

AGENDA Parks and Recreation Committee Meeting Open Portion

Thursday, 12 March 2020

at 5:15 pm Lady Osborne Room, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People We value people – our community, our customers and

colleagues.

Teamwork We collaborate both within the organisation and with

external stakeholders drawing on skills and expertise for

the benefit of our community.

Focus and Direction We have clear goals and plans to achieve sustainable

social, environmental and economic outcomes for the

Hobart community.

Creativity and

We embrace new approaches and continuously improve to Innovation

achieve better outcomes for our community.

Accountability We work to high ethical and professional standards and

are accountable for delivering outcomes for our

community.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

1.		CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY4		
2.	CONFIRMATION OF MINUTES4			
3.	CONSIDERATION OF SUPPLEMENTARY ITEMS 4			
4.	INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 5			
5.	TRANSFER OF AGENDA ITEMS5			
6.	REF	PORTS	6	
	6.1	Long Beach Reserve, Lower Sandy Bay - Proposed Installation of Outdoor Exercise Equipment - Community Engagement Outcomes	6	
	6.3 6.4	· · · · · · · · · · · · · · · · · · ·	. 162	
	6.5	Girrabong Rd Playground Fees and Charges - Community Life Division - DKHAC Proposed Direct Debit Default Fee		
7.	COI	MMITTEE ACTION STATUS REPORT	. 190	
	7.1	Committee Actions - Status Report	. 190	
8.	RES	SPONSES TO QUESTIONS WITHOUT NOTICE	214	
	8.1 8.2	Hazard Reduction Burns on kunanyi / Mount Wellington Bushfire Mitigation		
9.	QUI	ESTIONS WITHOUT NOTICE	. 219	
10.	CLOSED PORTION OF THE MEETING220			

Parks and Recreation Committee Meeting (Open Portion) held Thursday, 12 March 2020 at 5:15 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS Apologies:

Briscoe (Chairman)

Deputy Lord Mayor Burnet

Thomas Leave of Absence:

Ewin Sherlock

NON-MEMBERS

Lord Mayor Reynolds

Zucco

Sexton

Harvey

Behrakis

Dutta

Coats

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Parks and Recreation Committee meeting held on <u>Thursday</u>, <u>16 January 2020</u>, are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the Local Government (Meeting Procedures) Regulations 2015.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the Local Government (Meeting Procedures) Regulations 2015.

Members of the committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORTS

6.1 Long Beach Reserve, Lower Sandy Bay - Proposed Installation of Outdoor Exercise Equipment - Community Engagement Outcomes File Ref: F19/161957

Report of the Parks and Reserves Program Officer, Manager Parks & Recreation and the Acting Director City Amenity of 4 March 2020.

Delegation: Council

REPORT TITLE: LONG BEACH RESERVE, LOWER SANDY BAY -

PROPOSED INSTALLATION OF OUTDOOR EXERCISE EQUIPMENT - COMMUNITY

ENGAGEMENT OUTCOMES

REPORT PROVIDED BY: Parks and Reserves Program Officer

Manager Parks and Recreation (Acting) Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to seek approval for the installation of outdoor exercise equipment at Long Beach, Lower Sandy Bay, following a community engagement and feedback process recently undertaken.
- 1.2. The Long Beach Park, Lower Sandy Bay is one of the city's most widely utilised parks attracting visitors from the greater Hobart region.

2. Report Summary

2.1. Following receipt of a petition and a proposal, the Council at its meeting held in April 2018, resolved the following:

The proposal to provide outdoor gym equipment at Long Beach be further considered.

Engagement with the community, including residents, businesses and users of the area be undertaken in relation to a preferred location.

Council Officers work with Mr Evan Campbell to explore opportunities to develop an exercise area suitable to meet the needs of users, taking into consideration possible planning and heritage implications of potential sites.

A report be provided to Council following the completion of investigations to locate a site and design for the equipment including costings and funding opportunities.

- 2.2. The City subsequently developed a proposal, identified two potential sites within the Reserve area, and undertook local area and community wider consultation on the potential options.
- 2.3. Feedback received has identified the area currently occupied by public toilets facilities that are now scheduled to be replaced with new public toilets in an area closer to the playground.

With demolition of the soon to be redundant public toilets, this site is favoured for the exercise equipment.

