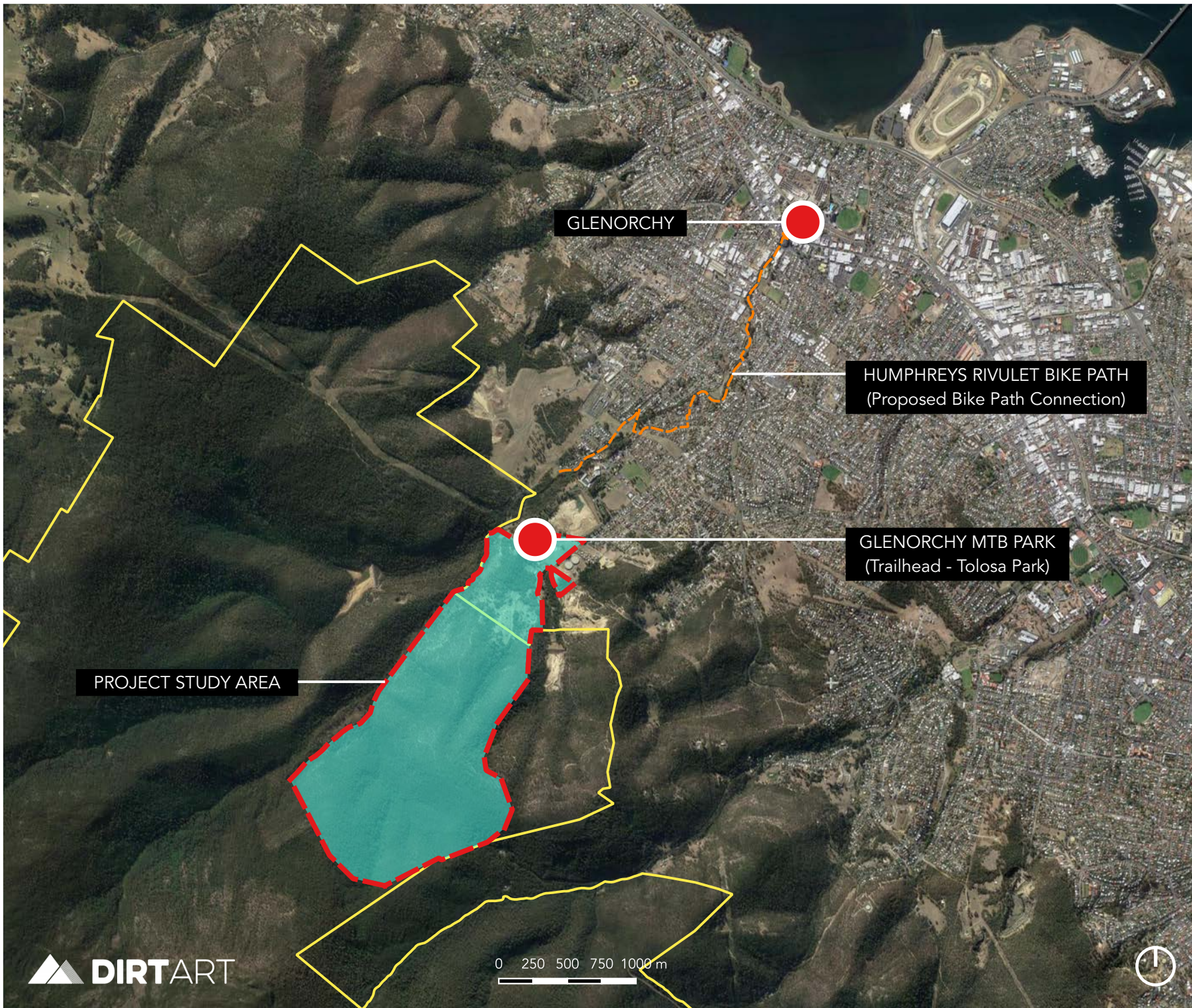
The Glenorchy MTB Park is located at the top of Tolosa Street in Glenorchy, immediately behind the popular Tolosa Park. The park includes areas of Glenorchy City Council (GCC) and Wellington Park Management Trust (WPMT) managed land.

Location maps can be found over the page.

Glenorchy MTB Project

LOCATION MAP

24.07.20



Property Layers

 Project Area

 Wellington Park

7.2 Elevation and Topography

Elevation	120m to 440m
Average slopes	20-40% gradient

Elevation across the GMBP varies by more than 300 metres, ranging from 120m at the main entrance gates at the top of Tolosa Street to 440 metres where the North-South Track enters Glenorchy municipal land in Wellington Park. By way of comparison the start of the nearby National Downhill Trail is at an elevation of 430 metres.

Topography across the GMBP varies though has a predominant south west-north east fall from below the upper slopes of kunanyi / Mt. Wellington and Mt. Arthur to Tolosa Park.

The flattest sections occur in the vicinity of the Humphreys Trail / Beginners Loop. The only sheltered, south-facing areas of the park are found around the upper sections of the Gully Loop.

The lower slopes of the target area are predominantly composed of rolling hills (20-40% slopes), though higher elevations feature some steep slopes (40%+).

7.3 Geology

Geology	Sandstones and siltstones (dominant across most of study area)
	Dolerite (uppermost portions) and dolerite boulder deposits (around Humphreys Rivulet)

The underlying geology across most of the GMBP consists of Permian Age sandstones and siltstones, weathered into undifferentiated fine clay depositions through trail construction depths. Jurassic Age dolerite is found in the upper reaches of the park, with Quaternary Age dolerite boulder deposits found in the vicinity of Humphreys Rivulet in the north-west of the study area.

7.4 Climate

Average annual rainfall	641.7mm per annum (www.bom.gov.au)
-------------------------	------------------------------------

Rainfall across the GMBP varies due to the influence of the Wellington Range to the west of the park. Rainfall is highest at the top of kunanyi / Mt. Wellington, decreasing at Tolosa Park by 80mm.

Official Bureau of Meteorology (BoM) records for Tolosa Park (known as 'Glenorchy Reservoir' in BoM records) show the mean rainfall is 641.7mm (period 1950-2020). The mean rainfall at the top of kunanyi / Mt. Wellington (period 1961-2020) is 723.3mm.

Snow fall is extremely rare at the lowest elevations of the GMBP, although sleet may occasionally occur each year. In the higher elevations (around the beginning of the National Downhill Trail) snow falls generally 1-4 times each winter but rarely settles for any length of time. The last significant snowfall at the GMBP was on 3rd August 2015 when snow fell to sea level across southern Tasmania.

Climate change modelling suggests that southern Tasmania will be subject to more frequent and intense rainfall events in coming years. This will need to be factored into the design, construction and maintenance of trails at the GMBP.

7.5 Values

GMPB has a range of natural, cultural and social values, a consequence of various factors including the natural bushland setting, historic use and settlement in the area and recreational patterns. These values are protected under various pieces of legislation and will need to be fully considered at an early stage when planning specific trail developments and new infrastructure at the GMBP.

7.5.1 Natural Values

The flora and fauna at the GMBP are protected by three main pieces of legislation:

- Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC).
- Tasmanian *Nature Conservation Act 2002* (NC).
- Tasmanian *Threatened Species Protection Act 1995* (TSP)

GMBP traverses a range of cleared and wooded land that supports seven vegetation types and scores of native flora and fauna species. No comprehensive flora survey has been undertaken in the GMBP although informal records and observations suggest at least one hundred species occur in the general environs of the park. (More than 500 native species have been recorded in Wellington Park alone, although not all these species occur in the GMBP).

The vegetation types are based on TASVEG 4.0 descriptions and data. They include three vegetation communities that are formally listed as Threatened under State and / or Commonwealth legislation. The vegetation types in the GMBP are:

- **DTO** - *Eucalyptus tenuiramis* forest & woodland on sediments. 'Threatened' under the Tasmanian NC Act.
- **DOV** - *Eucalyptus ovata* forest & woodland. 'Threatened' under the Tasmanian NC Act. 'Critically Endangered' under Commonwealth *Environment and Biodiversity Protection Act* (EPBC Act).
- **DAS** - *Eucalyptus amygdalina* forest and woodland on sandstone. 'Threatened' under Tasmanian NC Act.

- **DOB** - *Eucalyptus obliqua* dry forest. Not Threatened.
- **DAM** - *Eucalyptus amygdalina* forest on mudstone. Not Threatened.
- **FRG** - Regenerating cleared land.
- **FUM** - Extra-Urban Miscellaneous. Covering developed land and / or exotic vegetation

Other vegetation types are found in Wellington Park but these do not occur in the area covered by the GMBP / Glenorchy Mountain Bike Park Overlay.

Threatened flora identified at the GMBP are:

- *Epacris* aff. *virgata* (Kettering form) - Pretty Heath. 'Vulnerable' under Tasmanian *Threatened Species Protection Act*. 'Endangered' under Commonwealth *EPBC Act*.
- *Pimelea flava* ssp. *flava* - Yellow Riceflower. 'Rare' under Tasmanian *Threatened Species Protection Act*

Threatened fauna recorded from the GMBP are:

- *Accipiter novaehollandiae* - Grey Goshawk. 'Endangered' under Tasmanian *Threatened Species Protection Act*.
- *Aquila audax* - Wedge-tailed Eagle. 'Endangered' under Tasmanian *Threatened Species Protection Act* and Commonwealth *EPBC Act*.
- *Dasyurus viverrinus* - Eastern Quoll. 'Endangered' under Commonwealth *EPBC Act*.
- *Sarcophilus harrisii* - Tasmanian Devil. 'Endangered' under Tasmanian *Threatened Species Protection Act* and Commonwealth *EPBC Act*.

(Sources: GCC observations and data; Natural Values Atlas; Dept. Primary Industries, Parks, Water and Environment (DPIPWE) Threatened Species information @ <https://dPIPWE.tas.gov.au/conservation/threatened-species-and-communities>)

Within bushland areas of the park detailed site assessments will need to be conducted for each proposed track alignment to ensure significant impacts to natural values are minimised and / or avoided. This process will occur during the detailed design stage for all trails.

A map of the location of the threatened vegetation types and species is attached on the following page.



Figure 1 - Location of Threatened Vegetation Types & Species

7.5.2 Cultural Values

7.5.2.1 Aboriginal Cultural Values

There is no specific information available regarding Aboriginal land use in the GMBP and there are no formal records of Aboriginal sites or artefacts known from the park, including those portions within Wellington Park. However, absence of material evidence cannot be taken to mean there are no sites or artefacts present, particularly in the lower portion of

the GMBP where the easy access to water, gentler slopes and lightly wooded vegetation, suggest local Aboriginal groups would have frequented the land here regularly.

Detailed site assessments will need to be conducted for each proposed track alignment to ensure significant impacts to any indigenous sites are avoided.

Future planned burns in the GMBP may afford opportunities to search for, and study, Aboriginal (and European) artefacts and sites. This has occurred at burn sites elsewhere in Wellington Park in recent years, facilitated through the Wellington Park Management Trust.

7.5.2.2 *European Cultural Values*

GMBP and the broader Wellington Park has a long history of habitation and activity associated with European settlement and development.

Much of the GMBP occupies land that formed the settlement of Merton, which was abandoned completely by the mid-20th Century. Artefacts from the village are scattered across the lower portions of the park, including foundation stones and walls, bricks, metal pieces and fragments, bottles and crockery, even pockets of garden plants. Several existing trails weave through these remnants, offering an interesting and unusual insight into the history of the area.

At least eight heritage reports and studies are available for the Merton area and adjacent portions of Wellington Park. Collectively these documents provide a detailed picture of the land use and heritage values at GMBP and will need to be referred to when planning trails works. Detailed site assessments will need to be conducted for each proposed trail alignment to ensure significant impacts to heritage sites are avoided.

A full list of heritage reports for the GMBP is found in: *Wellington Park Related Historic Heritage Reports Sept. 2018* (Author Anne McConnell, WPMT) and available from GCC.

7.5.3 *Social Values*

GMBP holds strong social values for a significant portion of the local and regional community.

Because of its location and history, the GMBP caters not just to mountain bike riders but many other users as well, which is unusual compared to most mountain bike parks. Besides riders, the area is popular for a wide range of active and passive uses, including but not limited to:

- Walking
- Dog walking
- Trail running
- Geocaching
- Orienteering

The GMBP is effectively the main Glenorchy entrance into Wellington Park and the lower reaches of the GMBP are particularly popular with walkers and dog walkers, as evidenced by the user surveys conducted in 2014/15 and 2019/20. In 2019/20 alone, almost 5,000 single walking records were recorded for the GMBP.

Mountain bike riders, walkers and runners typically utilise different tracks and trails, with the North-South Track the only formal dual-purpose track in the park. Observational records indicate that almost all walkers stick to fire trails as their main paths while the vast majority of riders use designated riding trails. There is potential for riders and walkers to come into conflict on fire trails, but different user groups readily co-exist at the facility and there is no formal record of any conflict between them.

8 Consultation

8.1 Overview

Several groups, organisations, individuals and the broader community have been consulted during the development of this masterplan. Consultation has involved a wide range of stakeholders, including the following key groups:

- Wellington Park Management Trust (WPMT)
- Project Expert Panel (PEP)
- City of Hobart (CoH)
- Southern City BMX Club

As part of the initial development phase, *Dirt Art* developed an online user survey to gauge feedback on current rider usage, behaviour and attitudes towards the GMBP. Details on this survey are provided below.

Once *Dirt Art* finalised the draft Masterplan, it was released for community feedback by Council over July-August 2020. The results of this feedback have been used to inform the final Masterplan. A report on the community engagement and feedback will be available from Council's website following release of this Masterplan.

Council's Project Team has also met with Council committees and specific interest groups to discuss the project in detail. This has included meetings with the Sporting Shooters Association Australia (SSAA) and Life Without Barriers (LWB), the two organisations with leases on land forming part of this study area.

8.2 User Survey

8.2.1 Overview

Dirt Art undertook an online user survey, which was utilised as a needs analysis exercise to gauge current rider usage behaviour and attitudes towards the facility and the future development potential of the park.

Five hundred and four responses were received for the survey, which was run over a period of six weeks during December 2019 - January 2020.

Of the respondents, 104 (20.8%) were residents of the Glenorchy municipality. A total of 475 respondents (94.75%) were from Greater Hobart / southern Tasmania (including the Glenorchy municipality) region.

The strong interest shown in the GMBP from across Greater Hobart and the region is understandable as the facility has a long-established regional profile and history and is the main arrival destination for the well-used and iconic, North-South Track from the Springs.

It also reflects the fact the regional mountain bike community cares for the future of the facility and its potential to deliver a suite of quality riding experiences.

A survey analysis can be found below.

8.2.2 Demographics

The majority of respondents (74.65%) were aged between 25-54, with the most common age bracket being 35-44 (28.63%). These figures are in line with general survey data from across the mountain bike industry.

87.28% of respondents were male, which is in line with other mountain bike survey data.

8.2.3 Riding behaviours and preferences

Trail/cross country riding was the most popular style of riding (44.81%), closely followed by enduro riding (40.94%). This response is different to the majority of other survey data sets, which generally preference enduro riding quite strongly. *Dirt Art* believe this response is somewhat reflective of the current available trails at the park (which are strongly trail/cross country focused), though importantly the strength of the response indicated that it will be important to cater for this style of riding within the masterplan.

The majority of riders (47.33%) self-assessed their riding ability as advanced, closely followed by intermediate (34.36%). This is in line with expectations, noting that there is likely some respondent bias (greater access to the survey for more experienced riders) and inaccuracies in self-assessment.

The majority of respondents (38.87%) were not listed in racing, which reflects a general drop in racing participation levels. Notably, the general growth in participation across Australia has not resulted in greater numbers of riders attending races, with most racing formats seeing fairly static participation levels, aside from enduro racing. 35.63% of respondents were most interested in enduro racing, with 15.79% interested in cross country and 9.72% interested in downhill. This data is in line with expectations.

51.16% of respondents visit GMBP infrequently, followed by 32.84% who visit the park monthly. These visitation statistics are slightly lower than expected for a survey of this type, likely reflecting the general lack of trail quantity and quality at the park when compared to other current riding opportunities in Greater Hobart.

The majority of respondents (74.73%) ride the park with friends, followed by 46.07% who ride alone, and 28.87% who ride with family. Notably, the percentage who ride with family is relatively high, providing an indication of future potential development focus for the facility.

The overwhelming majority of respondents ride the park most commonly on weekends (58.55%), followed by weekday afternoons (13.25%).

45.74% of those surveyed arrive at GMBP via the North South Track, a surprisingly high percentage, and is very similar to that identified in the 2019/2020 User Survey. This data shows the critical importance of maintaining and creating high-quality linkages with the kunanyi / Mount Wellington Foothills around South Hobart and surrounding suburbs. 41.91% of respondents drive to the facility, with 9.36% riding via Glenorchy and surrounding suburbs. The high driving percentage reinforces the importance of creating improved parking and access amenities for the park.

50.43% of respondents travel from GMBP via vehicle, showing a large disparity between those who arrive via vehicle and depart via vehicle. This behavior will be attributed in most cases to those using a vehicle uplift to ride the North South Track. Strong evidence of this usage behavior provides incentive to develop a pickup/lay down area within the parking for the facility, which will also aid commercial operators and tour providers.

When asked about their overall impression regarding the presentation of GMBP, respondents ranked the facility at an average of 2.1/5. This relatively low ranking reflects a number of facility attributes, including the unappealing large steel entrance gate, the lack of a 'sense of arrival' and the relatively long distance between the entrance and the start of riding trails.

8.2.4 Future development preference

When asked to respond to future trail development priorities, notably respondents were fairly evenly spread across all trail types. The majority of respondents preferred the development of new intermediate jump and flow trails, followed by intermediate technical trails and beginner flow trails.

The top infrastructure development priority for respondents was shelter, followed by a new parking area, a new entrance from Tolosa St, a bike wash and a coffee cart/café. Notably, the preferencing of a shelter would indicate the family-focused user market, as more experienced riders would not typically utilise a shelter when riding.

8.2.5 Summary of general comments

186 respondents elected to leave a comment at the end of the survey. Key themes were as follows:

- Recognition of the significant potential GMBP has for further trail development
- General lack of sufficient maintenance
- Potential for family-friendly beginner trail development
- Potential to link into Tolosa Park
- Recognition of the racing heritage of the park and the importance of these specific trails (particularly the downhill trail)
- Interest in an improved climbing trail to the North South Track
- Interest in developing a BMX track in the area

- Interest in developing a pump track in the area

A copy of the full survey results is provided as Appendix 2.

8.3 Consultation Session Summary

8.3.1 City of Hobart (CoH)

CoH is undertaking a parallel project assessing potential for further trail development on the kunanyi / Mount Wellington Foothills. This project is also being undertaken by *Dirt Art*. CoH is a strong supporter of this project and recognises integration between the two projects will achieve the best possible mountain bike experience across Wellington Park.

As the consultant delivering both projects, *Dirt Art* has been able to maximise synergies between the projects to create an integrated network plan for the kunanyi / Mount Wellington Foothills between Hobart and Glenorchy.

8.3.2 Project Expert Panel (PEP)

A Project Expert Panel (PEP) was formed for the project under the direction of Council. The PEP consisted of twelve members with backgrounds and interests in mountain bike skills and training, mountain bike tourism, bike trail construction, riding associations and recreation delivery.

The PEP met with *Dirt Art* during the lead into the project and were provided with a project overview and strategy session. The PEP provided valuable feedback on the development of the masterplan. Key points raised by the PEP covered:

- Desire to see improved trail quantity and quality at the park
- Desire to see the MTB park integrated with Tolosa Park
- Desire to integrate family-friendly features and skills development facilities
- Desire to see the racing capability of the park retained and enhanced
- Recognition of the extensive potential of the site for further trail development
- Desire to see a high-quality trail head development, including a café and public facilities such as a bike wash

8.3.3 Wellington Park Management Trust (WPMT)

Dirt Art and GCC officers met and liaised with the WPMT several times during the development of the masterplan. Numerous topics were covered including:

- Ensuring Park values are recognised in the masterplan
- Development of the Wellington Park Visitation and Recreation Strategy and the need for the masterplan and strategy to integrate with each other.
- Current trail usage and issues

- Status of the current drinking water catchments and potential developments in such areas of the Park
- Process for assessing and approving new trails

8.3.3.1 *Southern City BMX Club*

The Southern City BMX Club currently operates a BMX track located on Alcorso Road in Berriedale, where they have been located for over 13 years. The current track was redeveloped several years ago, though notably the track does not meet current specifications for national-level racing.

There is potential to relocate the club to within the Tolosa Park area, and as such the club has been approached to gauge their feedback on the move, and to gain an understanding of the key considerations for such a move.

Discussions with the club delegates identified the following;

- Relocation: General support for the relocation of the track and club to Tolosa Park provided facility catered to club requirements and national standards.
- Standard of track: The club would expect the relocated track to be capable of hosting national-level events, based on current national guidelines.
- Track design: The club would like input into track design.
- Public use: The club currently manage their track for member use only, and would prefer to retain this model at any new facility.
- Track surface: The club would like to develop a new track with asphalt corners and a gravel main track surface, treated with an appropriate polymer sealant.
- Lighting: The club has purchased lighting for their current track and will install this soon. They would like to incorporate lighting at the new track location (potentially relocating the current lighting).
- Start hill: The club would like a 5m start hill size at minimum (they are currently using a ~3m start hill).
- Canteen: The club currently operate a canteen at events, which is an important source of revenue to assist with track maintenance and development. It is important for the club that a canteen be considered at any new location.