- 2.3.1. Based on a very high level assessment it has been identified that an investment in the order of \$170,000 would be required for the development to proceed.
- 2.3.2. There is no budget allocation in the City's forward Capital Works Program for this project, however the City has engaged with the Tasmanian Community Fund to seek advice on potential grants and is working with a local community group to explore opportunities to secure external funding for the project.
- 2.3.3. Following development, additional maintenance costs in the order of \$5,000 per annum will be required for the operation, maintenance and cleansing of the facility.

3. Recommendation

That:

- 1. The proposal for installation of outdoor exercise equipment in Long Beach Reserve, Lower Sandy Bay, to be located on the site of the scheduled to be replaced Long Beach Public Toilets, be approved.
- 2. The City explore external funding opportunities, including working with community groups, to allow the development of the proposal to proceed in the future.
- 3. The General Manager be delegated approval to secure all statutory approvals, should external funding be secured.

4. Background

- 4.1. The City is proposing to install outdoor exercise equipment at Long Beach Reserve. This facility would offer a range of activities including stationary equipment for cross and circuit training, movable part stations for cardio and strength as well as stations designed for older people and people with disability.
- 4.2. The City subsequently developed a proposal, identified two potential sites within the Reserve area, and undertook local area and community wider consultation on the potential options.



Indication of potential range of exercise equipment to be installed

4.3. Feedback received has identified the area currently occupied by public toilets facilities (marked as option 2 below) that are now scheduled to be replaced with new public toilets in an area closer to the playground.

With demolition of the soon to be redundant public toilets, this site is favoured for the exercise equipment.



Potential site locations considered through the engagement process

- 4.4. Based on a very high level assessment it has been identified that an investment in the order of \$170,000 would be required for the development to proceed.
- 4.5. There is no budget allocation in the City's forward Capital Works
 Program for this project, however the City has engaged with the
 Tasmanian Community Fund to seek advice on potential grants and is
 working with a local community group to explore opportunities to secure
 external funding for the project.
- 4.6. Following development, additional maintenance costs in the order of \$5,000 per annum will be required for the operation, maintenance and cleansing of the facility.

5. Proposal and Implementation

- 5.1. It is proposed that approval be granted for the installation of outdoor exercise equipment in Long Beach Reserve, Lower Sandy Bay, to be located on the site of the scheduled to be replaced Long Beach Public Toilets.
- 5.2. It is proposed that the City continue to engage with the Tasmanian Community Fund to seek advice on potential grants and work with a local community group to explore opportunities to secure external funding for the project.

6. Strategic Planning and Policy Considerations

- 6.1. The proposal aligns with the City's Capital City Strategic Plan 2019-29:
 - Pillar 2 Community inclusion, participation and belonging
 - 2.3 Hobart communities are active, healthy and engaged in lifelong learning.
 - 2.3.1 Provide and progressively enhance a range of quality places and facilities where people can enjoy education, recreation, socialising, healthy living and other activities and events.
 - 2.3.2 Progressively enhance the City's sporting and recreational infrastructure
- 6.2. The Long Beach Reserve is a heavily utilised Regional Park (with a long term average of 350,000 visitors per year) that would be enhanced by additional opportunities to improve health and wellbeing.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. There will be no impact on this year's financial result.
- 7.2. Funding Source and Impact on Future Years Operating Result
 - 7.2.1. Based on a very high level assessment it has been identified that an investment in the order of \$170,000 would be required for the development to proceed.
 - 7.2.2. At this stage there is no budget allocation in the City's forward Capital Works Program for this project.
 - 7.2.3. Following development, additional maintenance costs in the order of \$5,000 per annum will be required for the operation, maintenance and cleansing of the facility.
- 7.3. Asset Related Implications
 - 7.3.1. The exercise equipment will need to be added to the City's Asset Register for ongoing future maintenance, with an estimated life span of 20 years.

8. Social and Customer Considerations

8.1. The facility proposed will complement the area and provide the local community and visitors with a multi-functional, accessible public open space that encourages physical activity and promotes health and wellbeing.

9. Community and Stakeholder Engagement

- 9.1. Community Engagement was open for a period of four weeks from 29 September 31 October 2019 that included:
 - The City's Your Say Portal
 - Onsite Listening Post sessions at Hobart Twilight Market, Long Beach Playground and a Little Athletics meeting.
 - One on one discussions with key stakeholders
 - The City of Hobart Facebook page directed users twice to the online survey and information page.
- 9.2. Participation Summary revealed:

Activity	Participation
Visits to Your Say Hobart project page	566
Completed the feedback form on the concept design	131

9.3. The majority of survey respondents supported the proposed location equipment.

10. Delegation

10.1. The matter is delegated to the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Heather Huxley

PARKS AND RESERVES PROGRAM OFFICER

Lee Farnhill

MANAGER PARKS AND RECREATION

John Fisher

(ACTING) DIRECTOR CITY AMENITY

Item No. 6.1

Page 12

Agenda (Open Portion) Parks and Recreation Committee Meeting 12/3/2020

Date: 4 March 2020 File Reference: F19/161957

6.2 Proposed Mountain Bike Network for the foothills of kunanyi / Mount Wellington

File Ref: F19/145005

Report of the Program Officer Park Planning, Program Leader Bushland Recreation and the Acting Director City Amenity of 4 March 2020 and attachments.

Delegation: Council

REPORT TITLE: PROPOSED MOUNTAIN BIKE NETWORK FOR THE FOOTHILLS OF KUNANYI / MOUNT WELLINGTON

REPORT PROVIDED BY: Program Officer Park Planning

Program Leader Bushland Recreation

(Acting) Director City Amenity

1. Report Purpose and Community Benefit

1.1. This report proposes a mountain bike track network for the foothills of kunanyi / Mount Wellington and seeks endorsement for the public exhibition of the proposal.

2. Report Summary

- 2.1. Tasmania has experienced massive growth in mountain bike developments in the past five years and is now recognised as Australia's leading mountain bike destination.
- 2.2. In 2017 the Tasmanian Government recognised that mountain biking tourism is an important economic stimulant and committed \$6M to establish a Cycle Tourism Fund.
- 2.3. In the year to June 2019, \$67M was spent around the state by 25,417 visitors who engaged in mountain biking whilst travelling in Tasmania. These visitors stayed substantially longer and spent more than the average visitor (Tourism Tasmania CVS data).
- 2.4. The City's North South mountain bike track led the way ten years ago but the track network in the foothills of kunanyi / Mount Wellington has not kept pace with the rapidly growing popularity of mountain biking. There are significant gaps and inconsistencies in the network and it is not meeting local recreational or tourism needs.
- 2.5. In accordance with the 2017 Council resolution a *Mountain Bike Network Plan* for the lower foothills of kunanyi / Mount Wellington is being developed to address the service gap.
- 2.6. The proposal will provide a better recreational product a well-connected mountain bike network that is safer and has more rewarding riding for a wider range of riders. It will have its own Hobart derived identity positioned within the state-wide context.
- 2.7. The plan identifies where improvements can be made to the existing network to develop a world-class trail development that responds to the needs of local riders and the tourist market.
- 2.8. The plan provides the basis to prioritise Council's existing capital works mountain bike expenditure (including the current \$387,000 State Government grant) and to seek further external funding.

3. Recommendation

That:

- 1. Council endorse the community consultation process for the mountain bike network including the release of the report titled 'kunanyi / Mount Wellington Foothills MTB Project', marked as Attachment C to the report and the City of Hobart 'summary report', marked as Attachment A to the report, to inform the development of a final mountain bike network plan.
- 2. A further report be provided on the outcome of community engagement process and subsequently proposed 'Mountain Bike Network Plan' for the foothills of kunanyi / Mount Wellington.

4. Background

4.1. The report titled *kunanyi / Mount Wellington Foothills MTB Project* (refer **Attachment C**) proposes a mountain bike track network which identifies and prioritises future mountain bike projects for the City's consideration as funding becomes available and provides a basis to seek external funding.

Recognising a service gap

4.2. The City's mountain bike track network in the foothills of kunanyi / Mount Wellington has not kept pace with the rapidly growing popularity of mountain bike riding as a recreational activity.

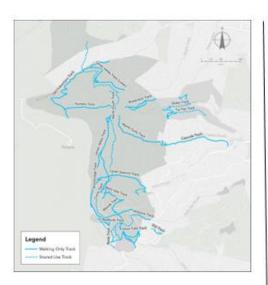
There is an increased demand from local riders who want a greater diversity in riding opportunities and a connected track network. Out of frustration some riders can turn to unauthorised track use and construction.

4.3. The existing mountain bike track network in the lower foothills has significant gaps and inconsistencies some of which pose safety issues for riders, walkers and runners. The project study area is shown below.