9 Current Access Nodes

9.1 Overview

Mountain bike riders currently access the GMBP via two main access nodes: from Tolosa Street and via the North South Track. The Tolosa Street access is the primary access for riders arriving via vehicle, and notably also acts as an access for riders intending to access the Mount Wellington Foothills via North South Track.

With just 9.36% of users travelling to the park via footpaths and roads from Glenorchy and surrounding suburbs, riding to the park is not considered a major access methodology. Notably, a much higher percentage (33%) travel from the park via footpaths and roads through Glenorchy and surrounding suburbs. This behaviour indicates that many users are entering the park via the Springs and kunanyi / Mount Wellington Foothills around South Hobart, before exiting at Glenorchy.

The current access node at the top of Tolosa Street is unappealing for a broad range of reasons, including, but not limited to, the lack of parking, lack of vehicle security, the poor visuals associated with the imposing steel gates and lack of access for those with mobility issues or prams.

9.2 Current access nodes

9.2.1 Overview

Trail network access nodes can be found summarised below. These nodes represent the prevailing usage patterns.

9.2.2 Major Access Node 1- Tolosa Street

The majority of users of the GMBP currently access the facility via the western end of Tolosa Street. Almost 42% of those surveyed as part of this masterplan indicated they drove to the GMBP, with another 9.36% riding from Glenorchy.

The Tolosa Street entrance features a small number of parking spaces, and a large steel gate, which has been designed to restrict unauthorised access by motorbikes and 4WD vehicles.

The entrance is 250 metres from the functional trail heads, which presents a somewhat confusing situation, particularly to new visitors. It has a poor sense of arrival, with limited informal parking, only basic signage and a large steel gate with an imposing appearance and awkward entrance.

The steel gate has a narrow, awkward entrance which detracts from the facility's appeal and functionality. The design also prevents any direct access by a wheelchair or mobility scooter user, effectively discriminating against people reliant on these devices.

Issues with the access node include:

- Limited - and informal - parking
- Vehicle security
- Distance from the functional trail head
- Poor visual appeal
- Poor 'sense of arrival'
- Confusing entrance to Wellington Park
- Prevents access to anyone using a wheelchair or mobility scooter

9.2.3 Major Access Node 2- North South Track

The second major access route for riders into the GMBP is via the 11km North South Track, running from the Springs to the lower, northern section of the GMBP. Other than via certain remote fire trails, this is the only designated riding link between the Hobart and Glenorchy sections of Wellington Park. Almost 46% of those surveyed for this masterplan indicated they enter the GMBP via this route. This figure is confirmed by the 2019/20 user monitoring data which showed approximately 50% of users enter from the North-South Track

Riders of this trail utilise either a climbing route on the kunanyi/Mount Wellington foothills or a vehicle shuttle to transport themselves to The Springs. From there they follow the purpose-built trail through bushland on a descending ride of approximately 600 metres elevation.

While a functional and appealing way of accessing the park, the North South route is an upper level intermediate (Blue Square) trail difficulty experience and is thus not suitable for all riders.

Descending use is most prevalent, with many riders choosing not to ascend back via the North South Track. In large measure this is due to riders having a preference for descending rides, though notably, the poor quality of the existing climbing trail is contributing to the lack of appeal to riders to take this route back to the Springs.

The North South Track also caters to walkers as a designated dual-use track. While providing the only dedicated walking track link between the Hobart and Glenorchy sections of Wellington Park, dual-use is problematic as all users must be on constant alert for oncoming or following traffic. Such a situation diminishes the experience for all users.

9.2.4 Accessing the Park from Glenorchy

Over 9% of riders surveyed as part of this study indicated they access the GMBP from Glenorchy. Currently any cyclist wishing to access the GMBP from Glenorchy by bike must negotiate a route along either Tolosa Street or Chapel Street.

Neither route has a designated bike path and both roads have significant traffic volumes at times, particularly Tolosa Street. Neither route can be considered to offer a truly satisfactory cycling experience, particularly for children and less experienced riders.

In 2012-13 GCC and Cycling South Tasmania commissioned Pitt & Sherry to identify the most suitable shared-use pathway route connection between the Glenorchy CBD / Intercity Cycleway and Tolosa Park.

The report identified a three kilometre route along the Humphreys Rivulet corridor linking the two points. Most of the route runs via parkland and open space along the banks of the rivulet, however the pathway detours for 500 metres through low-traffic, suburban roadways in one section, due to the narrowness of the open space parcels along the rivulet. This is necessary due to the narrowness of the open space parcels and lack of public-owned land along this section of the rivulet.

The report does not show the route coming directly into or out of Tolosa Park, instead taking it only as far as the end of Chapel Street.

Pitt & Sherry estimated that constructing the entire pathway from the end of Chapel Street to the Intercity Cycleway would cost between \$7.78 and \$9.15 million.

Dirt Art has assessed the Pitt & Sherry proposal along the Humphreys Rivulet corridor and supports it as the preferred route. The route runs primarily within parkland and open space, making it a safe experience for both riders and walkers.

Dirt Art has identified a route into and out of Tolosa Park to link to the proposed Humphreys Rivulet corridor pathway at the top of Chapel Street. This Tolosa Park link is the most direct available and includes a bridge over the rivulet to Knights Creek Fire Trail and then on to Chapel Street. Of note it includes a section that traverses a portion of bushland currently owned by Dominic College. Should this become the preferred link then Council would need to negotiate a licence agreement with the College for it to proceed. Similar licence agreements have been developed between councils and private landholders for bike trails, for instance between the City of Hobart and Cascade Brewery for bike trails in South Hobart.

An overview of the preferred urban access route can be found in Appendix 2.

10 Existing Trails Overview

10.1 Overview

Dirt Art has undertaken a detailed field assessment of all formal trails in the study area. There are approximately 15km of mountain bike trails in the GMBP, including sections of several fire trails dissecting the facility.

Many of the trails were first developed in 2005, with additions in 2009. Since 2009 there has been only limited new trail work in the park, with the North-South Track (Ascent and Descent) the only significant trail construction in the last decade.

The trail network has several generally consistent issues impacting on it, including but not limited to:

- Limited and inconsistent trail maintenance
- Poor trail connectivity
- Limited trail diversity
- Formal trails often lack the dynamics and flow sought by riders

The above issues are in line with the feedback received thus far through stakeholder and public consultation.

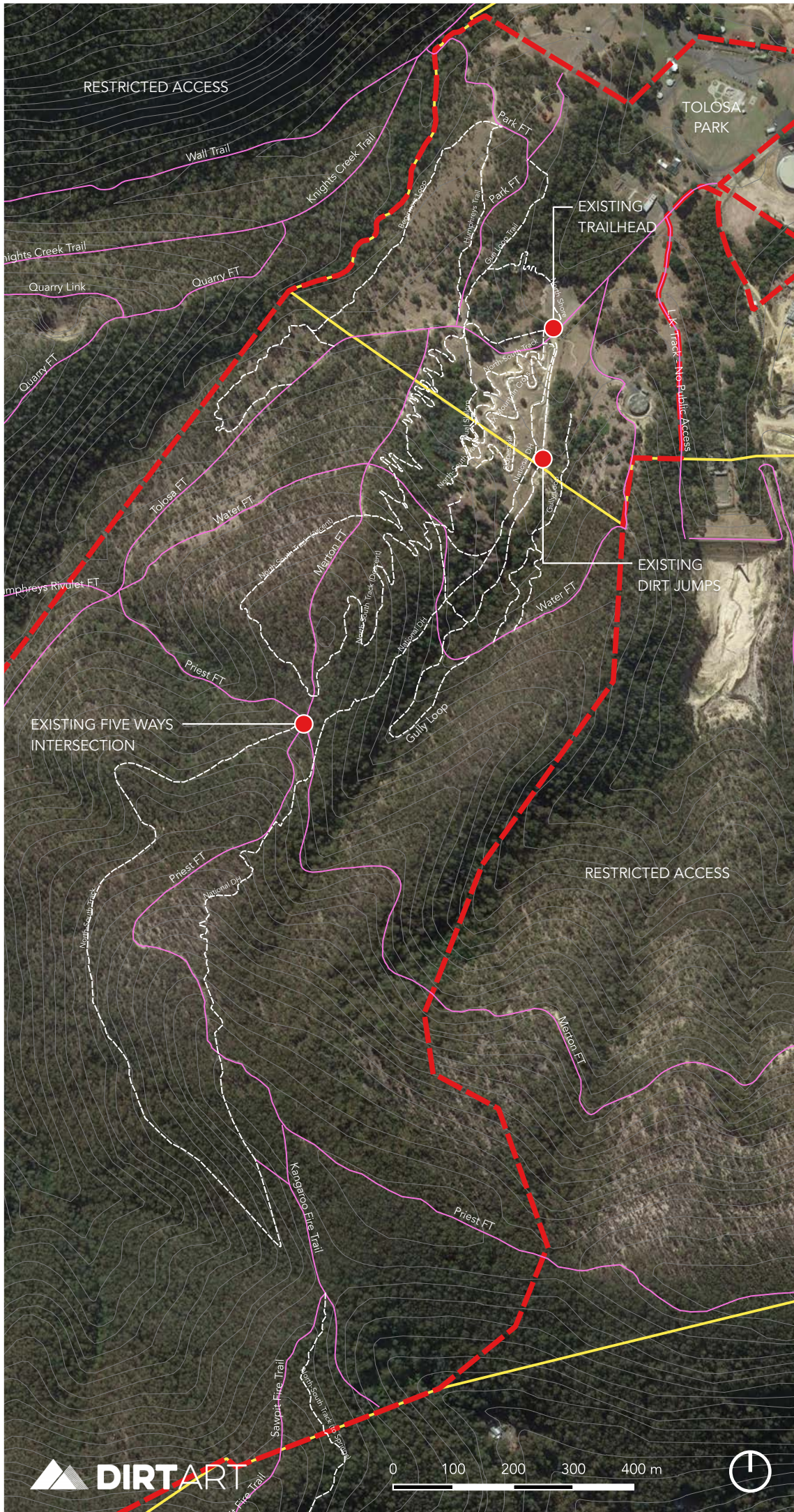
10.2 Trail Map

A map of existing trails can be found over the page.

Glenorchy MTB Project

EXISTING TRAILS MAP

24.07.20



Existing Trails

----- Glenorchy MTB Park

— Access Trails & Tracks

Property Layers

 Project Area

 Wellington Park

10.3 Auditing Process

Dirt Art employ the below methodology to assess all trails. The step-by-step process provides a broad analysis of the trails key characteristics and includes both a desktop and in field assessment.

1. Desktop analysis- This stage involves a desktop analysis of the trail, with the view to establishing environmental values, gradients, and fit within the broader trail network (if relevant). Desktop analysis will generally establish larger, more fundamental flaws in the trail.
2. In field analysis- All trails are reviewed in detail during a field assessment. The assessment may be completed on foot or on bicycle. The infield analysis aims to establish trail issues such as; alignment, drainage issues and safety concerns.
3. Network analysis- Using desktop and in field analysis, *Dirt Art* will assess the trails value to the broader trail network.
4. Signage analysis- *Dirt Art* will assess the adequacy and appropriateness of trail signage during in field analysis.
5. Budget scope of works- The trail audit will conclude with an overview of key works required (if any) and a suggested market rate budget for these works

10.4 Aims and Objectives

In undertaking any trail audit, *Dirt Art* are working to the following key objectives;

1. Improve user safety- trails should wherever possible be predictable, and minimise the consequence should a crash occur. Trails must meet the criteria for their difficulty grading.
2. Improve the trail experience- trails should provide high-quality user experience.
3. Improve environmental performance of the trail- trails should minimise environmental impacts, including minimising vegetation impact and erosion.
4. Provide objective advice around trail closure/s and network rationalisation- trail networks should be functional and limit duplication and braiding. Low quality trails that are not practical to repair should be closed and rehabilitated.
5. Provide advice that allows land managers to effectively invest in priority trail projects- the trails audit will assist land managers in programming and budgeting priority trail upgrades.

10.5 Ranking Criteria

10.5.1 Overview

To provide objectivity and clarity to the trail audit process, *Dirt Art* has developed an attribute ranking system for trail auditing. Each trail audited is ranked against 10 key criteria, which assess its performance against a wide range of qualitative and quantitative metrics. These 10 criteria are provided a score of 1-5, which results in a total score from 50 for each trail.

Dirt Art recommend that trails scoring less than 25 should in most cases not be included in a formalised trail network.

10.6 Overview of Ranking Criteria

Sustainability: This criteria refers to the sustainability of the trail in the short, mid and long term. The trail is assessed for its capacity to manage water and rider traffic, with a focus on gradient versus soil type and rider behaviour. The capacity of the site to manage the trail use in the local climate is also considered. A low sustainability score does not necessarily mean that a trail should be closed, rather the sustainability issues in some cases may be easily and cost effectively addressed.

Ride Experience: This criteria refers to the trails capacity to provide a high-quality riding experience. This qualitative criteria assesses the ride quality across a wide range of trail types- no one trail style is considered to provide a higher quality experience than any other trail style.

Broad market appeal: This criteria refers to the capacity for the trail to cater for a broad market of riders. A low score for this criteria does not necessarily mean a trail is low quality, rather that the trail will cater only for a smaller market segment (notably small market segments may translate to strong visitation if that market segment is poorly catered for in the market)

Environmental Experience: This criteria refers to the environmental experience that the trail provides for the user. A strong environmental experience may include unique and appealing vegetation, views points and vistas, rivers and creeks and related attributes. A weaker environmental experience may include heavily disturbed areas, generic vegetation types and logged areas.

Value to Network: This criteria ranks the trail on the value it adds to the broader trail network. Trails that provide key connectivity and/or provide diversity in the network will score higher, whereas trails that are duplicated in alignment and style will generally score lower.

Environmental compatibility: This criteria refers to the compatibility of the trail with the environmental values of the site. Trails that have a significant detrimental impact on natural values will score low, whereas trails that do not impact on natural values will score higher. This criteria also analyses a broad spectrum of natural values, including rare and endangered flora and fauna on site.

Social Compatibility: This criteria assesses the trails impact on the social values of the site. Trails that negatively impact on other trails and user groups, and/or trails that impact negatively on local residences will score low. Trails that do not negatively affect any other users or residents will score highly.

Heritage Compatibility: This criteria assesses the impact the trail may have on any known Indigenous or European cultural heritage values of the site. Importantly, this criteria only assesses against known rather than potential values.

Lifecycle Cost Rating: This criteria assesses the lifecycle costs of the trail. Trails will score low where lifecycle costs are higher, which may be due to a number of factors such as poor soil types, poor maintenance access and climatic factors.

Emergency Access: This criteria assesses the complexity of emergency access to the site, should it be required. A range of access methodologies are considered, including on trail, road and via air.

10.7 Audit recommendations

Trail audit recommendations, including proposed trail realignments can be found in Section 15.2.

10.8 Fire Trails

The current main entry and exit off Tolosa Street for the GMBP is via a major fire trail, the Tolosa Fire Trail. Several other fire trails also dissect the GMBP. All these trails pre-date the establishment of the facility and provide vehicle access into, and through, Wellington Park and nearby parks and reserves.

The fire trail network's primary function is to provide a road network for management and emergency services vehicles for Glenorchy City Council, Wellington Park Management Trust, Tasmania Fire Service, Taswater, Tasnetworks and others. The secondary function of the fire trail network is their use by bike riders, walkers and runners / joggers. Event organisers also make use of the extensive fire trail network for several mountain bike park events each year.

Fire trails in the GMBP used by riders (and walkers) cover:

- Tolosa Fire Trail (most of its length)

- Water Fire Trail (all its length)
- Merton Fire Trail (lower portions mostly)
- Priest Fire Trail (lower and middle portions mostly)
- Kangaroo Fire Trail (portion near North-South Track)
- Park Fire Trail (all its length)

There have been no major problems with vehicles and bike riders and other users since the GMBP opened. However, there are notable issues associated with the fire trails including, but not limited, to:

- Downhill mountain bike tracks crossing fire trails at several locations.
- Lack of signage in some locations on fire trails and bike tracks to warn of crossings
- Maintenance and upgrade work on fire trails impacting on bike crossing points and adjacent bike tracks
- Maintenance and upgrade work on bike crossing points impacting on fire trail edges and drains.
- Lack of clear speed and movement guidelines for vehicles passing through the GMBP.

See Section 16.3 for actions related to fire trails and vehicle movements in the GMBP.

10.9 Problem Tree Assessments

As part of the project scope, *Dirt Art* was asked to assess the options for managing problem trees in the GMBP.

In 2016 groves of radiata pine trees across the GMBP were ring-barked by a Green Army team. The aim was to kill the trees to stop further spread into adjacent bushland. The trees ranged in size from 5-6m to over 25m high, with spreads of up to 15m. Unfortunately, this work was poorly executed; across the facility, dead trees and live trees in poor condition were left standing, posing a potential hazard to both users and trail infrastructure in the event of catastrophic tree failure.

GCC's Senior Arboriculture Officer assessed the trees in late 2017, determining that while they were a problem, there was little risk of immediate failure (excluding extreme weather events). This situation would, however, shift over time as tree health and condition deteriorated.

Over the last two years GCC has steadily removed pine trees across the facility, reducing the number to a core stand located around sections of the North-South Track (descent), National Downhill Trail and Access Trail (Gully Loop). This core contains at least fifty pines, of various sizes and in varying condition, some dead, many in poor health, others healthy. Most of the trees are over 10m high, with many over 20m high.

The density of the stand, the large size of most trees and the difficulty in safely felling them (especially the dead ones) means removal is complicated and problematic and likely to

result in a significant cost to Council of well over \$50,000. This figure excludes the costs for significant trail and site rehabilitation, which would need to be undertaken following any removal operation.

Dirt Art proposes that the most suitable solution for eliminating the tree risk to users and deal with the complications and costs associated with removal, is to re-align the sections of the trails within the stand, away from the main potential fall zone. This would also improve the riding experience by eliminating inconsistent trail conditions within the stand caused by the large tree roots and the high volume of pine needles.

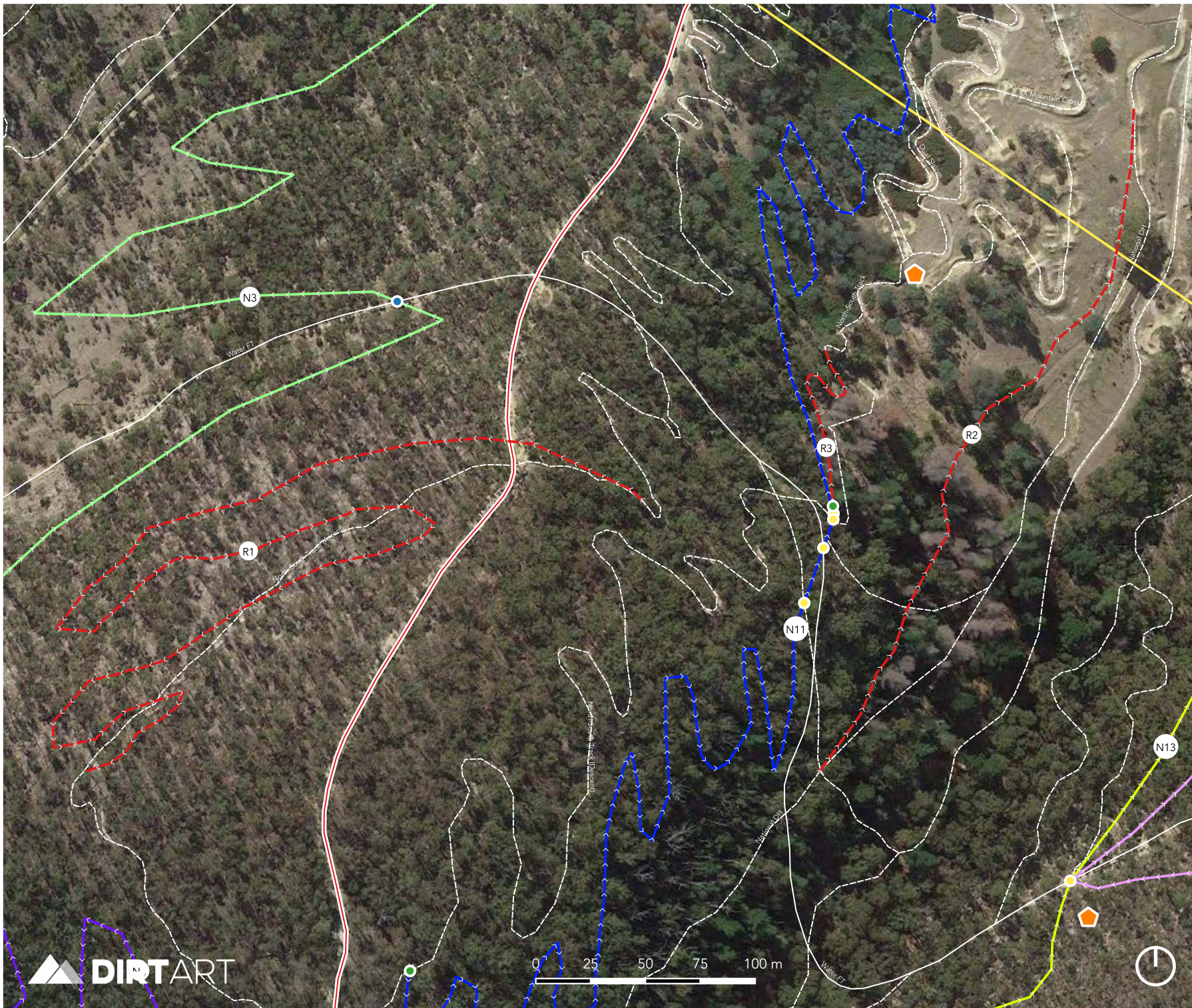
Dirt Art estimates that 10-20 trees may still require removal pending final trail design works. The estimated cost of this removal is \$10k.

See map for details of the re-alignments.

Glenorchy MTB Project

TRAIL REALIGNMENT MAP

15.10.20



10.10 Trails Assessed

10.10.1 Gun Club Loop

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	39/50
--------------------	-------

Key Stats	
Length	0.24m
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Redevelop as new trail loop
Weather notes	Dry conditions

Trail Overview

The Gun Club Loop is a short partial loop suitable for beginner riders. The trail is typically ridden combined with part or all of the Humphries Trail.

The existing trail is basic in its construction, with limited drainage measures and no built features.

While there are no significant issues with the trail, its partial loop format confuses the trail network. *Dirt Art* has suggested a new trail replace the trail on the same footprint. This new trail provides better trail network structure and an improved user experience.

10.10.2 Humphreys Trail

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37/50
--------------------	-------

Key Stats	
Length	0.9km
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Retain and upgrade
Weather notes	Dry conditions

Trail Overview

The Humphreys Trail is essentially two trail sections, which combine with other trails to provide a range of loop riding options. The trail is generally quite rocky and technical for a beginner trail, though appears relatively popular with beginner riders.

The northern section of the trail appears quite water-prone, even with the drainage treatments that have been more recently implemented.

Dirt Art suggest that the trail is retained and integrated into the new proposed trails network.

10.10.3 Beginners Luck

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	27/50
--------------------	-------

Key Stats	
Length	462m
TDRS	Green Circle
Style	Technical
Formalisation status	Formalised
Recommendation	Retain and upgrade
Weather notes	Dry conditions

Trail Overview

Beginners Luck is a short beginner-friendly loop trail that is one of the original trails in the park network. The trail is located in a water-prone area, and appears to be water-affected in high-rainfall events.

The trail provides a reasonable riding experience for beginner riders, though is somewhat distanced from the main trails network from a beginner riders perspective.

Dirt Art suggest that the trail is retained and implemented into the new proposed trails network.

10.10.4 North South Track Climb

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	41/50
--------------------	-------

Key Stats	
Length	1,612m
TDRS	Blue Square
Style	Flow
Formalisation status	Formalised
Recommendation	Retain and upgrade
Weather notes	Dry conditions

Trail Overview

The North South Track Climb provides arterial climbing access to the five ways intersection along a generally gentle ascending alignment. The trail provides critical access to the North South Track proper, and a number of other trails in the bike park network.

The lower sections of the trail require little works, though the upper section of trail is too steep to provide a suitable experience for beginner riders and requires realignment.

Dirt Art suggests that the trail is retained and upgraded as part of the new proposed trails network.

10.10.5 North South Track Descent

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37/50
--------------------	-------

Key Stats	
Length	1,531m
TDRS	Blue Square
Style	Flow
Formalisation status	Formalised
Recommendation	Retain with minor realignments
Weather notes	Dry conditions

Trail Overview

The North South Track Descent was completely re-built in 2012, where the trail was moved away from a number of unsustainable alignments. Restrictions within the allowable realignment corridor limited the finished trail product.

The trail is currently the main arterial descending route off the North South Track and is thus a very important trail in the park's network. Current trail condition is varied, though would generally be considered fair.

Dirt Art suggest that the trail undergoes relatively extensive upgrades into a high-quality intermediate flow trail, which will complement other planned trails in the network.

10.10.6 National Downhill

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	34/50
--------------------	-------

Key Stats	
Length	1,714m
TDRS	Double Black Diamond
Style	Technical
Formalisation status	Formalised
Recommendation	Retain- limited further works
Weather notes	Dry conditions

Trail Overview

The National Downhill Trail was one of the first trails constructed at the park and went on to host several successful national and Oceania-level race events. The trail is highly-technical and features a range of large technical trail features and jumps.

The trail is an important part of the parks history and remains a high-quality race trail. *Dirt Art* suggest that the trail is retained and undergoes general maintenance only. The lower section of the track should realign away from problem pine trees, which will also improve the finish for the trail.

10.10.7 Short Downhill Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	28/50
--------------------	-------

Key Stats	
Length	90m
TDRS	Black Diamond
Style	Flow/Technical
Formalisation status	Formalised
Recommendation	Consider closure
Weather notes	Dry winter conditions

Trail Overview

This short descending trail was originally developed due to the limited available elevation at the park (when the National Downhill was not yet developed). With current and proposed future development of the site, the trail offers limited value to the trail network.

Dirt Art suggest that trail is closed during the first stage of redevelopment at the park.

10.10.8 Gully Loop

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37/50
--------------------	-------

Key Stats	
Length	1,382m
TDRS	Blue Square
Style	Technical
Formalisation status	Formalised
Recommendation	Retain, upgrade and restructure loop
Weather notes	Dry conditions

Trail Overview

The Gully Loop provides a very diverse mix of riding styles and trail quality. Some section of the trail provide a high-quality trail experience, while other sections do not contribute greatly to the trail experience for users.

Dirt Art suggest that the trail is realigned, and the loop restructured to improve the experience for the riders.

10.10.9 North South Track Upper

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	25/50
--------------------	-------

Key Stats	
Length	1,490m
TDRS	Blue Square
Style	Flow/technical
Formalisation status	Formalised
Recommendation	Retain and upgrade
Weather notes	Dry conditions

Trail Overview

The upper section of the North South Track connects the five-ways intersection with the current functional summit of the park. The trail currently operates as a shared-use, dual directional trail. The trail currently provides a fast and in places unsafe descending experience, and a climb that is too steep for most riders to enjoy. Sight lines are also poor in places, compounding issues with shared use and dual direction.

Dirt Art suggest that the trail be changed to single direction, single use descent, with the ascending route to be a new constructed trail.

10.10.10 Dual Slalom Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	25/50
--------------------	-------

Key Stats	
Length	NA
TDRS	Blue Square
Style	Flow
Formalisation status	Formalised
Recommendation	Retain and upgrade
Weather notes	Dry conditions

Trail Overview

The dual slalom track was developed back in 2012 with a limited footprint and budget. The trail appears to receive limited use, though has potential to provide a much higher-quality riding experience.

Dirt Art suggest that consideration be made into moving the dual slalom track to the 4X track, where a longer, more engaging track could be developed.

10.10.11 Slope Style Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37/50
--------------------	-------

Key Stats	
Length	NA
TDRS	Black Diamond
Style	Technical
Formalisation status	Formalised
Recommendation	Re-develop into flow/jumps trail
Weather notes	Dry conditions

Trail Overview

The original Slope Style Track at the park is largely run down and not in serviceable condition.

Dirt Art suggests that the track be redeveloped into an intermediate level jumps trail. This trail will provide an optional descending trail option for riders, while providing a safe way for riders to advance their jumping ability.

10.10.12 4X Track

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	33/50
--------------------	-------

Key Stats	
Length	NA
TDRS	Double Black Diamond
Style	Flow
Formalisation status	Formalised
Recommendation	Redevelop as dual slalom track
Weather notes	Dry conditions

Trail Overview

The original 4X track at the park was considered one of the Australia’s best at the time of its opening. When developed, 4X racing was at its peak, and was an integral part of the National Mountain Bike Series. 4X racing is now relegated to the history books of the sport, with extremely limited races occurring globally.

The track provides limited value for day-to-day users and as such *Dirt Art* suggests that the track is re-developed. The suggested re-development focus would be a dual slalom track, which could utilise much of the existing tracks form and footprint but would be enjoyable by a far wider spectrum of riders.

10.10.13 Dirt Jumps Area

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	32/50
--------------------	-------

Key Stats	
Length	NA
TDRS	Double Black Diamond
Style	Jump
Formalisation status	Formalised
Recommendation	Move track to new proposed main park area
Weather notes	Dry conditions

Trail Overview

The dirt jumps area was one of the original components of the park and was at the time of development considered one of Tasmania's best public jump facilities. The location of the jumps is problematic, with the bulk of the facility located in an area of major water flow, particularly during high rainfall events. The area is also subject to tree fall due to the poor health of much of the tree canopy through here.

The current condition of the jumps is poor, with the area appearing to get limited levels of use.

Dirt Art proposes closing the original Dirt Jumps and creating a new set of dirt jumps adjacent to the proposed BMX facility in Tolosa Park.

10.10.14 North Shore Trails Area

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	29/50
--------------------	-------

Key Stats	
Length	NA
TDRS	Various
Style	Various
Formalisation status	Formalised
Recommendation	Consider closure
Weather notes	Dry conditions

Trail Overview

A small trails area broadly referred to as the North Shore area was developed at the park some years ago. The area once included wooden 'north shore' style features though these were removed some years ago due to being in poor condition. The trail is not used by many riders and is generally quite degraded.

The types of trail experience currently offered by the North Shore area will be provided in a higher-quality, better structured way by the redeveloped park, and as such it is recommended that the trails are closed.

11 Signage Audit

11.1 Overview

Signage is an integral component of a successful mountain bike trail system. Signage not only provides riders with important navigational guidance; it also provides critical safety information for trails.

Dirt Art has assessed the signage system at GMBP throughout the trail network.

11.2 Current Signage

11.2.1 Branding, Look and Feel

The current branding for the park was redeveloped in recent years and features bold red logos and associated signage. A sample of the branding on current signage can be found below;



The current branding and style of signage is functional and visually appealing. While the current branding and look of the signage is of a reasonable quality, there is good rationale to re-develop the branding of the facility in line with new trail and facility development. Once fully realised, the developments proposed in this masterplan will establish a significant mountain bike destination that is worthy of its own new brand and identity.

11.2.2 Signage Content

The current signage is relatively functional and features the necessary content required for safe navigation of the trails.

The park utilises organised loop rides composed of multiple trail sections. These rides provide a good opportunity for newer riders to navigate the park. The iconography and location of way finding signage for these rides is problematic in that the icons are potentially confusing and there is a lack of navigational signage throughout the trail loops.

There is no imminent need to update signage content within the park, however, as new trails and facilities are developed, all main signage will require updating.

11.3 Signage Locations

There is signage at all key locations such as; park entry points, trail heads, trail starts and navigational way finding points. While all key signage points have signage in place, there is a lack of way finding signage throughout the trail network, which can make navigation difficult.

The park signage and user navigational capacity is significantly impacted by the lack of structured trail hubs and trail heads in the network. Particularly in the lower area of the park there are large open spaces and broken trail connectivity, which makes navigation very challenging. The proposed new trails network includes multiple structured trail hubs, which with new signage will vastly improve the navigability of the trail network. Landscaping at these hubs will help define trails, and make it easier for users to navigate their way through the network.

11.4 Navigational Functionality

The current trail network is somewhat difficult to navigate for visiting riders. Importantly, the current difficulty in navigating the trail network is a result of the trail network layout as much as it is a result of signage deficiencies. The proposed new trail network will vastly improve the navigability of the trails for users, as junctions and trail head have logical and intuitive connectivity, meaning users are less reliant on signage as sole source of navigation.

Throughout the trail network, a greater number of navigational markers would be useful, and would greatly assist rider's ability to navigate the trails.

11.5 Proposed New Signage System

11.5.1 Branding, Look and Feel

Dirt Art suggest that a new brand and identity be developed for the facility in line with the proposed new trails and facilities. The new brand should seek to establish the trails as a stand-alone, high-quality trail destination, giving the trail network an easily recognised, bold identity that positions Glenorchy as one of the state's key mountain bike destinations.

The branding for the park should include a style guide, which can be utilised to facilitate the development of all park maps, signage and collateral. The park branding should be professionally developed by a design agency with relevant experience.

11.5.2 Signage Content

11.5.2.1 Main Sign Board

The main sign board/s are the primary sign to be placed at the entry to the facility and at the primary trail hub. This signage greets trail users as they enter the facility, and provides an introduction to the offerings at the park. The signage should be large and appealing, while providing a highly-functional overview of maps and key information.

This signage should include the following minimum information;

- Trail map
- Trail difficulty information
- Trail user code of conduct
- General safety information
- Emergency information
- Emergency reference point
- Maintenance contact information

11.5.2.2 Secondary Trail Head Signage

This signage is located at major trail heads and intersections. The signage is intended to provide users with an overview of where they are in the network, and their trail options from that point. The signage should include a large trail map with 'you are here' point clearly noted.

This signage should include the following minimum information;

- Trail map
- Trail difficulty information
- Trail user code of conduct
- General safety information
- Emergency information

- Emergency reference point
- Maintenance contact information

11.5.2.3 Trail Head Signage

Trail Head Signage is located at the start point of each trail. The purpose of this signage is to notify riders of the trail beyond the sign, with a key aspect being notification of trail difficulty and distance.

This signage should include the following minimum information;

- Trail name
- Trail difficulty
- Trail length
- Emergency information
- Emergency reference point

11.5.3 Trail Finish signage

This signage is located at the finish point of each trail. The key purpose of the signage is to notify riders that they have completed the trail.

This signage should include the following minimum information;

- Trail name
- Notification of trail finish point

11.5.3.1 Way Finding Signage

Way finding signage should be located at any intersection, trail crossing or any areas where the trail route is in any way ambiguous.

This signage should include the following minimum information;

- Trail name
- Trail difficulty
- Emergency information
- Emergency reference point

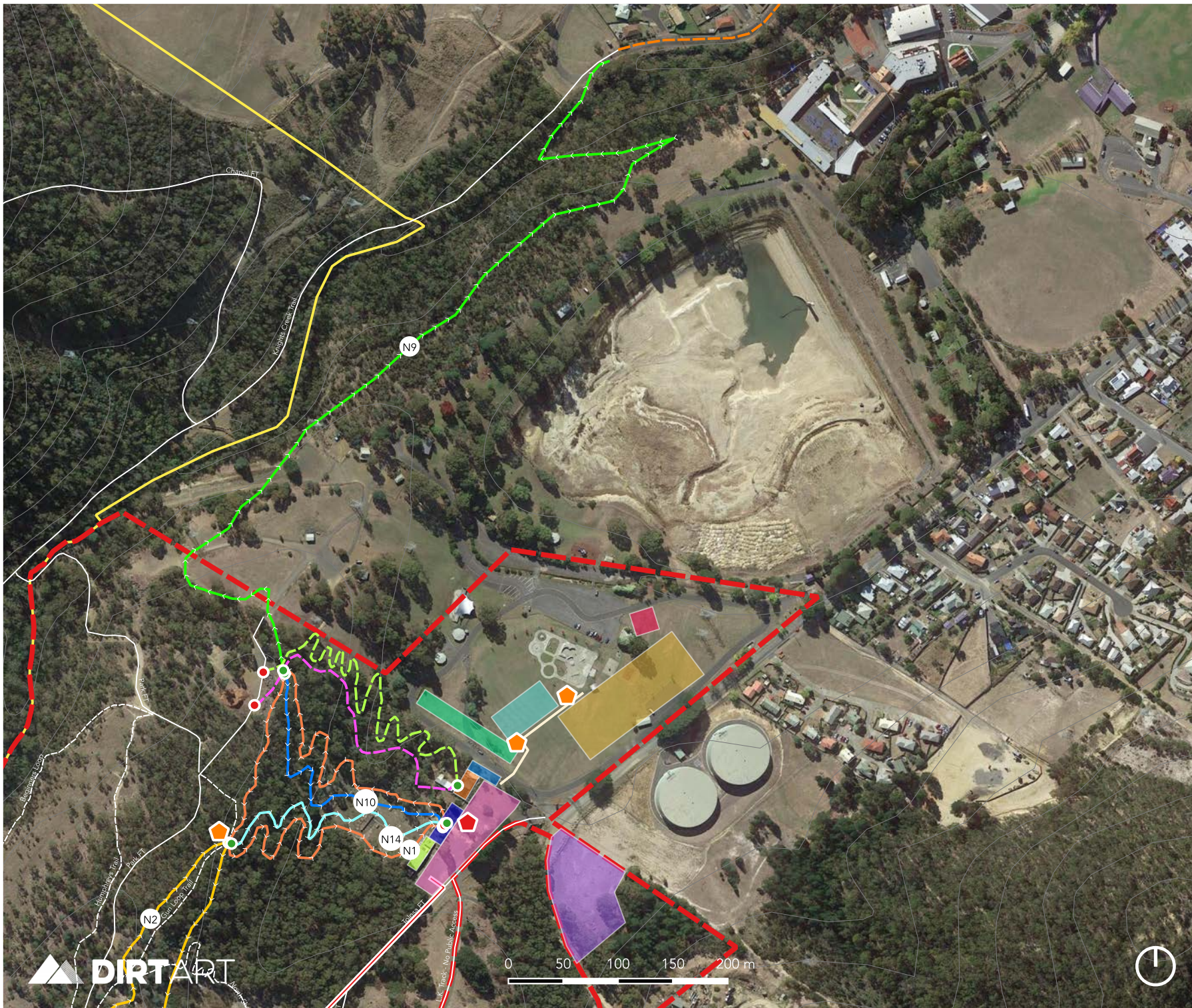
11.5.4 Proposed signage Plan

A proposed signage location plan can be found over the page.







Glenorchy MTB Project

TRAIL SIGNAGE PLAN 'NORTH'



13.10.20



Proposed Trail Signage

-  Primary Map
-  Secondary Map
-  Trail Start
-  Trail Finish
-  Trail Intersection
-  Road Crossing

Existing Trails

-  Glenorchy MTB Park
-  Access Trails & Tracks

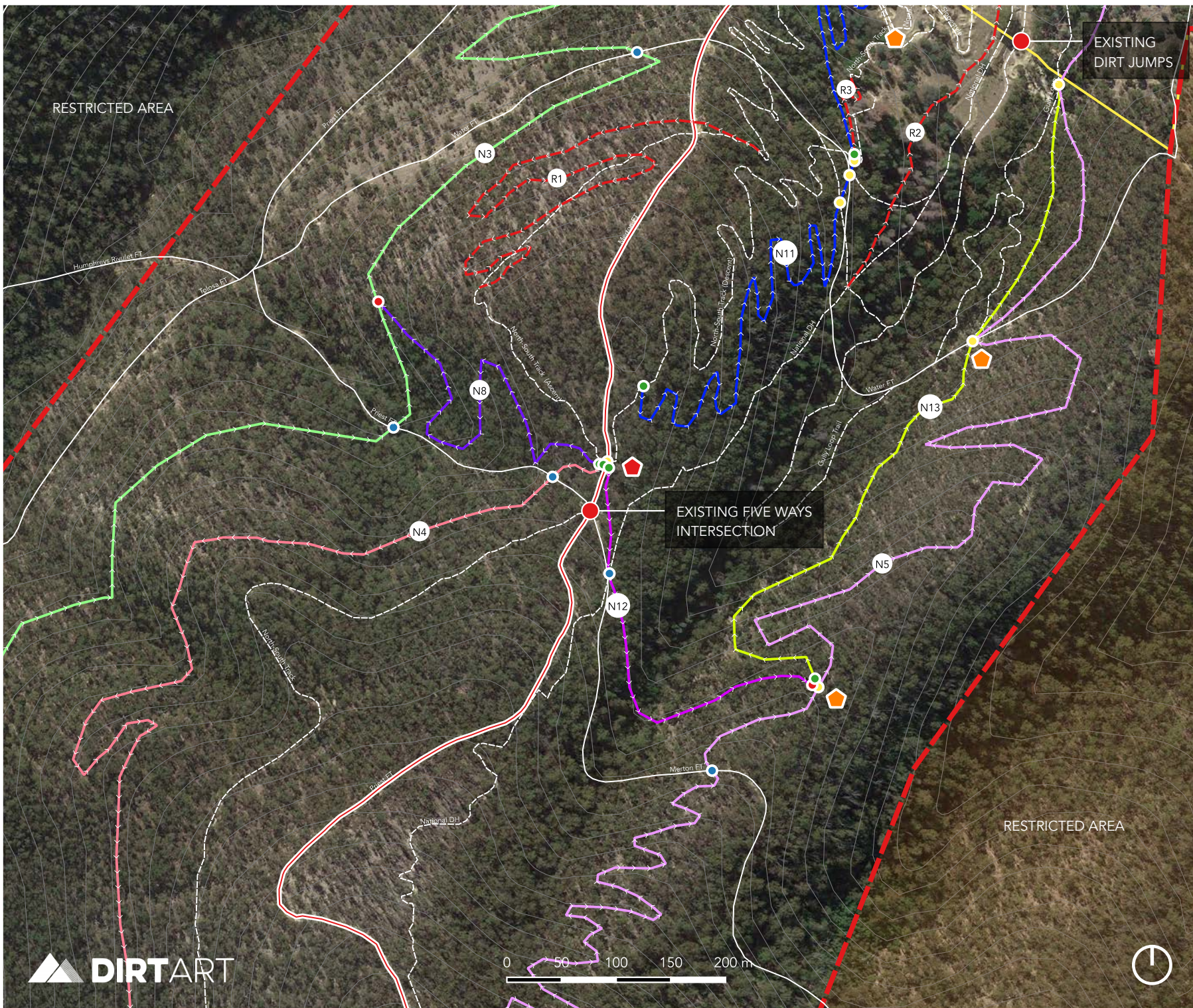
Property Layers

-  Project Area
-  Wellington Park
-  Restricted Area







Glenorchy MTB Project

TRAIL SIGNAGE PLAN 'CENTRAL'



15.10.20



Proposed Trail Signage

-  Primary Map
-  Secondary Map
-  Trail Start
-  Trail Finish
-  Trail Intersection
-  Road Crossing