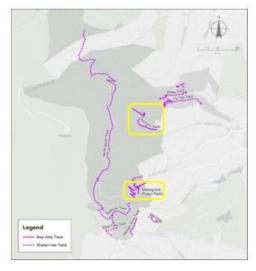


Mountain biking on the mountain

4.4. Walkers and runners of all persuasions are well catered for on kunanyi / Mount Wellington and have access to about 78 km of tracks ranging from short strolls to half day and full day treks. However, riders have access to only 3 km of track specifically designed and built as mountain bike only.



Walkers/ Runners 45 km



Shared Use 37 km Mountain Bike Only 3km

Figure 1 – The availability of tracks for various user groups.

- 4.5. The City of Hobart led the way for mountain biking in Tasmania when it opened the first stage of the iconic North-South Track on kunanyi / Mount Wellington more than a decade ago.
- 4.6. Since then mountain biking has exploded in popularity across the state with professionally designed and built track networks emerging in regional towns such as Derby, Maydena and now St Helens.
- 4.7. The Blue Derby mountain bike network opened in 2015, now attracts around 30,000 riders a year and is touted as one of the hottest trails destinations in the world. In 2018 Dorset Council estimated the economic impact of mountain biking on the region at between \$15M-\$18M (ABC news report).
- 4.8. Based on current funding commitments it is expected that the extent of mountain bike trails in Tasmania will reach 460kms by 2024 (data from George Town Mountain Bike Proposal).

Council's Commitment

- 4.9. In December 2017 Council resolved to redirect the Gravity Track funding within the City's 10 year capital works program (\$1.25M was allocated at that time) to improve the existing mountain bike network within the lower foothills:
 - That: 1. As a result of the findings in the kunanyi / Mount Wellington Gravity Track Development Plan, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 30 November 2017, further planning for the proposed kunanyi / Mount Wellington Gravity Track not be undertaken at the current time, on the following grounds:
 - (i) The significant cost of the track relative to the provision of MTB tracks at lower elevations;
 - (ii) A lack of connectivity within the existing MTB track network; and
 - (iii) Possible limited market appeal for the track.
 - 2. The City's mountain bike tracks planning efforts be redirected to improving the connectivity of the existing mountain bike track network within the City.
 - 3. Funding for the kunanyi / Mount Wellington Gravity Track in the City's Ten Year Capital program be redirected and used for upgrading of the mountain bike network connectivity, including the existing implementation of outstanding priority tracks in the Greater Hobart Mountain Bike Master Plan 2011 along with the identification of opportunities for a shorter, shuttle-based gravity- track below the Springs.
 - (i) Planning identify potential opportunities for the separation of walkers and mountain bikes within the track network, particularly in locations amenable for short or tourist friendly walks.
 - 4. The kunanyi / Mount Wellington Gravity Track Development Plan, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 30 November 2017, be made available on the City's website.
 - 5. The City investigate measures to mitigate the use of Middle Track, below Radfords Track, by mountain bikes to ensure the amenity and safety of walkers.
 - 6. The City seek external funding opportunities towards the implementation of the Greater Hobart Mountain Bike Master Plan, where appropriate.

- 4.10. In January 2018, the City of Hobart secured a \$387,000 grant from the State Government Tourism Fund to develop new mountain bike tracks to improve the connectivity and riding experience in the lower foothills of kunanyi / Mount Wellington.
 - Council agreed to match this funding, dollar for dollar, bringing the overall budget for the project to \$774,000.
- 4.11. Construction of Stage 1 of the 'Foothills Loop' project, known as 'The Missing Link' has already delivered 2.3 km of new track and is complete (early 2020).

Based on the needs of the community, the work to date identifies which tracks are to be built as part of Stage 2 of the project.

A Mountain Bike Network for the foothills of kunanyi / Mount Wellington

- 4.12. Industry leading consultants "Dirt Art" were commissioned and have proposed a network that will enhance the existing track network to create a world-class mountain biking zone that can attract visiting riders and enable the skill progression of local riders.
 - **Attachment A** Summary Report (for community engagement)
 - Attachment B Mountain Bike Network Overview Map.
 - Attachment C kunanyi / Mount Wellington Foothills MTB Project report
- 4.13. The proposed network achieves this by:
 - Improving the functionality of the current mountain bike track network by addressing key gaps and creating more suitable access points / trail heads and wayfinding.
 - Increasing the types of rides available to cater for a broader range of riders.
 - Establishing multiple riding circuits and loops of varying level of difficulty and distance.
 - Where possible, providing new recreational links for walkers and trail runners.
- 4.14. The proposed developments will reduce informal, unauthorised track construction and deliver a network that is safer to use, well connected and enhances the experience of all users.
- 4.15. The draft proposes 15 new tracks with a combined distance of 47 kilometres which would establish the lower foothills as highly desirable mountain bike location for the local community and tourists. The draft