Existing Trails

-  Glenorchy MTB Park
-  Access Trails & Tracks

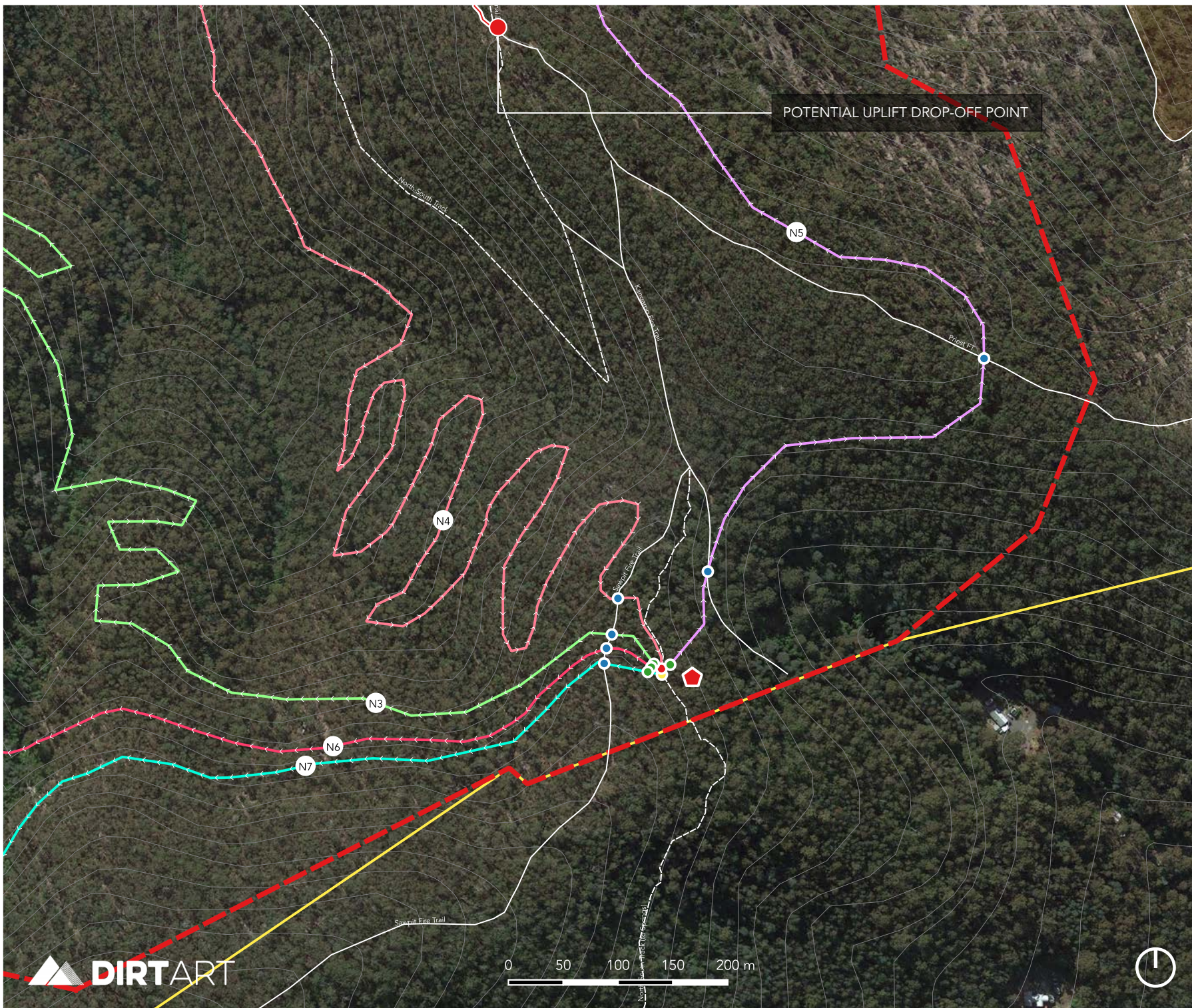
Property Layers

-  Project Area
-  Wellington Park
-  Restricted Area







Glenorchy MTB Project

TRAIL SIGNAGE PLAN 'SOUTH'



19.10.20



Proposed Trail Signage

-  Primary Map
-  Secondary Map
-  Trail Start
-  Trail Finish
-  Trail Intersection
-  Road Crossing

Existing Trails

-  Glenorchy MTB Park
-  Access Trails & Tracks

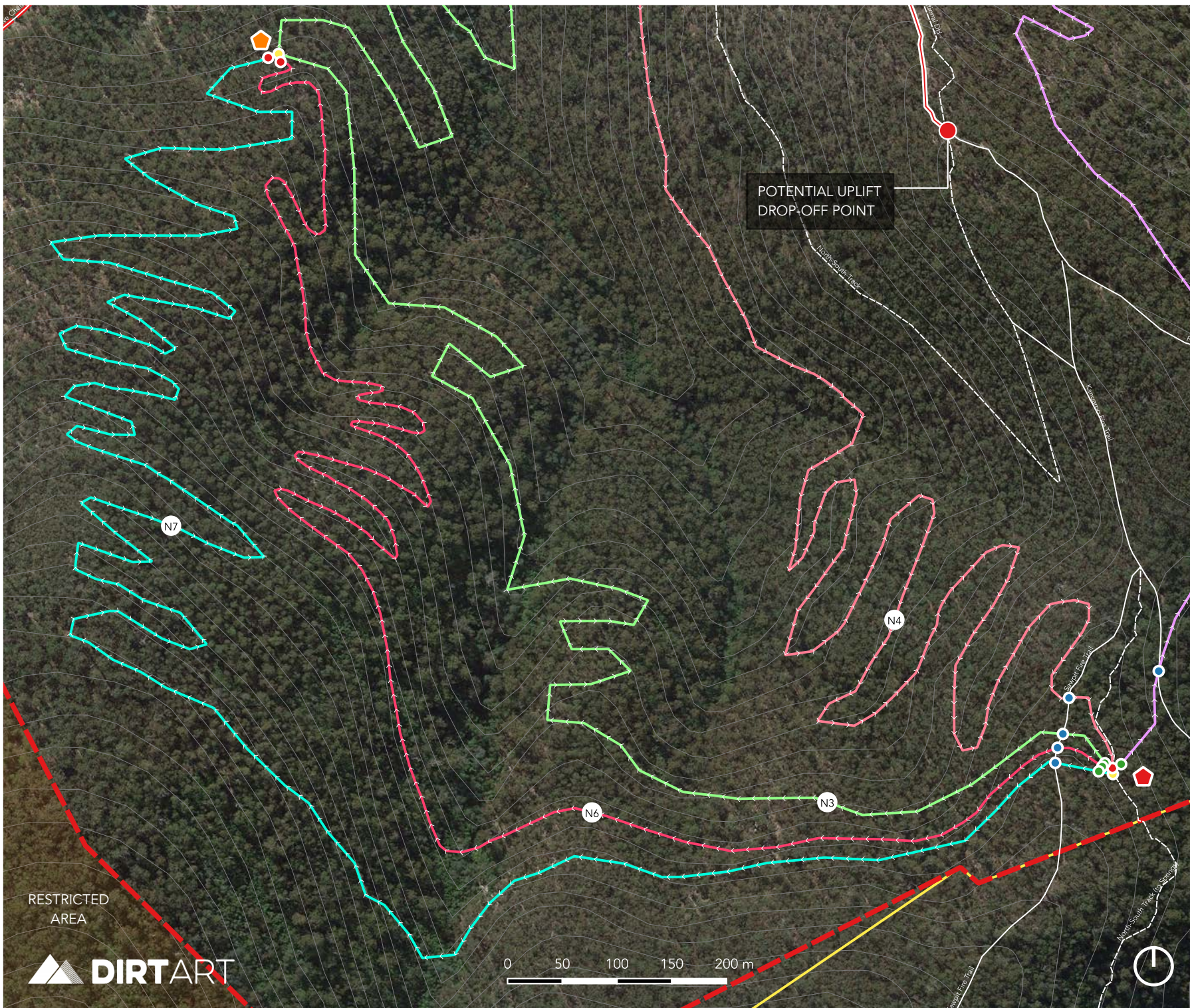
Property Layers

-  Project Area
-  Wellington Park
-  Restricted Area

Glenorchy MTB Project

TRAIL SIGNAGE PLAN 'WEST'

15.10.20



Proposed Trail Signage

- Primary Map
- Secondary Map
- Trail Start
- Trail Finish
- Trail Intersection
- Road Crossing

Existing Trails

- Glenorchy MTB Park
- Access Trails & Tracks

Property Layers

- Project Area
- Wellington Park
- Restricted Area

12 Gap and Opportunities Analysis

12.1 Overview

Given the relatively low volume of trails currently present, and significant available areas conducive to high-quality, cost effective trail construction, there are a number of excellent trail development opportunities available within the target area. A number of key gaps exist in the network, in both trail connectivity and trail diversity.

A summary of the gap and opportunities analysis can be found below.

12.2 Gap Analysis

A number of significant gaps are evident in the GMBP trail network. Primary gaps are listed below:

1. Ascending trail to top of Priest Fire Trail
2. High-quality descending trail/s from the top of Priest Fire Trail
3. Additional beginner-friendly trails
4. Asphalt Pump Track
5. Skills Circuit
6. BMX Track

12.3 Opportunities Analysis

A comprehensive opportunities analysis has sought to determine potential trail development areas where conditions are conducive to cost-effective, high quality trail development, and feature a low constraints profile. Areas that feature mudstone rather than dolerite soils, and with lesser environmental, social and heritage constraints, are proposed, to allow for the most streamlined and cost-effective implementation.

13 New Development Concepts

13.1 Primary Access Node – ‘The Hub’

13.1.1 Overview

Glenorchy City Council expressed its intention to physically integrate the mountain bike facility with Tolosa Park. To bring this to fruition in a dynamic and meaningful way, *Dirt Art* proposes the development of a trail 'hub' together with a range of related facilities covering the south-western corner of Tolosa Park and adjacent parcels of Council land.

Tolosa Park already offers a wide range of amenities and facilities to aid in the creation of a functional, appealing 'Hub' for the GMBP. The Tolosa Park 'Hub' allows for integration of a suite of family-friendly trails and related facilities, which will significantly increase the appeal of the facility for this market of users.

The proposed 'Hub' concept provides significant benefits to broader park users through the proposed inclusion of a range of new non-mountain bike specific facilities covering:

- BMX Track
- Pump Track
- Dirt Jumps Area
- Skills Circuit
- Café / commercial space
- Overflow parking
- Walking Trailheads

Dirt Art proposes that the following key facilities be provided and/or developed at the new proposed 'Hub':

Facility	Current	New Proposed
Toilets		
Parking		
Bike wash		
Pump Track		
Skills Circuit		
Dirt Jumps		
Beginner trails		
BMX facility		
Walking Trail 'Hub'		
Café / Commercial Complex		

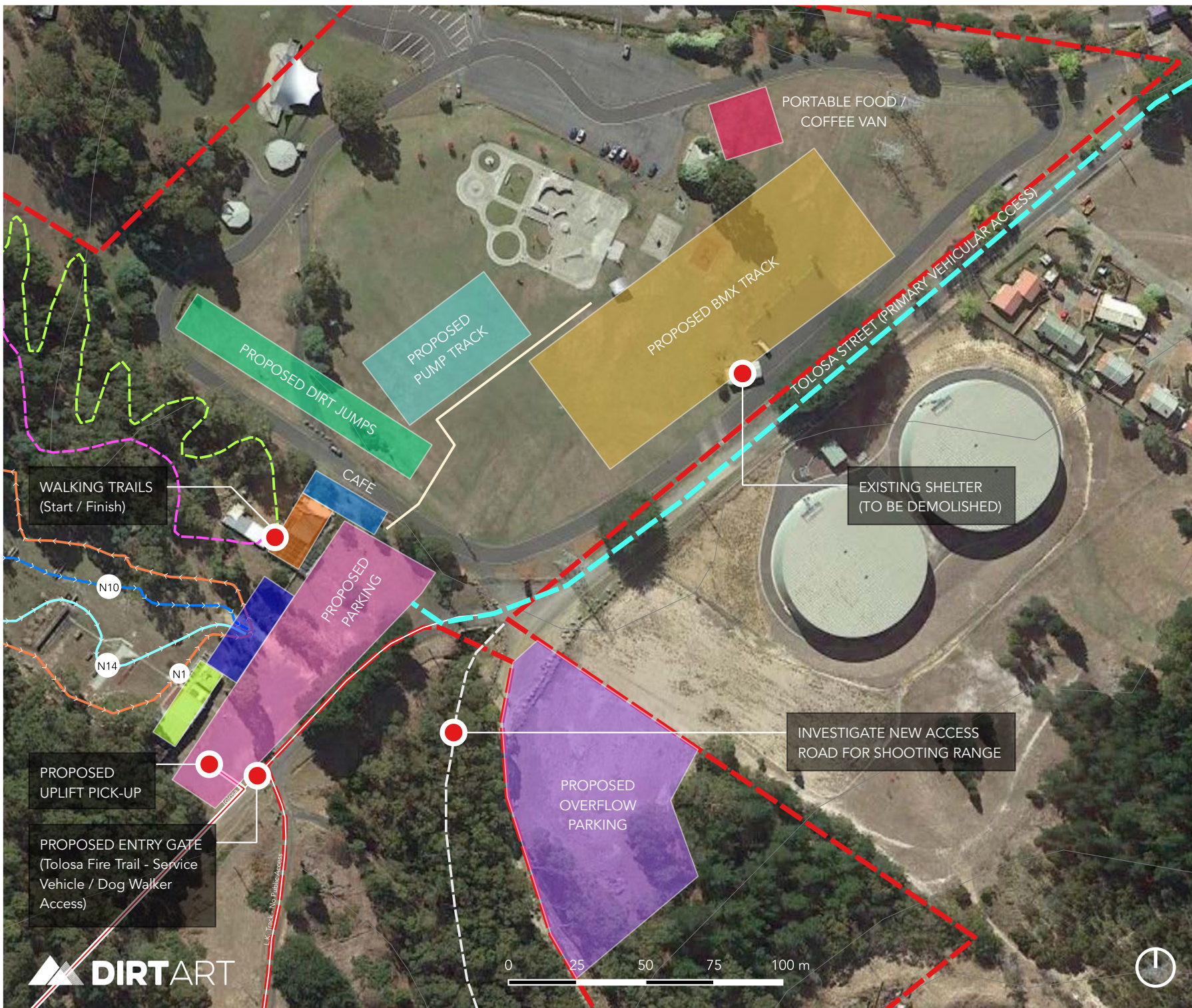
If delivered, the park would feature one of the best multi-disciplinary mountain bike and cycling facilities in Australia, providing a significant economic development and tourism opportunity for Glenorchy and the broader Hobart region.

Concept plans for the proposed Tolosa Park 'Hub' can be found over the page.

Glenorchy MTB Project

HUB CONCEPTUAL LAYOUT PLAN

15.10.20



Proposed Infrastructure

- Portable Food / Coffee Van
- Cafe
- BMX Track
- Pump Track
- Trailhead
- Walking Trail Hub
- Bike Club Rooms
- Dirt Jumps
- Parking
- Overflow Parking

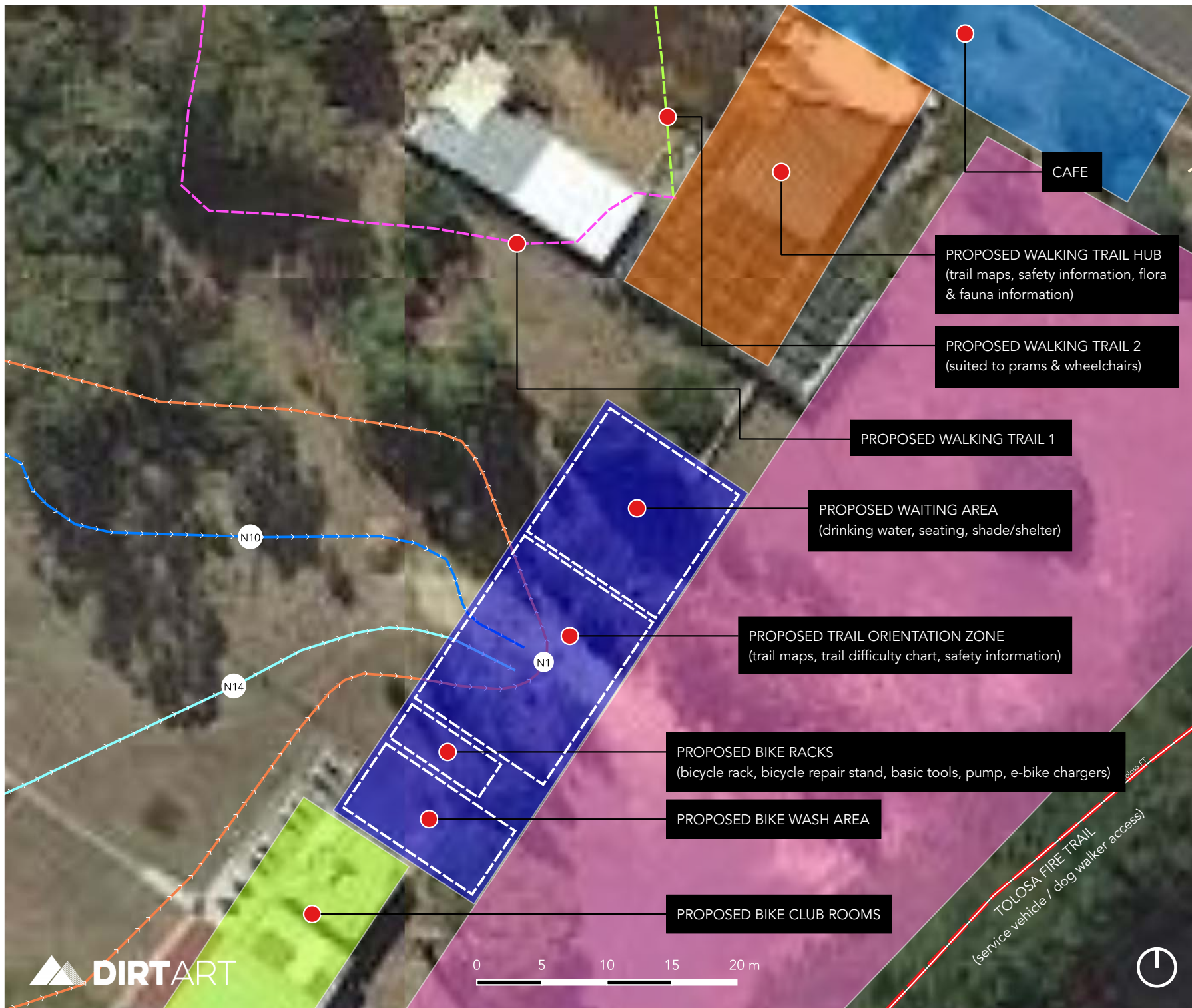
Proposed Trails

- Access Track
- Walking Trail 1
- Walking Trail 2
- Humphreys Bike Path
- N1
- N10
- N14
- Project Area

Glenorchy MTB Project

HUB TRAILHEAD CONCEPT PLAN





15.10.20

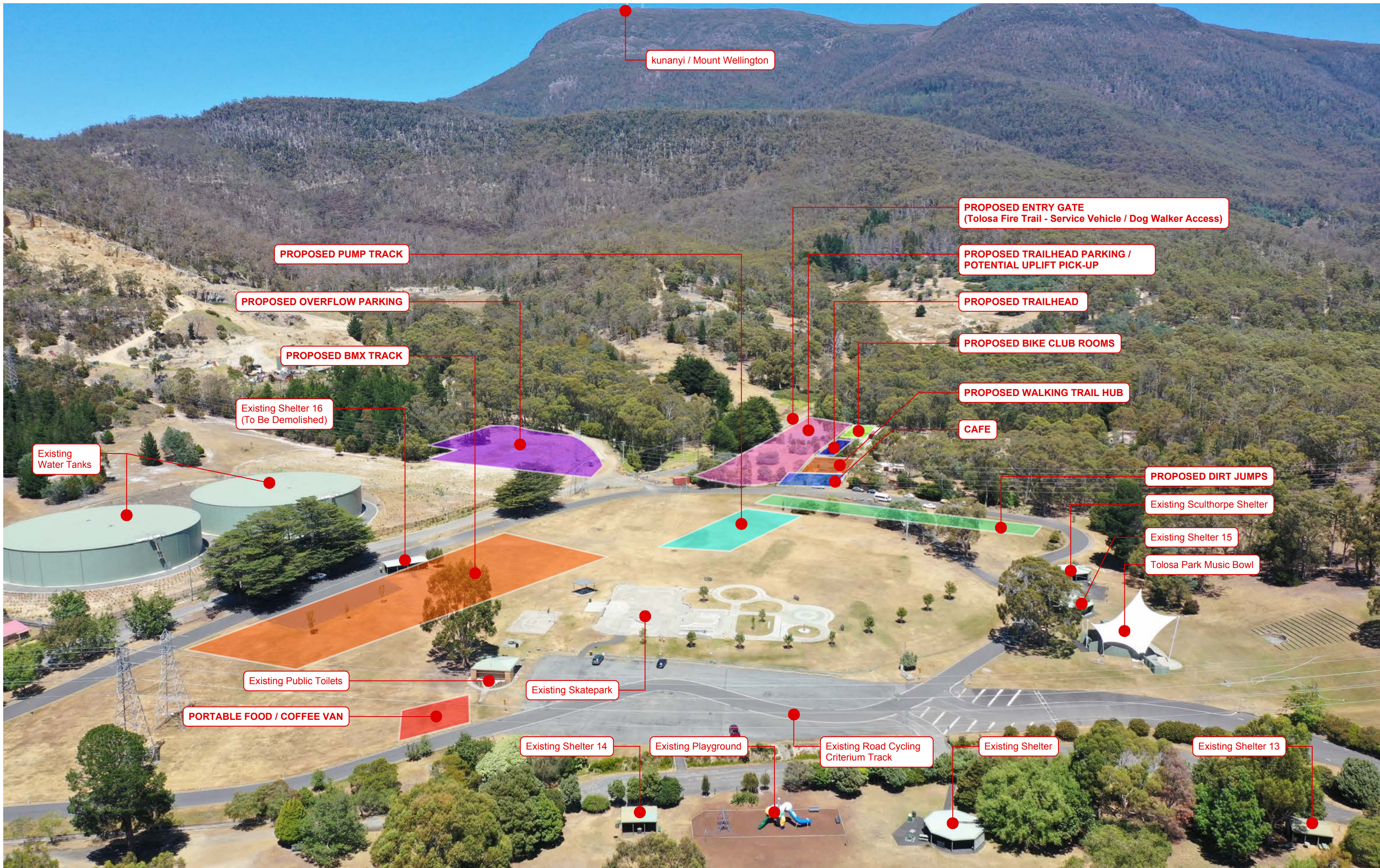


Proposed Infrastructure

- Cafe
- Trailhead
- Walking Trail Hub
- Bike Club Rooms
- Parking

Proposed Trails

- Walking Trail 1
- Walking Trail 2 
- N1 
- N10 
- N14 



kunanyi / Mount Wellington

PROPOSED ENTRY GATE
(Tolosa Fire Trail - Service Vehicle / Dog Walker Access)

PROPOSED PUMP TRACK

PROPOSED TRAILHEAD PARKING /
POTENTIAL UPLIFT PICK-UP

PROPOSED OVERFLOW PARKING

PROPOSED TRAILHEAD

PROPOSED BMX TRACK

PROPOSED BIKE CLUB ROOMS

Existing Shelter 16
(To Be Demolished)

PROPOSED WALKING TRAIL HUB

CAFE

Existing
Water Tanks

PROPOSED DIRT JUMPS

Existing Sculthorpe Shelter

Existing Shelter 15

Tolosa Park Music Bowl

Existing Public Toilets

Existing Skatepark

PORTABLE FOOD / COFFEE VAN

Existing Shelter 14

Existing Playground

Existing Road Cycling
Criterium Track

Existing Shelter

Existing Shelter 13



t. 1300 872 457 e. info@dirtdart.com.au w. www.dirtdart.com.au

PROJECT Glenorchy Bike Park - Concept
 LOCATION Glenorchy TAS
 CLIENT Glenorchy Council

DWG [PERSPECTIVE]

DRAWN JL SCALE @ A3 NTS DATE # 13/10/20 REVISION C

DWG # 01

13.1.2 'Hub' Components

13.1.2.1 New trailhead node

The new trailhead node creates a functional, vibrant and inclusive access point for the trail network and related facilities. *Dirt Art* has worked to create a vision for a seamless integration between the bike park and Tolosa Park, a key objective of Council when commissioning this masterplan.

The trailhead node is an ideal location due to its largely flat terrain, easy access off Tolosa Street and trail accessibility into adjacent bushland. The site has ample capacity for significant carparking and construction of buildings, shelters and multiple trail heads.

The trailhead node caters to the contemporary expectations and needs of local riders, while having significant appeal to visiting riders. The area provides day-to-day functionality, while also facilitating large-scale events across a range of cycling disciplines.

The trailhead node also includes a complimentary walking trails, an important development for Glenorchy residents and visitors to Wellington Park as it provides a formal bushland walking entry / exit point for the first time.

The trailhead node will include landscaped areas with shelter, seating, and primary riding and walking trail head signage. These features will help engender a 'sense of arrival' that users expect of contemporary regional park facilities.

This trailhead node compliments the basic design intent of the draft Tolosa Park Masterplan developed by landscape designers *Inspiring Place* for Council in 2013. This plan located a bike facility and walking trails of some type in the same location though lacked significant detail, which *Dirt Art* is now providing.

The trailhead node also includes two walking trails, an important development as it provides users with a formal bushland walking entrance / exit for Wellington Park for the first time.

13.1.2.2 Current Leases Affected

The proposed trailhead node occupies Council-owned land currently leased to the Sporting Shooters Association Australia (SSAA) for their AIF Small Bore Range, and Life Without Barriers (LWB), who operate the Understorey Network Nursery. The SSAA has occupied their lease site for approximately 50 years while LWB has operated their community nursery for around 12 years.

The SSAA site is proposed as the bike trailhead, with the LWB site becoming the walking trailhead. Both organisations have been in discussions with Council concerning the development of this masterplan and the potential relocation of their operations to alternative sites.

As part of these discussions Council has acknowledged that both organisations will continue to operate at their present locations under current leasing arrangements, with the proposed changes of land use dependent on successful relocation of the shooting range and nursery elsewhere. In the case of the SSAA, it is expected that the range features from the AIF Small Bore Range can be incorporated into the nearby Mitchell Range located below the Lime Kiln Dam.

The SSAA has suggested to Council that a new access road be considered into the Mitchell Range just west of the current gates. This option will be investigated more fully as part of any relocation planning.

13.1.2.3 New entrance and carpark

A new carpark is proposed next to the trailhead node, delivering users directly to the bike and walking trail network for the first time.

The carpark would cater for approximately 50 vehicles. It would provide a safe, functional parking space and has the capacity to cater for a shuttle bus drop-off/pick up area for bike tour and bike uplift operators. An overflow parking area has been identified on the southern side of Tolosa Street for major events associated with the 'Hub' or other major activities in Tolosa Park.

The carpark would be accessed directly from the top of Tolosa Street. This would necessitate removing the awkward and imposing gates and structures currently there. This would make a far more welcoming entrance to the trailhead node and provide those with prams and mobility issues the opportunity to enjoy the facility and nearby Wellington Park, something that has not been possible with the current gate design.

It is envisaged that the current roadway (known as the Tolosa Fire Trail) into the existing bike park and Wellington Park would remain but revert to a service and emergency vehicle roadway. To prevent unauthorised vehicle access into the facility or Wellington Park, a new gate would be erected west of the trailhead carpark. To avoid any potential conflict with riders and walkers at the trailhead complex, dog walkers would access the area via this Tolosa Fire Trail entrance.

13.1.2.4 Amenities and club rooms

Dirt Art proposes that the trailhead include a sheltered complex that provides trail information, seating, water, lighting, e-bike charging stations, bike washdown area and basic service area. These elements are crucial requirements for a regional facility on the scale of the GMBP and will assist with helping to promote the park to both local riders and tourists.

Dirt Art also proposes that some type of clubroom complex be incorporated into the facility for the Hobart Wheelers Dirt Devils, Southern City BMX Club and similar bodies.

Currently the SSAA AIF Small Bore Range includes a clubroom built by members to service their requirements. This building appears to be over 30 years old and it is not clear whether it can be re-purposed for other activities. If not, then it is proposed that a new building be constructed.

Both clubs host a range of events and providing facilities on-site would make it easier to host meetings, store materials and organise and manage events. Other advantages of having clubrooms include:

- Keeping the space 'active' at different times of the day and night
- Building the profile and identity of the facility
- Encouraging more events to be held there
- Fostering involvement in the management of the park, including volunteer maintenance programs.

13.1.2.5 Walking trails

The proposed trailhead includes a walking trail focus via the current Understorey Network Nursery site. This allows for a clear separation in focus and use between the two recreational pursuits. Specifically, it allows walkers (including joggers and trail runners) to have their own focused entry point into the bushland of Wellington Park, and to access bushland straightaway via the north-western portion of the nursery site.

It is expected that the current nursery structures would be removed as part of the redevelopment of the site into a walking trailhead. Information on walking trails and the park's natural features are considered important to include and can be located either within the proposed shelter complex or separately, adjacent to the start of the trails.

Two walking trails are proposed, one designed to cater for those users with mobility issues and prams, the other a general purpose, shorter, more direct trail. Both trails would intersect with existing gravel fire trails around the current GCC woodyard and storage area. It is recommended that GCC relocate the woodyard and storage area when the trailhead is developed to improve the appearance and presentation of the area.

13.1.2.6 Café/commercial space

Dirt Art proposes a café and commercial space be developed as part of this masterplan. This was also proposed in the draft 2013 Tolosa Park Masterplan.

Two site locations were proposed in the draft Glenorchy Mountain Bike Park Masterplan, one within the trailhead node (West Option), the other near to the skate bowl (East Option).

Public feedback was in favour of the western option by 3:1. This location is highly desirable as it places the complex within the biking and walking trailhead, meaning a range of commercial goods and services can be offered beyond food and beverages. These can

include bike rentals, a mini bike equipment store, walking equipment and the like. The location also makes it easier to link into shuttle bus rides and mountain bike / walking tour groups using the facility. Such additions increase the commercial appeal of the complex.

GCC has determined that the other option has potential as a 'pop-up' café 'pad', ideal for musical events and similar activities within Tolosa Park. This site should be clearly identified in the forthcoming Tolosa Park Masterplan (proposed for 2021/22).

13.1.3 BMX Track

13.1.3.1 Overview

For several years GCC has been in discussions with the Southern City BMX Club on relocating from their current leased site on Council land at Berriedale so the land can be used for other uses. GCC favours relocation to Tolosa Park in order to help create a multi-disciplinary cycling facility. In general, such a move has been favourably received by the BMX Club.

Dirt Art supports relocating the BMX facility to Tolosa Park. Such a relocation has the following advantages:

- Creation of a multi-disciplinary cycling facility
- Further activation of an under-utilised recreational space
- Synergy between the BMX track and other existing and proposed facilities (such as pump track and dirt jump areas)

Concepts developed for the draft 2013 Tolosa Park Masterplan show the BMX facility located within the SSAA AIF Small Bore Range. However, that site is not considered appropriate as the SSAA facility is better suited as a trailhead, as detailed above. In a practical sense, there is simply not enough space on the SSAA range to develop a national-standard BMX Track.

Dirt Art proposes that the most appropriate location for the BMX facility is on the grassy section of Tolosa Park to the west of the current entranceway, and inside the criterium track. This location has land to accommodate a facility capable of hosting regional and national events.

Notably, the impending move from individual Australian cycling bodies (such as BMX Australia and Mountain Bike Australia) to a single body is expected to create a single license option across multiple/all cycling disciplines. *Dirt Art* would expect that this license change will promote far greater cross participation between disciplines, further increasing the value of combined multi-disciplinary cycling facilities.

13.1.3.2 Location and Specifications

The required footprint and specifications of the facility depend on the desired level of track. *Dirt Art* proposes that the track be developed to a minimum of 'National Championships' level track. The scarcity of these tracks, and their potential to drive tourism and economic benefit through both training and events makes the development worthwhile.

Key dimensions for a National Championships facility are:

- Minimum first straight length: 70m
- Track length: 300-400m
- Minimum start hill height: 5m
- Minimum width: 8m first straight/5m remainder of track

For reference, the UCI BMX Track Guidelines can be found at - https://www.uci.org/docs/default-source/imported-library/ucibmxtrackguide2017_english.pdf?sfvrsn=7e894f36_12

Southern City BMX Club were recently successful in gaining a grant to purchase and install light towers at their current Berriedale site. Lighting is highly desirable as it allows evening and night events, including training and competition events. It is recommended that lights also be installed at the proposed Tolosa Park facility. Such a move broadens the capability of the facility to include hosting night events, which in turn helps to stimulate the overall activation of Tolosa Park as a recreational facility.

The grassy area at the western edge of Tolosa Park is the only viable location where a national-level BMX circuit can be installed.

A location here involves the removal of one existing shelter on the southern side, the possible removal of one tree and possible relocation of one small covered seating area and a mini-basketball court. Loss or relocation of these existing facilities are considered acceptable given the benefits that would flow from locating the BMX facility here, particularly as it would increase the overall value of Tolosa Park as a multi-disciplinary cycling hub.

13.1.4 Pump Track

Pump Tracks are extremely popular facilities which are suitable to a broad range of riders and other users (such as scooters and skaters). While popular with some experienced riders, they have a particularly strong appeal for younger riders developing their riding skills.

Most modern pump tracks are developed with an asphalt surface, ensuring a high-quality-consistent riding experience and capacity to host other users such as skaters. Currently

there is no asphalt pump track in the Greater Hobart area, with the nearest asphalt track located at Maydena Bike Park.

The installation of a high-quality asphalt track can be expected to be a significant drawcard in its own right and would certainly fit with broadening the riding experiences and family-friendly elements of a cycling hub at Tolosa Park.

Dirt Art suggest that the pump track should have the following minimum characteristics:

- Asphalt surface
- Minimum 600m² riding/staging area
- Multi-track format including a kid's strider bike track

13.1.5 Dirt Jumps Area

The current GMBP includes a formal dirt jumps facility located in a heavily treed area within an ephemeral drainage line.

For its first few years of operation, GMBP was renowned as having Tasmania's best formal dirt jump facility. Last rebuilt in 2012, the jumps were highly-popular with both BMX and mountain bike riders. In recent years the condition and quality of the jumps has declined as necessary upkeep hasn't been maintained to a suitable standard. The site has also been subject to increased damage from falling trees while much of it was severely impacted by the major storm event of May 2018.

While a dirt jump facility exists at both the Meehan Range and Kingborough bike parks, *Dirt Art* considers the inclusion of such a facility at Tolosa Park important for the local riding community.

Because of the increasingly poor state of the current jumps, together with the risks posed from further tree fall and storm events, *Dirt Art* proposes that the current site be permanently closed. The jumps should instead be located close to the proposed pump track and BMX track, creating a natural synergy between the three bike facilities. The site is also better connected to the proposed trail hub and café complex, and adds depth to the concept of a multi-disciplinary cycling experience at Tolosa Park.

13.1.6 Criterium Circuit

A criterium circuit was installed in the western portion of Tolosa Park around 2011-12. Its current configuration and location is somewhat problematic due to the circuit including part of the main access road into Tolosa Park. For safety purposes this roadway needs to be closed during events and training sessions, thus affecting all vehicle access into the park. The circuit design also presents problems to other users during events and training as they need to cross the track during events to access the skate park and nearby facilities.

The draft Tolosa Park Masterplan of 2013 (developed by *Inspiring Place*) proposed a realignment of the criterium track, moving sections of it to the grassy verge west of the main access roadway and south of the skate park and toilet block.

The draft Glenorchy Mountain Bike Park Masterplan included a realignment of the circuit, configured to take in to account the proposed BMX track, pump track and dirt jumps. Public comment on this proposed realignment was overwhelming negative, largely due to the tight bends that would result from it.

Recognising this, GCC has determined that the current circuit will remain for the foreseeable future, subject to a usage and monitoring program being established. This monitoring program will aim to determine how many events are held at the circuit, and what is the extent of use, official and otherwise. If, after a sufficient period (minimum two years) it is clear the facility is under-used, the future of the circuit will be assessed and a decision made on its future, which may include closing it or reducing the size of the circuit.

13.2 Existing Trails Upgrades and Realignments

13.2.1 Overview

The existing trail network at GMBP has grown somewhat organically over the past several years, which has in some cases resulted in sub-optimal connectivity between trails. The existing trails are also generally not in optimal condition.

Dirt Art has proposed a works plan for the existing trails, which includes upgrades, realignments and trail closures. Details of the proposed works plan can be found below.

Budgets for all works can be found at Appendix 1.

13.3 Existing Trails

13.3.1 General Works

13.3.1.1 Overview

Given the general condition of trails in the network, *Dirt Art* suggest that a general works program is undertaken across all trails proposed for formal conclusion in the trail network. This general works program will bring all trails up to a contemporary, high-quality trail standard that significantly improves the riding experience and the sustainability of the trails.

The below general works are proposed for all trails.

13.3.1.2 Re-Profiling

Dirt Art has suggested that all key existing trails undergo complete re-profiling, which will include realignment within +/- 5m. The fundamental principal of re-profiling will first be that all alignments must be correct or should be realigned as required. Re-profiling should then follow the following key principles:

1. Realign as required before upgrade
2. Maintain trail gradients inside 15% unless rock armouring is installed
3. Remove organic matter as required
4. Establish in-slope where required to maintain rider confidence and flow
5. Establish out slope for drainage as required in low spots- culverts should not be installed unless strictly required
6. Utilise a rolling contour construction approach, which features frequent (~20m interval) gradient changes to shed water
7. Realign trails from wet areas before treating the wet area- only treat the wet area if realignment not possible
8. Re-bench trails to a suitable depth
9. Utilise the excavator tracks and bucket to compact the trail surface and all batters and spoil
10. Utilise a full bench construction approach where possible
11. Avoid using burrow pits below 1,000mm depth unless strictly required
12. All burrow pits should minimise peripheral disturbance, and to be completely rehabilitated, including packing in organic material to fill the pit, and brushing over with organic material once filled

13.3.1.3 Realigning Trails

Trails should be realigned where required and where this is possible. Realignment should be utilised for managing a range of issues, including but not limited to; steep gradients, wet areas, limited cross slope, network functionality and ride experience.

When realigning trails, the following methodology should be employed;

- All realignments should adhere to relevant approvals and conditions
- Wet areas should be avoided
- Riparian areas should be avoided
- Trails should be placed in areas with 20-40% cross slope where possible
- Closed trail sections should be aerated (breaking up of the trail tread), before being brushed in organic material

13.3.1.4 Drainage

Drainage should be managed wherever possible through the use of passive drainage measures, such as grade reversals to remove water from the trail. The use of culvert pipes should be avoided unless strictly necessary.

13.3.1.4.1 Installing Rolling Contour Drainage Measures

A genuine rolling contour trail type should be established, where gradient is reversed based on the following specifications;

- Gradient change should be installed every <20m
- Waterbars and knicks should be avoided
- A rolling contour high point should be a minimum of 500mm (target minimum is 1,000mm) above the low point
- The total length of the high point should be a minimum of 5m
- Low points should be out sloped with a minimum gradient of 5%
- Low points should allow water to be completely removed from the trail (avoiding construction off trail sumps/pits)

13.3.1.4.2 Culvert Pipe Installation

Wherever possible, culvert pipes should be avoided. Where strictly required, the following methodology should be employed;

- Minimum 150mm pipe size should be utilised
- Pipe intakes should be a minimum of 500mm from the trail edge
- A minimum sump hole size of 500mm x 500mm should be utilised, with a minimum depth of 250mm
- Pipe intakes should be raised a minimum of 100mm from the base of the sump
- Soil around the sump should be compacted extensively to minimise the risk of pipe blockage

13.3.2 Gun Club Loop

Proposed works:

- Re-develop into the proposed new trail N2

13.3.3 Humphreys Trail

Proposed works:

- General upgrade works

13.3.4 Beginners Luck

Proposed works:

- General upgrade works

13.3.5 North South Climb

Proposed works:

- General upgrade works
- Realign final trail section to reduce gradient (see below)

A realignment plan can be found at page 76.

13.3.6 North South Descent

Proposed works:

- General upgrade works
- Minor realignments (within 10m of existing trail)

13.3.7 National Downhill Trail

Proposed works:

- General upgrade works
- Realign final trail section to avoid dangerous trees (see below)

A realignment plan can be found at page 76.