- plan also proposes that one existing informal track is upgraded and adopted into the formal network.
- 4.16. The proposed new mountain bike tracks have been developed on the understanding that the majority of new tracks should be purpose-built for mountain bikers and that they are built as single use tracks. Single tracks are approximately the width of a bike and allow for a more intimate riding experience.
- 4.17. This approach establishes a better connection between the rider and the environment, allows for greater flow and technical challenges and removes shared used tensions between walkers and riders. However, if managed appropriately, at least 3 of the 15 proposed tracks are considered to be appropriate for shared use.

5. Proposal and Implementation

- 5.1. It is proposed that Council endorse the release of the report titled 'kunanyi / Mount Wellington Foothills MTB Project', (Attachment C) and the 'City of Hobart summary report' (Attachment A), for community consultation commencing March 2020.
- 5.2. The engagement program will include the summary report, information on the City's website, Your Say community engagement platform, social media, Listening Posts at various on-site locations and promotion of the draft plan via The Mercury and ABC Radio.
- 5.3. The results of the engagement program will inform the Mountain Bike Network Plan which will be submitted for the Council's consideration in mid-2020.

6. Strategic Planning and Policy Considerations

- 6.1. The proposed network is consistent with Tasmanian Government mountain bike and tourism priorities. Mountain biking is also recognised as one of Tourism Tasmania's core four priority markets within its *Unordinary Adventures* program.
- 6.2. 2018 City of Hobart Community Vision which recognises the Mountain as a key to Hobart's sense of place, culture and economy. Improving mountain bike access on the mountain helps to deliver the City Vision.
- 6.3. The plan also aligns with the *Capital City Strategic Plan 2019-29* on a broad range of outcomes and strategies.

The plan will provide benefits to the City's economy through increased tourism, increase opportunities to undertake safe and healthy forms of recreation, improve the connectivity of public open spaces, engage the public and volunteer groups with the natural environment and promote excellent city governance through the extensive stakeholder and community engagement process which has been a focus whilst developing the draft plan.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The planning component for this project is funded this financial year through the City's Open Space Planning Budget Function.
 - 7.1.2. This project actions the previous Council resolution of 4
 December 2017, which endorsed that "the City's track planning
 efforts be redirected to improving the connectivity of the existing
 mountain bike network within the city."
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. Some funding for the development of a mountain bike network in the Lower Foothills sits in the City's 10-Year Capital works program (previously for the Gravity Track Development).
 - 7.2.2. The proposal identifies and prioritises future mountain bike tracks for the City's consideration as funding becomes available and provides a basis to seek further external funding.
- 7.3. Asset Related Implications
 - 7.3.1. As the network is progressively built ongoing maintenance costs will need to be planned and budgeted for. These are typically around 2% of the capital cost and will be reported in more detail within the next Council report.

8. Legal, Risk and Legislative Considerations

- 8.1. The majority of the project area is within the Wellington Park
 Management Area. Any developments are subject to the approval of the
 Wellington Park Trust under the Wellington Park Act 1993.
- 8.2. The majority of new tracks proposed will be purpose-built for mountain bikers. This separation of use will reduce shared used tensions between walkers and riders and result in a safer network for all.

9. Environmental Considerations

9.1. The proposed track alignments are the result of a desk top analysis as to the presence of known and potential natural values. More detailed natural values assessment are a standard part of the next and more detailed track design / alignment phase.

10. Social and Customer Considerations

10.1. The proposed network has been developed with significant input from the mountain bike community. As a result, it clearly recognises and meets a service deficiency.

- 10.2. Through introducing dedicated mountain bike tracks, the proposed network will reduce user conflict of the track network within the lower foothills. While there have been few actual incidents that Council is aware of, the risk needs active management as mountain visitation increases.
- 10.3. Survey results regarding shared use (1,000 responses) show that even a perceived level of conflict is enough to diminish the experience of all user groups, and that some individuals even avoid using shared use tracks altogether for this reason.

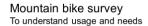
11. Marketing and Media

11.1. The proposed network will be released for public exhibition and promoted through a range of mediums including a media release.