13.3.8 Short DH Trail

Proposed works:

- General upgrade works

13.3.9 Gully Loop

Proposed works:

- General upgrade works
- Combine with Access Track to form a closed loop blue square trail
- Realign final trail section out of watercourse (see below)

13.3.10 Access Track

Proposed works:

- General upgrade works
- Combine with Access Track to form a closed loop blue square trail

13.3.11 North South Track Upper

Proposed works:

- General upgrade works
- Change to a single use, single direction descent

13.3.12 Dual Slalom Track

Proposed works:

- Close and re-locate to the existing 4X track

13.3.13 Slopestyle Track

Proposed works:

- Re-develop as an intermediate jumps trail

13.3.14 4X Track

Proposed works:

- Redevelop as a large dual slalom track

13.3.15 Dirt Jump Area

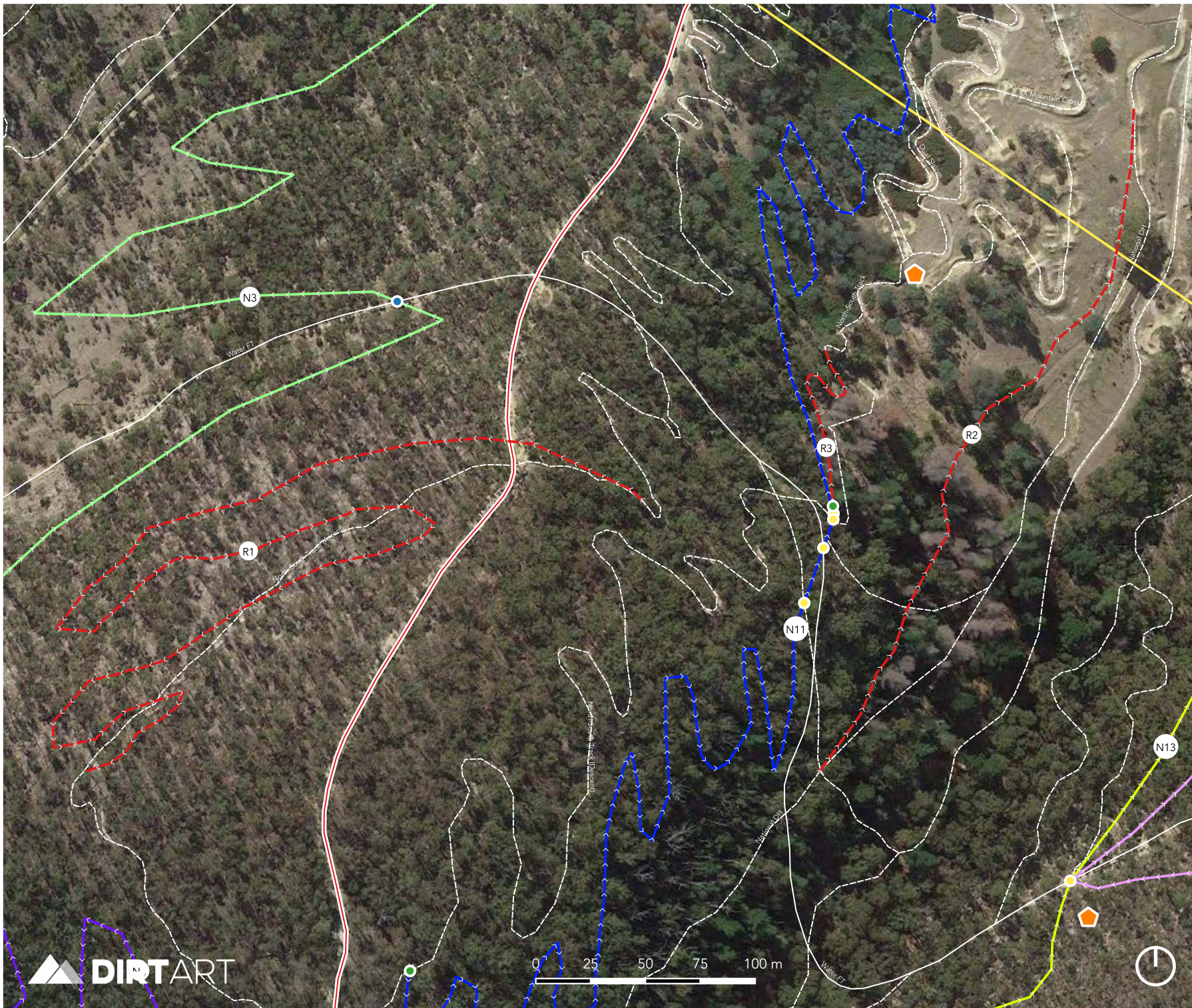
Proposed works:

- Close and relocate to main entry node area

Glenorchy MTB Project

TRAIL REALIGNMENT MAP

15.10.20



Proposed Trails

- N3
- N11
- N13

Potential Uplift Route

-

Proposed Realignment

- R1 - NS Climb
- R2 - National DH
- R3 - NS Descent

Existing Trails

- Glenorchy MTB Park
- Access Trails & Tracks

Property Layers

- Project Area
- Wellington Park
- Main Pine Stand
- Property Boundaries

13.4 Proposed New Trails

13.4.1 Overview

More than 30km of new trails have been proposed, which seek to address key trail network gaps, while capitalising on areas with minimal development constraints. The new proposed trails provide a diverse range of trail experiences, which cater for riders of all abilities. The 30.2km volume provides a ~45km trail experience at Glenorchy, which when combined with the proposed City of Hobart trail network on the kunanyi / Mount Wellington Foothills, delivers a connected trail network of over 80km of trails.

New trail concepts have focused on addressing local wants and needs but have also considered the attributes required for creating trail experiences that will appeal to visiting riders.

As the GMBP also caters for other users, all new trails will consider being designed for shared use, unless this is impractical from a safety and user-conflict perspective.

Importantly, formal trail running events should be able to be catered for as the trail network develops, with options to close certain bike trails for running events when other route options are available to riders.

The feedback and comments received in the '*Glenorchy Mountain Bike Park Draft Masterplan Community Engagement Results*' will be taken into consideration. Where possible and practical, suggestions from the community will be incorporated into the final trail development.

Development budgets for all proposed new trails can be found at Appendix 1.

13.4.2 Key Objectives

Key objectives when analysing priority new trail developments were as follows;

1. Address key network gaps
2. Activate Tolosa Park as a major entry hub
3. Develop a stacked loop trail system where possible
4. Provide opportunities for a wide range of riding styles, including shuttle uplift riding
5. Increase trail diversity
6. Place trails in areas with lower environmental values
7. Place trails in areas with reduced social conflicts
8. Place trails in areas that minimise heritage conflicts
9. Place trails in areas that provide cost effective construction conditions

13.4.3 Trail Summaries- New Trails

Green	Blue	Black	Double Black
5,950m	19,250m	5,000m	0m
19.7%	63.7%	16.6%	0%

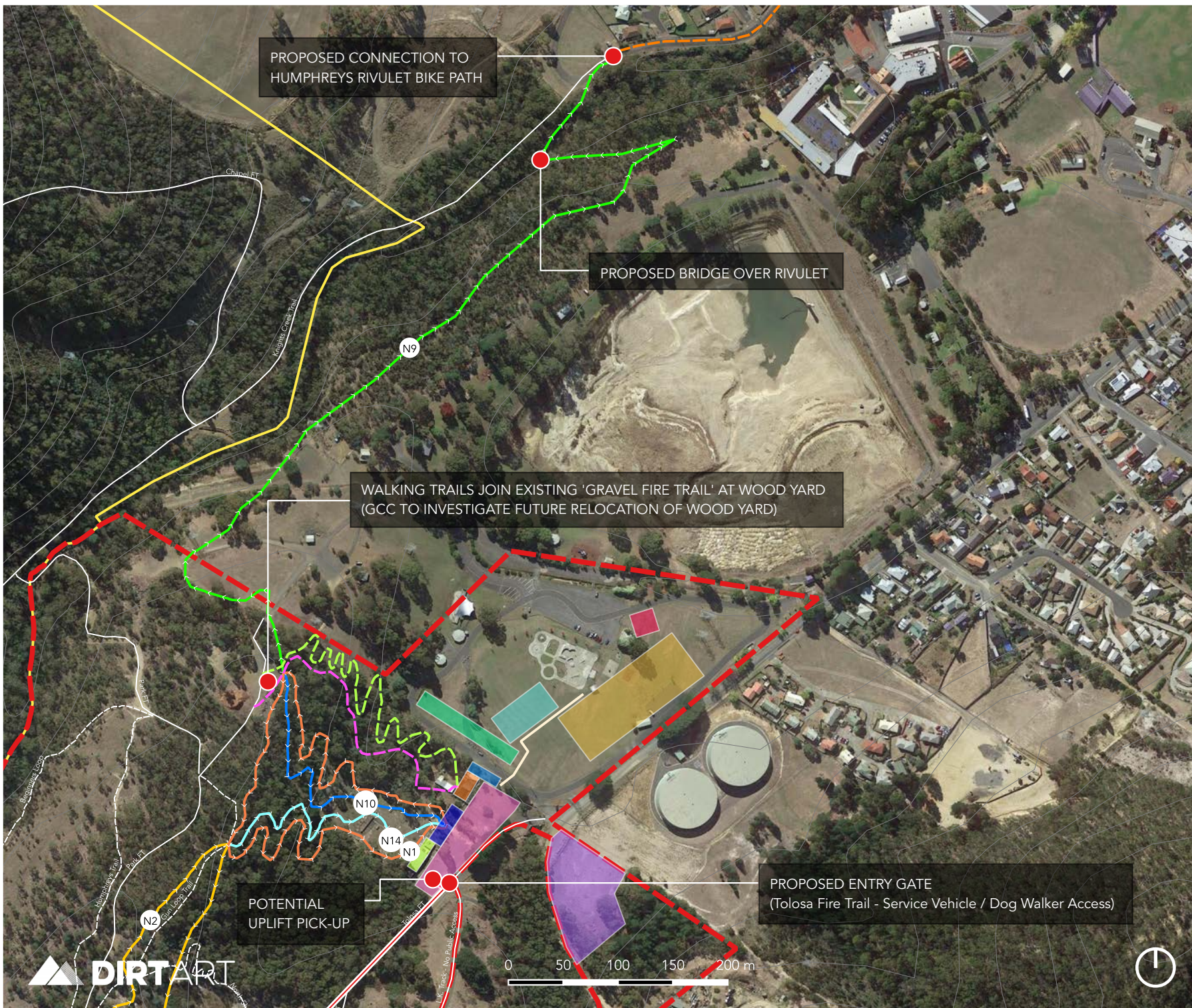
13.4.4 Proposed New Trails Maps

Trail maps for all proposed new trails can be found over the page.

Glenorchy MTB Project

TRAIL CONCEPT 'NORTH' PLAN

13.10.20



Proposed Infrastructure

- Portable Food / Coffee Van
- Cafe
- BMX Track
- Pump Track
- Trailhead
- Walking Trail Hub
- Bike Club Rooms
- Dirt Jumps
- Parking
- Overflow Parking

Proposed Trails

- Access Track
- Walking Trail 1
- Walking Trail 2
- Humphreys Bike Path
- N1
- N9
- N10
- N14

Existing Trails

- Glenorchy MTB Park

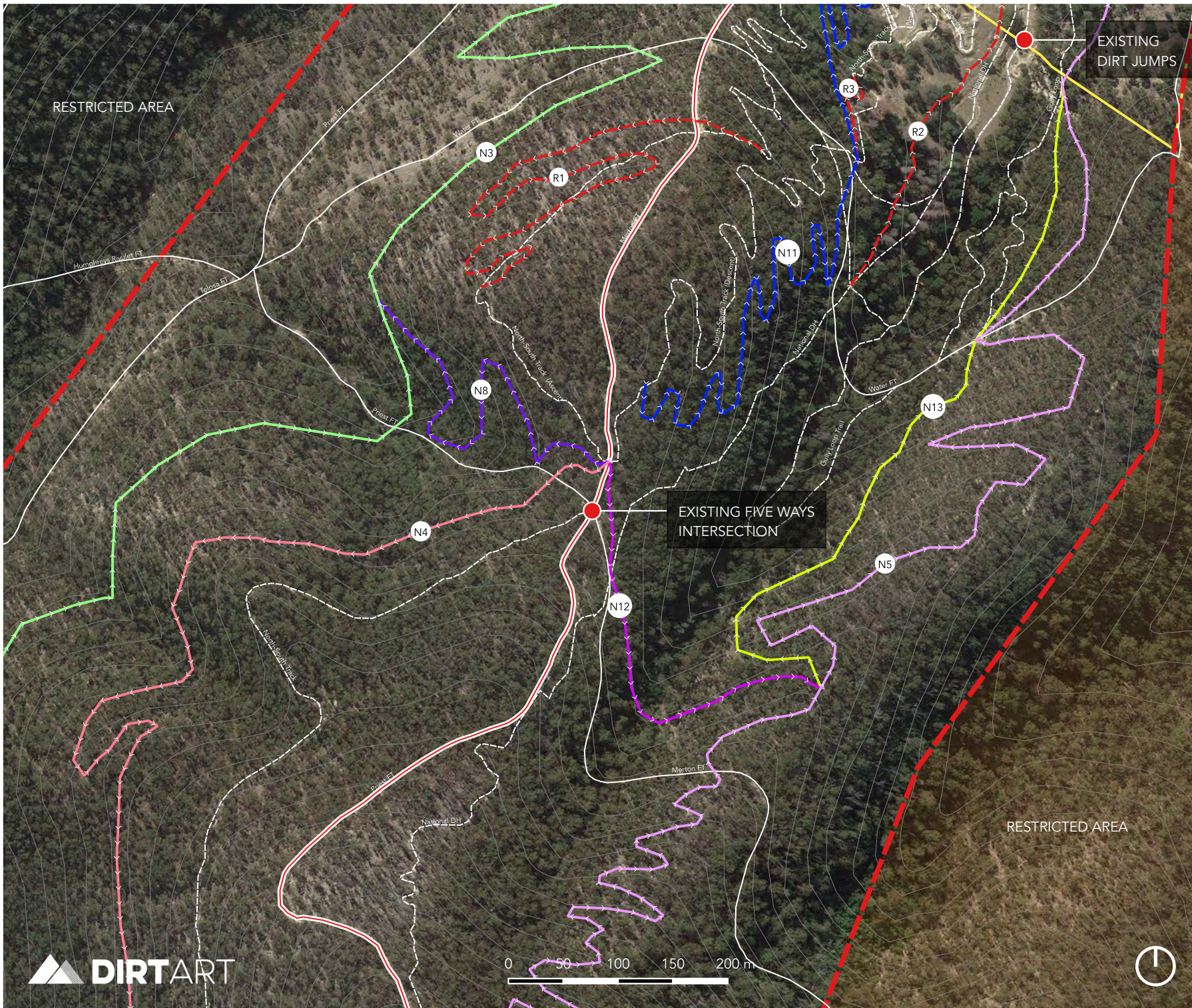
Property Layers

- Project Area
- Wellington Park

Glenorchy MTB Project

TRAIL CONCEPT 'CENTRAL' PLAN

15.10.20



Proposed Trails

- N3
- N4
- N5
- N8
- N11
- N12
- N13

Potential Uplift Route

Proposed Realignment

- R1 - NS Climb
- R2 - National DH
- R3 - NS Descent

Existing Trails

- Glenorchy MTB Park
- Access Trails & Tracks

Property Layers

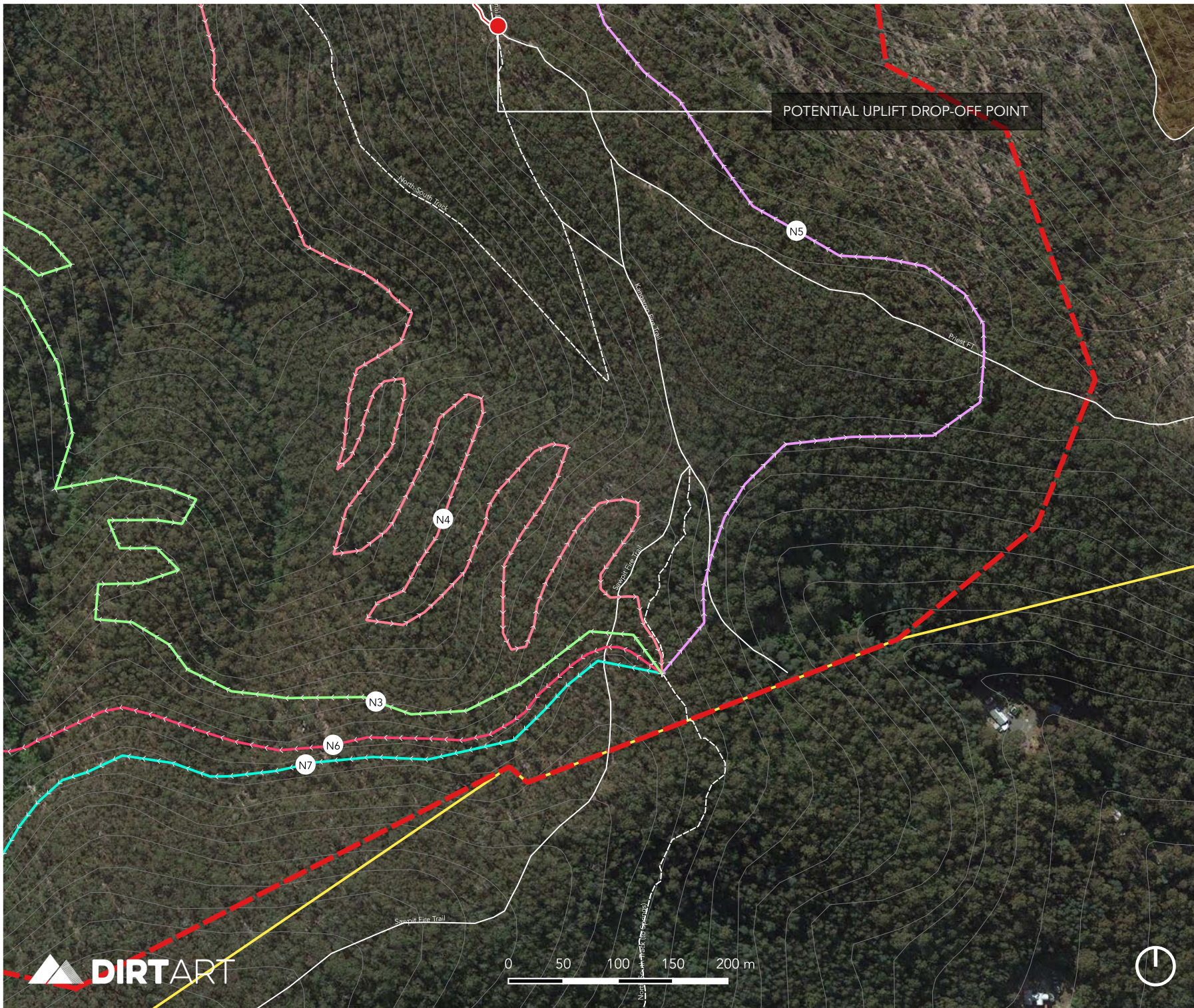
- Project Area
- Main Pine Stand
- Restricted Area
- Property Boundaries



Glenorchy MTB Project

TRAIL CONCEPT 'SOUTH' PLAN

19.10.20



Proposed Trails

- N3
- N4
- N5
- N6
- N7

Potential Uplift Route

Existing Trails

- Glenorchy MTB Park
- Access Trails & Tracks

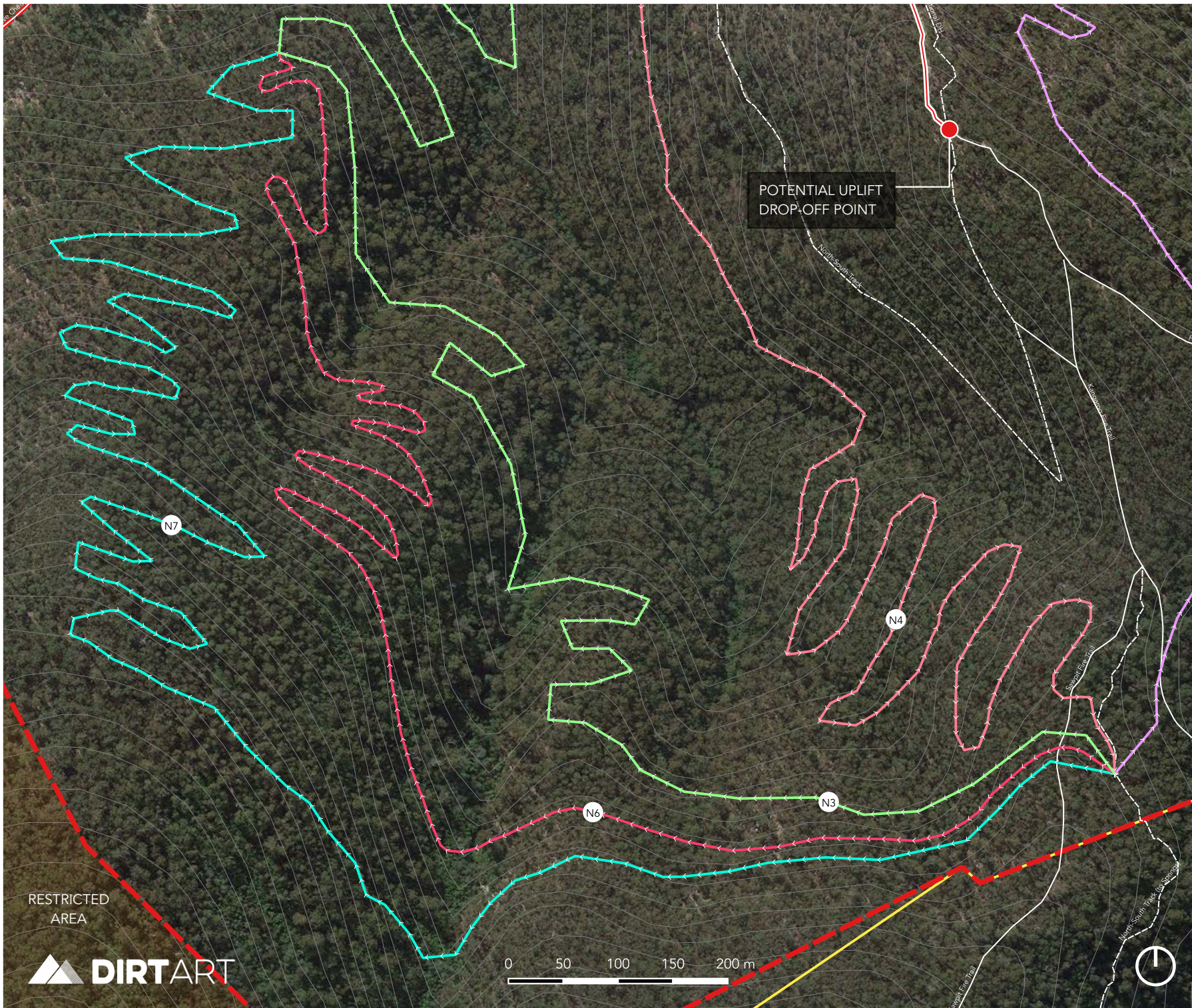
Property Layers

- Project Area
- Wellington Park
- Restricted Area
- Property Boundaries

Glenorchy MTB Project

TRAIL CONCEPT 'WEST' PLAN

19.10.20



Proposed Trails

- N3
- N4
- N5
- N6
- N7

Potential Uplift Route

Existing Trails

- Glenorchy MTB Park
- Access Trails & Tracks

Property Layers

- Project Area
- Wellington Park
- Restricted Area
- Property Boundaries

RESTRICTED
AREA

DIRTART

0 50 100 150 200 m

13.5 Trail One

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	45
--------------------	----

Key Stats	
Length	700m
TDRS	Green Circle
Construction Style	Flow Trail
Total elevation gain/loss	+/-16m
Direction	Loop
Width	1,200mm
Surface	Gravel surfaced

Trail Overview

Trail One is a beginner-friendly trail loop that provides access up into the trail network from the proposed main hub/parking area. The trail is proposed as a flow trail, with options for installation of a range of progressive skills features. Trail One will form a beginner's Skill Circuit along with Trails Two and Fourteen. A variety of potential skills features may be installed on the trail, including but not limited to; rock features, timber features, jumps, rollers and berms.

Due to potential lead poisoning in the area, the trail must be constructed using a no-dig methodology, using imported soil and gravel.

13.6
13.6 Trail Two

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	44
--------------------	----

Key Stats	
Length	1,500m
TDRS	Green Circle
Construction Style	Flow Trail
Total elevation gain/loss	+/10m
Direction	Loop
Width	1,200mm
Surface	Natural surface

Trail Overview

Trail Two is proposed as a short, beginner-friendly loop connecting riders with the main trail network. The trail provides a natural extension to trail one, adding to the proposed beginner-friendly stacked loop trail system.

13.7 Trail Three

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	42
--------------------	----

Key Stats	
Length	5,000m
TDRS	Blue Square
Construction Style	Flow Trail
Total elevation gain/loss	-277m
Direction	Descent
Width	1,000mm
Surface	Natural surface

Trail Overview

Trail Three is a descending trail suitable for intermediate riders. The trail is proposed to include both flow and technical features, and is designed to have a more backcountry riding experience. The trail provides an alternative finish for the North South Track, as well as a loop ride within the main park area.

13.8 Trail Four

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37
--------------------	----

Key Stats	
Length	5,500m
TDRS	Blue Square
Construction Style	Flow Trail
Total elevation gain/loss	+227m
Direction	Climb
Width	900mm
Surface	Natural surface

Trail Overview

Trail Four provides a new climb from the Five Ways intersection, up to the summit of the main trail system, where a number of existing and proposed descents are available, or riders may continue on the North South Track. The single-direction climbing trail is designed to provide a much gentler climb than the existing trail, and will also be suitable for shared use with walkers.

It is anticipated that the climb will greatly increase the usage of the park and the number of riders ascending into the North South Track.

13.9 Trail Five

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	43
--------------------	----

Key Stats	
Length	4,000m
TDRS	Blue Square
Construction Style	Technical/flow
Total elevation gain/loss	-277m
Direction	Descent
Width	900mm
Surface	Natural surface

Trail Overview

Trail Five is proposed as an intermediate technical descent, down a currently unutilised ridgeline. The trail will provide a unique riding experience with broad market appeal, combining both technical and flow trail features.

13.10 Trail Six

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	44
--------------------	----

Key Stats	
Length	3,500m
TDRS	Blue Square
Construction Style	Flow/technical
Total elevation gain/loss	-253m
Direction	Descent
Width	1,000mm
Surface	Natural surface

Trail Overview

Trail Six provides an alternative descent to Trail Seven, with a focus on intermediate riders. Proposed as a flow/technical trail, the trail will feature a range of natural and flow-focused trail features.

13.11 Trail Seven

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	40
--------------------	----

Key Stats	
Length	3,500m
TDRS	Black Diamond
Construction Style	Flow/technical
Total elevation gain/loss	-238m
Direction	Descent
Width	1,000mm
Surface	Natural Surface

Trail Overview

Trail Seven provides an optional black diamond link from trail six, shortening the ride while retaining the backcountry riding experience. Proposed as a black diamond trail, the trail will provide a unique and engaging riding experience.

13.12 Trail Eight

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	43
--------------------	----

Key Stats	
Length	500m
TDRS	Blue Square
Construction Style	Flow Trail
Total elevation gain/loss	+34m
Direction	Ascent
Width	1,000mm
Surface	Natural Surface

Trail Overview

Trail Eight provides a short linking descent from the five ways intersection down into the lower section of trail three. The trail opens up a new intermediate descending option from one of the primary intersections in the park.

13.13 Trail Nine

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	46
--------------------	----

Key Stats	
Length	1,500m
TDRS	Green Circle
Construction Style	Flow Trail
Total elevation gain/loss	+/-20m
Direction	Dual Direction
Width	2,000mm
Surface	Gravel Surface

Trail Overview

Trail Nine is dual-directional linking trail, connecting the main bike park area through to the suburb of Glenorchy and eventually to the cycle way, via Humphry's Street. The trail is also proposed to be shared use with walkers.

A gravel surface will minimise maintenance and provide for optimal functionality in all weather.

13.14 Trail Ten

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	46
--------------------	----

Key Stats	
Length	250m
TDRS	Green Circle
Construction Style	Flow Trail
Total elevation gain/loss	+13m
Direction	Descent
Width	1,000mm
Surface	Imported gravel

Trail Overview

Trail Ten provides an optional short descending trail as an alternative to the descent of trail one. The trail will provide a more progressive riding experience from trail one, creating a strong focus of beginner-friendly riding at the main proposed hub for the trails.

The trail is proposed to form part of a Skills Circuit, and will include a range of skills development features suitable for beginner riders. A variety of potential skills features may be installed on the trail, including but not limited to; rock features, timber features, jumps, rollers and berms.

Due to potential lead poisoning in the area, the trail must be constructed using a no-dig methodology, using imported soil and gravel.

13.15 Trail Eleven

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	40
--------------------	----

Key Stats	
Length	2,000m
TDRS	Green Circle
Construction Style	Technical Trail
Total elevation gain/loss	-300m
Direction	Descent
Width	1,000mm
Surface	Natural surface

Trail Overview

Trail Eleven is proposed as a beginner-friendly flow trail, accessing over 120m of vertical.

13.16 Trail Twelve

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	37
--------------------	----

Key Stats	
Length	500m
TDRS	Blue Square
Construction Style	Flow Trail
Total elevation gain/loss	+/-20m
Direction	Contour
Width	1,000mm
Surface	Natural surface

Trail Overview

Trail Twelve is an essentially contouring link trail, allowing riders to link through a range of different loop riding options.

13.17 Trail Thirteen

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	41
--------------------	----

Key Stats	
Length	1,500m
TDRS	Black Diamond
Construction Style	Technical Trail
Total elevation gain/loss	-125m
Direction	Descent
Width	1,200mm
Surface	Natural surface

Trail Overview

Trail Thirteen is proposed as a short black diamond descending trail, which opens up a more advanced descending option for riders. The trail is proposed as a hand-built trails with a number of rock technical trail features and short steeper sections.

13.18 Trail Fourteen

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	36
--------------------	----

Key Stats	
Length	250m
TDRS	Blue Square
Construction Style	Flow Trail
Total elevation gain/loss	+10m
Direction	Descent
Width	1,200mm
Surface	Gravel surface

Trail Overview

Trail Fourteen is proposed as a short descending trail providing an optional skill development descent into the main hub area. The trail is proposed to form part of a Skills Circuit, and will include a range of skills development features suitable for intermediate riders. A variety of potential skills features may be installed on the trail, including but not limited to; rock features, timber features, jumps, rollers and berms.

Due to potential lead poisoning in the area, the trail must be constructed using a no-dig methodology, using imported soil and gravel.

14 Potential Future Concepts

14.1 Overview

Under the current Wellington Park Management Plan (2013) mountain bike trails in Glenorchy are restricted to the area of the park within the Glenorchy Bike Park Overlay (see pg. 29 & pg.42 of the Wellington Park Mgt Plan). This is largely due to the presence in much of the remaining GCC portions of Wellington Park of designated drinking water catchments, which have restricted access through them.

The status of the water catchments in Wellington Park has altered in recent years, with both the Lime Kiln and Knights Creek dams no longer functional and operational. This shift presents potential recreational opportunities through these restricted areas over time, including new 'remote area' walking and riding trails. However, for this to occur, the formal status of these designated drinking water catchments will need to be changed by Taswater and then reflected in future Wellington Park management plans.

In response to the draft Glenorchy Mountain Bike Park Masterplan, Taswater formally acknowledged that it is developing a strategy for the future supply of water to the Greater Hobart area, which will include determining the future use of the Lime Kiln and Knights Creek Dam catchments. Taswater acknowledges that: "It is likely that they will no longer be used for water supply." Based on this, Taswater states it is open to looking at track alignment options in areas currently designated as Drinking Water Catchments.

Wellington Park Management Trust is currently developing its Visitation & Recreation Strategy for the park. This strategy is expected to be the means by which future recreational opportunities (covering walking, riding and running) in former restricted areas, will be identified.

One potential trail development in drinking water catchments that should be investigated is a potential trail link towards Lenah Valley. Significant public feedback on the draft Glenorchy Mountain Bike Park was received on this topic. Such a link would create an alternative entry / exist point servicing a significant nearby population. For this to be realistic, two main issues would need to be resolved. Firstly, the need to avoid any trails within the shooting 'template' of the SSAA Mitchell Firing Range operating at the toe of the Lime Kiln Dam. Secondly, land to the east of Wellington Park (towards Kalang Avenue) is either privately owned or owned by City of Hobart, therefore landholder agreement would need to occur to progress matters.

In the meantime, *Dirt Art* has identified a number of possible trails within these catchments, for future consideration.

14.2 Potential Concepts

14.2.1 kunanyi / Mount Wellington Summit to GMBP Trail

There is currently a backcountry fire trail ride from the Big Bend area towards the kunanyi / Mount Wellington Summit, through to GMBP via Big Bend and Knights Creek Fire Trails. The ride is not heavily utilised by bikes due to its rough and rugged trail experience.

The corridor used by the current fire trails follows an alignment that could provide one of Australia's leading mountain bike trails, through a massive elevation range of over 1000m, and which would offer a range of stunning vistas, scenery and environments.

At present this route is not widely promoted, however a change in the status of the drinking water catchments would allow for wider publicity and selective on-ground works to make it more attractive as a feature ride.

14.2.2 North South Track Lower Foothills Return Trail

Dirt Art has proposed a number of new connecting trails into and out of the existing North South Track. An alternative addition to these trails would be a lower foothills trail returning riders to the Hobart area without climbing back up to the current North South Track elevation. This trail is somewhat complicated by private land tenure in the area.

14.2.3 Additional trail loops

Potential exists to develop a number of additional trail loops in the area, should additional trail distance be desirable.

14.2.3.1 Higher elevation loop

Dirt Art has developed a concept trail alignment that traverses higher into Wellington Park, connecting with the Knights Creek Track. The trail (noted as P1) moves outside the overlay for the mountain bike park, so has not been included in the formal proposed network. Despite this the trail has significant potential to create an iconic, longer format riding experience with a sustained climb and descent.

Details of the trail can be found over the page.

14.2.3.2 Lenah Valley Link Trail

Recognising the demand for a direct linkage through to Lenah Valley, *Dirt Art* has conceptualised a trail corridor (Noted as P2), a map of which can be found on page 113/114.

14.3 Trail P1

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	44
--------------------	----

Key Stats	
Length	10,500m
TDRS	Blue Square
Construction Style	Flow/technical
Total elevation gain/loss	-453m
Direction	Partial loop
Width	1,000mm
Surface	Natural surface

Trail Overview

This trail provides a unique backcountry trail riding experience, with an iconic 450m+ vertical descent. The trail opens up a whole new style of riding in Glenorchy, with a general wilderness riding loop. The trail provides an optional extension to the North South Track, or a stand-alone riding experience that will be manageable by most intermediate riders.

Notably, there is potential to explore development of a number of other trails within this area. These additional developments may include a range of trail styles in the vicinity of the current Knights Creek Trail.

A map for the proposed future trail can be found over the page.

14.4 Trail P2

Criteria	Rating				
Sustainability					
Ride Experience					
Broad Market Appeal					
Environmental Experience					
Value to Network					
Environmental Compatibility					
Social Compatibility					
Heritage Compatibility					
Life Cycle Cost Rating					
Emergency Access					

Total Score	40
--------------------	----

Key Stats	
Length	TBC- conceptual corridor only
TDRS	Blue Square
Construction Style	Flow/technical
Total elevation gain/loss	TBC- conceptual corridor only
Direction	TBC- conceptual corridor only
Width	1,000mm
Surface	Natural surface

Trail Overview

This trail corridor provides a conceptual link between the main park area and Kalang Avenue in Lenah Valley. Land availability due to private land tenure makes this area complex to develop, though there may be adequate space to develop a loop trail pending detailed trail design.

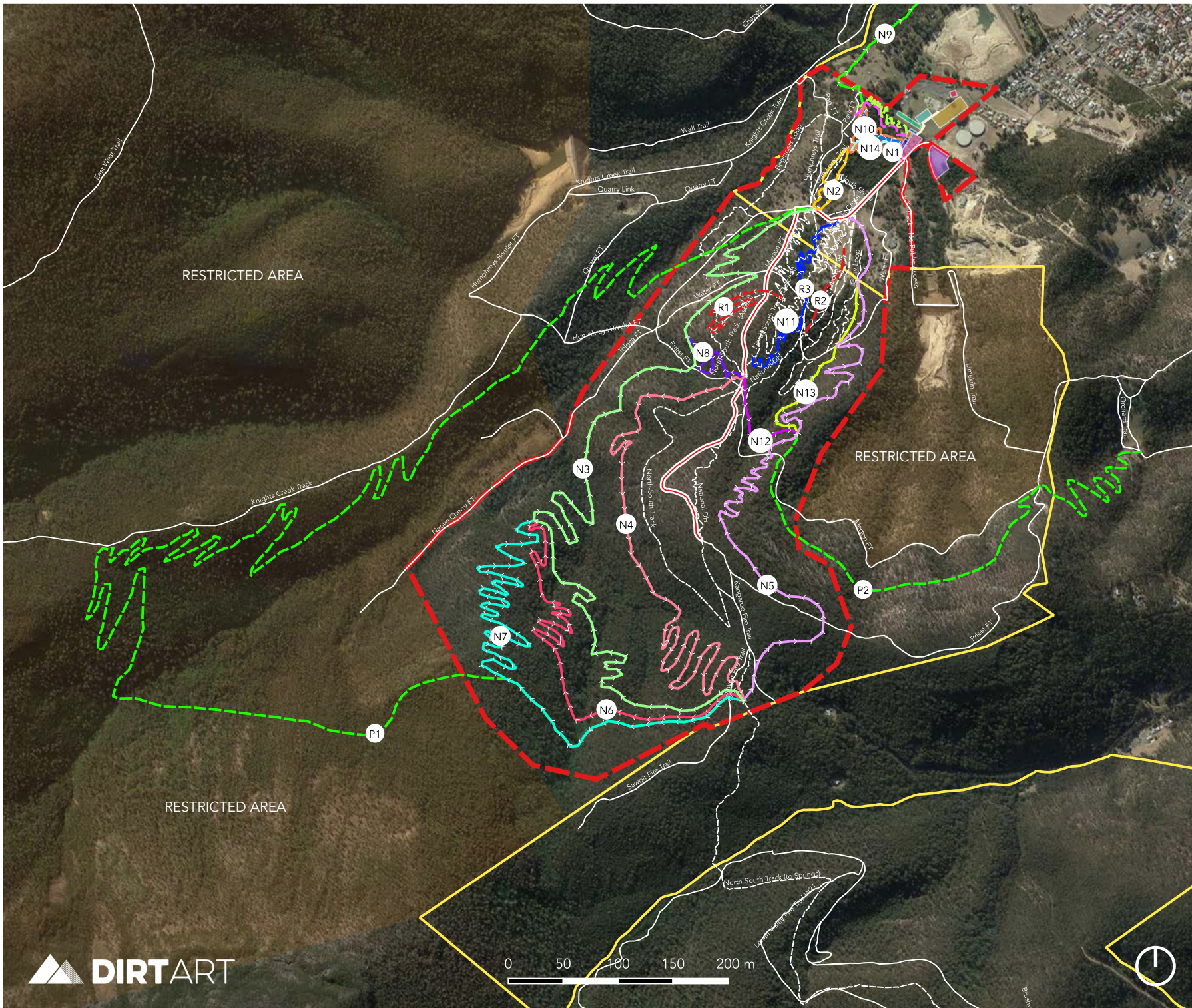
The trail alignment to and from Lenah Valley has been identified between the Merton and Priest Fire Trails and exiting Wellington Park via City of Hobart land adjacent to Kalang Avenue. The trail has significant potential to create a third entry / exit into the GMBP, servicing the sizeable riding communities of Glenorchy, West Moonah, Moonah, Lenah Valley, Mt.Stuart and New Town.

A map for the proposed future trail can be found over the page.

Glenorchy MTB Project

POTENTIAL TRAIL CONCEPT

15.10.20



Potential Trail

P1

P2

Existing Trails

----- Glenorchy MTB Park

— Access Trails & Tracks

Property Layers

Project Area

Wellington Park

Property Boundaries

15 Implementation Plan

15.1 Implementation Program for the Glenorchy Mountain Bike Park Masterplan

The following tables prioritise implementing works - new trails, trail upgrades, new features identified in this Masterplan. It is based on a combination of strategic operational considerations, current operational budgets, community feedback, intention to create a diverse range of bike riding experiences and future funding opportunities.

Council is committed to the concept of 'adaptive management' which means that where circumstances change, implementation priorities may be re-ordered. For example, if significant funding opportunities emerge, Council may decide to prioritise implementing features and trails that help to achieve the key strategic objectives and outcomes identified in this Plan.

The initial focus for works (2021/22) will be on existing trails and features, particularly the North-South Track due to its current condition and importance as the sole link between the Springs and Glenorchy.

Existing Trails and Features – Implementation Priorities			
Priority	Trail / Feature	Comment	Estimate
1	North South Track Upper	Critical bike link between CoH and GCC. Requires re-profiling, drainage works, minor realignment.	\$37,250
2	North South Descent (including re-route 3)	Critical bike link between CoH and GCC. Requires re-profiling, drainage works, minor realignment, minor re-route.	\$24,115
3	Pine Removals	Pine tree grove problematic as many trees present potential hazard. Selective removals will reduce risks to users of select trails.	\$10,000
4	North South Climb (including re-route 1)	Critical bike link between CoH and GCC. Requires re-profiling, drainage works, re-route to reduce gradient.	\$49,080
5	Dirt Jumps	For closure and rehabilitation. Current location problematic (in drainage line; with potential tree hazards). New Dirt Jumps to be built next to BMX facility. (Materials may be able to be recycled at new jumps).	\$5,000

6	Gully Loop (reprofiling)	Popular trail (incl. used for events). Requires re-profiling, drainage works, minor realignment.	\$37,550
7-8	Humphreys / Beginners Loop	Popular 'green' trail. Requires re-profiling, drainage works, minor resurfacing.	\$25,050
9	National Downhill (including re-route 2)	Popular 'black' trail (incl. used for events). Requires re-profiling, drainage works, re-route in lower section.	\$37,960
10	Slope Style / 4 X Track (including closure of Dual Slalom)	Superseded features that are to be re-worked into new technical trail.	\$117,000
11	Northshore Trail	Superseded trail. For closure and rehabilitation.	\$2,000

Proposed Trails and Features – Implementation Priorities			
Priority	Trail / Feature	Comment	Estimate
1	N 5	Important 'blue' trail that helps disperse riders entering park from the Springs and assists with reducing pressure on North-South Track.	\$140,000
2	N 2	Important 'green' trail that would complement Humphreys / Beginners Luck trail and encourage family-friendly focus.	\$60,000
3	N 12	Provides a strategic link from N 5 to Five Ways Intersection, improving circuit options across the facility.	\$17,500
4	N 11	Important 'green' trail that improves circuit options across the facility and encourages family-friendly focus.	\$80,000
5	N 4	Helps with diversifying experiences and helps disperse riders entering park from the Springs. Assists with reducing pressure on North-South Track	\$192,000
6	N 3	Helps with diversifying experiences and helps disperse riders entering park from the Springs. Assists with reducing pressure on North-South Track	\$175,000
7	N 8	Provides a strategic link from N 3 to Five Ways Intersection, improving circuit options across the facility.	\$17,000

8	N 13	Helps with diversifying riding experiences, providing partial alternative to N 5 and improving circuit options across facility.	\$66,000
9	N 6	Helps with diversifying experiences and helps disperse riders entering park from the Springs. Assists with reducing pressure on North-South Track	\$140,000
10	N 7	Helps with diversifying experiences and helps disperse riders entering park from the Springs. Assists with reducing pressure on North-South Track	\$193,000
The following are dependent on development of the Hub at the current site of the SSAA shooting range and LWB Nursery			
Other Trails	N 1	Dependent on development of the Hub. Construction of these trails likely to take precedent over those above when Hub is developed.	\$45,500
	N 10		\$10,000
	N 14		\$16,250
	N9	Dependent on development of link to Glenorchy CBD along Humphreys Rivulet.	\$60,000
New Features	Trail head development	Dependent on development of the Hub.	\$50,000
	Carpark @ trailhead	Dependent on development of the Hub.	\$100,000
	Overflow carpark	Dependent on development of the Hub.	\$10,000
	Café / shop	Dependent on development of the Hub.	\$400,000
	Club room	Dependent on development of the Hub. (May be possible to re-use part / all of existing buildings)	\$200,000-\$400,000
	Pathways	Dependent on development of the Hub.	\$37,500
Other	Signage	Partially dependent on development of Hub	\$50,000
Other Features	BMX	Relocation of current facility from Berriedale Bay to new site at Tolosa park	\$500,000
	Pump Track	Encourages skills development and promotes family-friendly focus	\$325,000
	Dirt Jumps	Encourages skills development and promotes family-friendly focus	\$50,000
	Skills Area	Encourages skills development and promotes family-friendly focus	\$100,000

15.2 Detailed trail design

The various trails proposed in this plan represent high-level concepts based on local knowledge of the facility gained over several years' experience of riding here, together with an assessment of the topography and various physical features such as slope, soil type and vegetation cover.

While field assessments have been conducted, proposed trails are, to an extent, conceptual, that is, a trail corridor has been identified, with the expectation that exact routes will be determined within a corridor following detailed site assessment.

15.3 Approvals

15.3.1 Wellington Park Management Trust - Park Activity Assessment (PAA)

Excluding emergency works and basic maintenance for existing tracks and existing infrastructure, all works proposed within the Wellington Park section of the GMBP will require approval from the WPMT via a Park Activity Assessment (PAA). If approved, a works permit is then issued by WPMT.

A PAA is required for any proposed works, including works that may be possibly exempt under the Wellington Park Management Plan PAA criteria. Details of the PAA process can be found in Chapter 8 of the Wellington Park Management Plan (2015).

The PAA process has no statutory approvals timelines, and as such an approvals timeline will be dependent on the complexity of the proposed trail and the prioritisation of the project within the WPMT.

15.3.2 Development Application

The zones and codes applying to the GMBP under the Glenorchy Interim Planning Scheme (GIPS) means that a development application will be required for all proposed new trails, significant trail re-alignments and proposed amenities centred on the Hub and trailhead node.

GCC Planning will provide advice on the requirements for any development application based around the specific location of the proposed works and which specific zones and codes apply.

Once submitted, development applications have a statutory timeframe applying of 42 days. (The timeframe stops if further information is required by Council from the applicant and restarts once this additional information is submitted). If approved, most development approvals are valid for two years, during which time substantial works must commence or the permit lapses.

All DAs in the Park need to be referred to the WPMT under s 8.5.5 of the Wellington Park Management Plan. The PAA process can be before, after or concurrent with the DA process.

Note: The GIPS will be replaced by the provisions of the Statewide Planning Scheme within the next 12-24 months, however, a development application will continue to apply for most works proposed at the GMBP.

15.3.3 Geotechnical Assessment

Geotechnical assessments may be required for some section of trail, particularly at higher elevations. Should the entire project be combined into a single approval process, there is also potential for a geotechnical assessment requirement to be triggered under the interim planning scheme.

15.4 Construction Approach

15.4.1 Machine construction where possible

Most modern mountain bike trail construction is undertaken with mini-excavators in the size range of 0.8 to two tonnes. The use of excavators offers significant improvements in efficiency relative to hand-building in most environments. A 1.5-1.8 tonne excavator is used for most trail applications in Australia, and a machine in this size range would be suitable for all proposed trails in this plan.

There are some areas of proposed trail that may require hand-built construction methodology, particularly where high levels of ground rock are evident. Notably, *Dirt Art* has worked to minimise construction complexity and is confident that the majority of the trails are able to be constructed by excavator.

It is recommended that where possible machine construction is pursued, where this does not adversely impact the experience provided by a trail and where it does not substantially impact the character of the trail development.

15.4.2 Volunteer construction

Originally, GMBP was largely constructed by volunteer labour, at which point a committee was formed to manage this process and the ongoing maintenance needs of the park. The committee no longer exists and today GCC provides an annual budget to carry out works at the facility. GCC now uses the services of a specialist, professional track construction and maintenance business for all works at the facility.

Dirt Art believes the scale of works is such that the use professional trail building company/s will be the optimal way to progress construction of the facility. This will ensure that safety and construction standards are maintained at all times and will allow tracks to

be constructed in a timely manner and to the highest quality standards. It is expected that there will be opportunities to facilitate volunteer involvement in select construction works though any community involvement would need to be properly planned and supervised.

15.4.3 Climatic considerations

None of the proposed trails are in difficult-to-access, remote locations. Materials and equipment can be moved to work sites easily via the extensive fire trail network, a major cost saving element.

Construction at GMBP is viable all year round, with no real climatic impediments other than occasional days of extreme heat or cold that may mean work has to cease on occasion.

During the warmer months the GMBP or Wellington Park may be closed due to bushfire risks. Similarly, strong winds or storms may necessitate park closure. Both types of events may occasionally affect works schedules though these are not likely to extend beyond a few days each year.

15.5 Signage

15.5.1 Overview

Effective signage is critical for the functionality of any destination mountain bike park, while also assisting in risk and incident management. The signage should focus on large map boards, as well as trail head and way marker signage.

Given the complex nature of the network, and lack of obvious stacked loops, *Dirt Art* suggest signage also consider showcasing a group of rides, which encompass a range of trails. These 'signature rides' should focus on clustering similar trails to create high-quality trail experiences. Showcasing these rides is an important consideration for visiting riders.

An important consideration is also main road signage, ensuring that visitors are aware of the attraction as they approach via vehicle. Signage will be required to comply with all relevant guidelines as per the Department of State Growth road signage standards.

See Proposed Signage System in Section 11.

15.5.2 Budget

Dirt Art suggest a signage budget of 2.5% of capital investment (\$25,000/\$1m investment). This figure is based on *Dirt Art's* experience across dozens of large-scale mountain bike development signage strategies across Australia.

Importantly, a budget allocation for cleaning and replacement of damaged signage should also be considered.

15.6 Suggested Development Budget

15.6.1 Overview

See Proposed Project Budget in Appendix 1.

15.7 Indicative Ten-Year Operational Maintenance Budget 2020 – 2030

The following operational maintenance budget is based on the assumption that all proposed new trails will be built over a ten-year period. Construction of new trails will be dependent on the availability of capital expenditure and / or grants and so the period between construction of new trails may vary from that indicated here. This would then affect the overall maintenance budget in any one year (and subsequent years) indicated here.

This operational maintenance budget is for trails only and does not include any maintenance budget for the following proposed features: BMX Track, Dirt Jumps, Pump Track and Skills Park. Maintenance budgets for these elements should be determined at the design and construction stage.

Operational maintenance budgets for the Hub trailhead covering buildings, carparks and related facilities is also not included. Maintenance programs and budgets for these will need to be determined prior to the completion of facilities.

The annual maintenance budget for trails is expected to cover average wear & tear on each trail over the course of the year. It is also expected to cover the general upkeep of related elements such as vegetation pruning and trimming, removal of hazards and signage.

The rate to maintain trails at the GMPB has been averaged at \$3 per metre of trail. This figure has then been multiplied by the total length of trails to arrive at an annualised budget, together with an allocation of funds to maintain related elements.

Indicative Annual Operational Maintenance Budget (trails only)			
Year		Description	Budget
Y1	2020/21	Current operational maintenance budget	\$26,200
Y2	2021/22	Current operational maintenance budget + additional \$10k for tree removals	\$37,200
Y3	2022/23	Adjusted operational budget + presumes construction of first new trails (likely N5 + N2 + N12)	\$26,200
Y4	2023/24	Adjusted operational budget, including maintenance of first new trails	\$44,200
Y5	2024/25	Adjusted operational budget + presumes construction of next new trails (likely N11 + N4)	\$44,200
Y6	2025/26	Adjusted operational budget, including maintenance of next new trails	\$66,700
Y7	2026/27	Adjusted operational budget + presumes construction of next new trails (likely N4 + N3 + N8)	\$66,700
Y8	2027/28	Adjusted operational budget, including maintenance of next new trails	\$83,200
Y9	2028/29	Adjusted operational budget + presumes construction of next new trails (likely N13 + N6)	\$83,200
Y10	2029 / 30	Adjusted operational budget, including maintenance of next new trails	\$97,300
Note		Development of the Hub trailhead will create four additional bike trails and two walking trails. Due to location, these will be high use and therefore will require being maintained to a high standard. Maintenance for these four trails has been estimated at figure to the right. Depending on when the Hub is built, this figure needs to be added to any subsequent annual operational budget.	\$12,300

16 Operational Considerations

16.1 Management Structure to Date

GCC has had overall management responsibility for the facility since its inception. For several years the GMBP was successfully managed by Council working with a not-for-profit committee. In time interest in the committee waned, likely due to the changing nature of mountain biking (that is, becoming a broader recreational pursuit), and expanded mountain biking opportunities across Greater Hobart. For the last six years GCC has had sole management responsibility for the facility.

GCC has overseen on-ground works at the GMBP facility using professional trail builders and the efforts of one volunteer, Mr. Roy Mullins, a local Glenorchy resident and longtime bike rider. Over more than a decade Mr. Mullins took on responsibility for maintaining and grooming large portions of the facility until his health declined. Since 2018 GCC has relied on professional trail builders to undertake all work at the GMBP.

16.2 Trail Maintenance

Trail maintenance is one of the key operational considerations of any bike park facility. In general terms, a high-quality bike destination will require regular maintenance to ensure trails are maintained to the standard expected by local and visiting mountain bike riders.

The new trail development proposed is highly likely to bring significant additional local use to the GMBP, which may provide opportunities to re-invigorate the past volunteer construction program to an extent.

A facility on this scale cannot be maintained by volunteers alone and there must be an ongoing commitment by GCC to adequately maintain new and established trail assets. This is best achieved by using professional trail crews to maintain assets and developing an annual cyclical works maintenance program that also treats issues as they emerge and factors in asset renewal as part of asset life cycles.

There should be opportunities to incorporate volunteer involvement in trail maintenance at the facility. This would help engender a sense of connection and 'ownership' by volunteers, and aid GCC in upkeep and prioritising works. However, volunteer programs do have resource implications and must be properly planned and supervised, to be of value to all parties.

16.3 Fire Trail Issues and Vehicle Management

The GMBP will always be dissected by fire trails and management vehicles will continue to drive through the facility. Despite the lack of any serious incidents over the years, it is important for GCC to develop appropriate procedures to minimise the risk of any incidents occurring.

It is recommended that procedures be developed to cover:

- Annual monitoring / vegetation clearing of all crossing points to check visibility is maintained for riders and drivers.
- Installation of signage at crossings to warn of oncoming riders or vehicles
- Ensuring fire trail upgrades do not impact on bike crossings or adjacent bike tracks
- Ensuring bike crossings do not impact on fire trail edges and drainage
- Vehicle movement protocols, including designating vehicle speed restrictions and installing warning signs.

16.4 Vegetation Management

Any mountain bike park set amongst trees and bushland requires a significant commitment to manage the vegetation growing alongside tracks and facilities.

The most appropriate means of managing the vegetation is through a regular cyclic inspection and audit program complemented by inspections after storm events and strong winds.

Bushfires are an ongoing threat in Wellington Park and surrounds and have the potential to have a major impact on the GMBP bushland setting and track infrastructure.

For several years GCC has, in conjunction with Tas Fire Service and the Wellington Park Management Trust, undertaken hazard reduction burns in the GMBP and surrounds. Such burns are considered the most appropriate means of reducing the impact of bushfires on the facility. On occasion it may mean the GMBP will need to be closed to the public so that hazard reduction burns can be conducted safely and with no risk to park users.

16.5 Uplift Opportunities

16.5.1 Overview

Uplift-assisted riding is growing in popularity, with a number of services across Tasmania proving highly popular with local and visiting riders. Uplifting is generally undertaken using buses and/or 4WD vehicles using trailers or bike racks to transport bikes.

16.5.2 In park uplift opportunities

Public feedback on the draft Glenorchy Mountain Bike Park Masterplan supported uplift opportunities. Discussions with the Wellington Park Management Trust indicate that there are no impediments to a commercial operator proposing to deliver an uplift service in the GMBP provided the usual license and operational considerations are met. Realistically, only the Tolosa-Merton-Priest Fire Trails could be used for such a service, with the start of the National Downhill trail the one point where uplift riders could be taken to. The steepness of the route means that a 4WD vehicle (probably with trailer) is the only realistic option for this. (Dirt Devils already do this with certain events at the GMBP). GCC would then need to consider the volume of vehicle movements, how this may impact on the condition of the fire trails and other factors such as closure of the GMBP due to extreme weather events, bushfire and hazard reduction burns.

GCC is not in the position to initiate or run an uplift service and would rely on the market to propose and run any such service.

16.5.3 Out of park uplift opportunities

Currently a number of commercial operators provide periodic uplift services to the Springs on kunanyi / Mount Wellington, where riders utilise the North South Track to ride to GMBP. In discussions with operators, it is understood that there is currently limited demand for this service.

With the new proposed trails there is likely to be a significant increase in riders descending down into GMBP via the North South Track. The new proposed trails network provides several new descending options from the end of the North South Track, which will increase repeat local usage, while also significantly increasing the appeal of the trail for visiting riders and commercial uplift operators taking riders to the Springs.

16.6 Risk and Incident Management

Risk and incident management is a critically important consideration for any mountain bike trail development and should be considered continually throughout the development and construction process.

Incidents can be minimised through the following key considerations;

- Predictability in trails
- Low consequence trail features (limited gap jumps, blind drops etc.)
- Appropriate trail difficulty grading
- Appropriate signage
- High-quality trail design and construction

Incidents can be managed through the following key considerations;

- Liaison with emergency services
- Noting of key access routes
- Noting of emergency points on all trails
- Consideration of aerial rescue points

Dirt Art proposes that a Risk Management Plan (RMP) be developed for the GMBP. This RMP can be integrated within Council's general Risk Management structure. The RMP should cover:

- Planning and development of new infrastructure and tracks
- Operational management
- User management
- Volunteer involvement
- Emergency management
- Vehicle movements
- Bushfire management
- Reputational aspects

17 Branding and Marketing

17.1 Overview

In an increasingly competitive mountain bike destination marketplace, marketing and branding are critical components of any successful trail destination. *Dirt Art* strongly suggest the development of a comprehensive marketing plan prior to commencement of works developing new trails.

17.2 Key Strengths

The key strengths of the completed trail network and brand will be:

- A large network of trails
- Integration with broader kunanyi / Mt Wellington cycling experience
- Excellent elevation opportunities
- High-quality natural environments and viewpoints
- Challenging enthusiast trails
- Some of Tasmania's best beginner trail opportunities
- Integration with Tolosa Park
- Urban location

The above key strengths should form the basis of a new branding package.

17.3 Marketing Plan

17.3.1 Overview

The development of the GMBP trail destination should be backed by a comprehensive marketing plan. The plan should work across a range of formats and platforms to target existing and new audiences in key destinations rider markets.

The marketing plan should not be enacted until significant capital works have been undertaken to ensure the strategy aligns with quality new and upgraded existing trails. Enacting the plan and 'going to market' early risks creating an inflated expectation, which may result in many visitors disappointed, with a genuine risk they may not return.

17.3.2 Marketing formats and channels

18.3.2.1 Content creation

Quality content is a fundamental component of any marketing strategy. GMBP should develop a large content library of photo and video media, which directly aligns with the core values and strengths of the destination.

A high-quality digital asset library is critical to the marketing strategy as it will provide the content required to drive marketing initiatives through a wide range of channels. Content creation includes self-produced photo and video content, where the destination may produce their own content for distribution through their and other channels. Self-produced and distributed content can be a cost-effective way of producing content that directly aligns with the values of the destination.

18.3.2.2 Social media

Social media provides a marketing channel that is generally well-aligned with the mountain bike consumer and provides a simple and cost-effective marketing opportunity. While a range of platforms existing, *Dirt Art* suggest that Facebook and Instagram are the two key platforms for targeting mountain bike consumers. Facebook will generally target a slightly older audience, and Instagram a slightly younger audience. Twitter is not considered a highly-relevant platform for mountain bike destinations due to its generally older demographic and journalistic and political focus. Snapchat is a challenging platform to manage relevant content through, and generally offers little scope to target key audiences due to its millennial user focus. If another platform is desired, You Tube is recommended, with scope to create a fantastic video content library. Should You Tube be pursued it must be understood that significant cost and effort will be required to produce regular video updates.

Content should generally be curated specifically to Facebook and Instagram, with the platforms suited to the below approach;

- Facebook: Written content and information (must always be shared with a high-quality image), events, article links
- Instagram: Imagery, video, shorter format written content
- Writing style to match the target audience (professional but lighthearted), and should be consistent across posts and platforms
- All image and video content should be high-quality, professional
- Content should not be shared identically across platforms unless it is critical news
- Ideal posting regularity is 5 times a week for Facebook and 7 times a week for Instagram (reinforcing the importance of a large content library)
- Video links will generally be downranked by Facebook unless they are directly loaded into the platform

- Web site links will generally be downranked by Facebook

18.3.3 Influencers

Influencers are a potentially valuable marketing methodology. When engaging influencers, care should be taken to ensure that the influencer's channel and audience aligns with the values of the destination. For example, gravity-focused athletes and influencers should not be used to market a cross country-focused trail network.

When utilising influencers, *Dirt Art* recommend keeping scripting and curation to a minimum, instead relying on the influencer to control content so it may be as organic as possible. Basic key messaging notes can be provided to the influencer to ensure that their outputs are consistent with the values of the destination.

18.3.4 Digital media

Digital media provides a range of potentially valuable marketing opportunities, including but not limited to: destination showcases, competitions and standard news pieces. In Australia, the main digital news outlet specific to mountain bike is Flow Mountain Bike. Australian destinations have also been known to utilise Pink Bike (a North American supplier, and the world's biggest mountain bike media outlet).

Dirt Art recommend the above two outlets as high-quality opportunities for content creation and distribution. Destination showcases are a particularly strong opportunity when curated and presented well so they are entirely consistent with the key strengths and values of the destination.

18.3.5 Print media

Print media remains a valuable marketing opportunity, though its reach is diminishing as customers continue to shift to digital media consumption. The main print media outlets specific to mountain biking in Australia are: Australian Mountain Bike Magazine, Revolution MTB Magazine and Mountain Biking Australia Magazine. These magazines have the following key reader markets:

- Australian Mountain Bike: Broad audience with a trail riding focus
- Revolution MTB: Gravity-focused with a younger audience
- Mountain Biking Australia Magazine: Trail riding focused with an older audience

When engaging print media, content should be high-quality and consistent with the values of the destination. Paid advertising may also be used in conjunction with destination showcases, strengthening the package.

As the profile of mountain biking continues to grow further towards a mass market

activity, there are a growing number of more diverse print media opportunities. These include but are not limited to: airline magazines, travel magazines and outdoor magazines. Trail destinations with a strong beginner-intermediate focus will benefit particularly well from general print media opportunities.

17.3.3 Web site

A web site is a functional aid for riders but can also act as a valuable marketing tool. Mountain bike destination web sites should include the following information at a minimum:

- Location information
- Trail information and maps
- Local accommodation information
- Local business information (food, beverage and services)
- Regional trail information
- Other things to do (focus on family friendly activities, and non-rider activities such as wineries etc.)

In recent years it has also become common for trail destinations to develop their own bespoke phone app. A phone app can be useful for mapping and trail information, though the public application Trail Forks has usurped the need for the mapping function in most bespoke destination apps.

18.4 Marketing Budget

When developing new trails and infrastructure, *Dirt Art* recommend a year one marketing budget of 2.5% of capital spend (\$25,000/\$1m spent). This budget provides a high-level guide, though notably if a large impact is sought from a small investment, then the percentage marketing spend may need to be 5+% of capital investment. When marketing a broader destination showcase it may also be relevant to request some support (financial and/or in-kind) from the local business community.

18 Conclusion

The GMBP was a ground-breaking facility when it opened in 2005, leading the way for fifteen years of sustained mountain bike trail development in Tasmania. The park was a significant mountain bike attraction for nearly a decade, though as other Tasmanian trail centres have developed with more modern, higher quality and larger trail networks, the appeal of the park has declined with users.

Dirt Art believes that the vision presented in this masterplan will see the GMBP again become a significant regional facility, which offers a range of cycling opportunities for riders with different skill levels and interests. While attractive in its own right, the GMBP's appeal is only likely to be enhanced via the synergies created by the City of Hobart kunanyi / Mount Wellington Foothills project, which is set to add more than 40kms of trails in Wellington Park and nearby suburbs. The two projects, when combined with existing trails, will result in a world-class trail network of close to 100km, stretching between the major residential areas of Hobart and Glenorchy.

This masterplan achieves a clear vision for the GMBP through:

- Integrating the facility with Tolosa Park
- Developing a cycling 'hub' centred on Tolosa Park and an adjacent trailhead
- Integrates a BMX facility, Pump Track and Dirt Jumps as complements to the mountain bike trails and features.
- Addresses the needs of other park users through the creation of a new entrance and dedicated walking trails.
- Improves the functionality of the current trail network, through addressing key network gaps
- Increases the diversity of the trail network to cater for a broader range of riders

With a commitment to high-quality trails, features and amenities, the Glenorchy Mountain Bike Park can provide a fantastic and highly-valuable local recreational asset, as well as contributing to Tasmania's fast-growing reputation as a world-class mountain bike tourism destination.

19 Appendix 1- Proposed Development Budget

Available as a separate document.

20 Appendix 2- Complete Community Survey

Available as a separate document.

21 Appendix 3- Urban Access Route

Available as a separate document.

22 Appendix 4- Mountain Bike Market Overview

Available as a separate document.

23 Appendix 5- IMBA TDRS

Available as a separate document.

24 Appendix 6- Glenorchy Mountain Bike Park Draft Masterplan Community Engagement Results

Available as a separate document.