12. Community and Stakeholder Engagement

- 12.1. The proposed mountain bike network takes into account the needs and wishes of local and visiting mountain bike riders and relevant land management agencies.
- 12.2. There has been a strong emphasis on stakeholder and community engagement in the development of this project. The proposed network is now at a stage where it is time to consult with the wider community.
- 12.3. The proposed mountain bike network and a summary document will be made available on the Hobart *Your Say* webpage.
- 12.4. Early stakeholder engagement was recognised as key to a successful plan. Therefore the project team collaborated with local mountain bike riders to develop the plan. Walkers, trail runners and local tour operators have also been involved in the planning process to date.
- 12.5. The manager of the Wellington Park Trust has been consulted at relevant stages and Trust Board members were briefed on the project overview and concept designs in September 2019. On February 21st the Trust approved for the draft plan to be released for public exhibition.
- 12.6. Two public surveys were undertaken to guide the development of the proposed mountain bike network eliciting almost 1,500 responses combined. A comprehensive report for each of the surveys is available on Your Say a snapshot of the results is below:

Survey 1



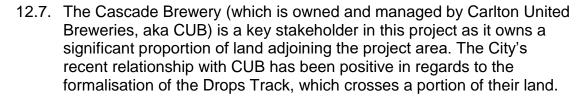
- · 449 repsonses
- · Access: Cascade and Springs
- · Ride or drive
- · Duration: 0 to 4 hours
- · New tracks will reduce illegal activity
- · Natural environment

Survey 2

Shared Use Survey
To understand usage preference
And level of support



- · Majority prefer separation
- Happy to share sometimes
- Runners want to use mtb tracks
- Support new mtb development



The City has held preliminary conversations with CUB in regards to the proposed mountain bike developments and how the two organisations could collaboratively manage key access corridors to the network.

CUB have endorsed the proposed network for public exhibition.

13. Delegation

13.1. The matter is delegated to Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Bree Hunter

PROGRAM OFFICER PARK

PLANNING

Greg Milne

PROGRAM LEADER BUSHLAND

RECREATION

John Fisher

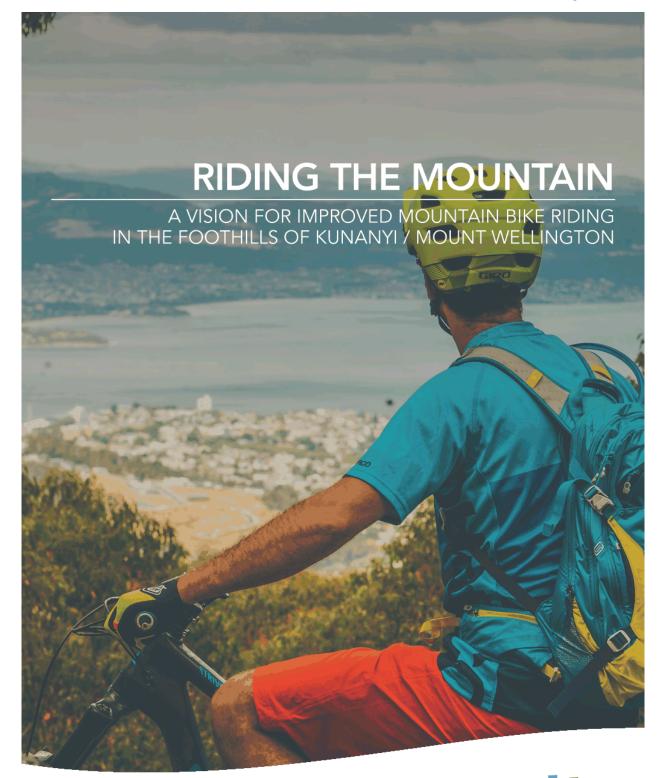
(ACTING) DIRECTOR CITY AMENITY

Date: 4 March 2020

File Reference: F19/145005

Attachment A: Summary Report - Riding the Mountain \$\mathcal{I}\$
Attachment B: Mountain Bike Network Overview Map \$\mathcal{I}\$

Attachment C: kunanyi / Mount Wellington Foothills MTB Project U



Published: 2020

Photo: North-South Track, Flow Mountain Bike



OVERVIEW

Walkers and runners of all persuasions are well catered for on kunanyi / Mount Wellington, with access to about 78 km of tracks ranging from short strolls to half day and full day treks. However, even with the recent addition of upgraded mountain bike tracks, riders have access to just 3 km of purpose built, mountain bike-only tracks.

The City of Hobart clearly recognises the boom in popularity of mountain bike riding, but its formal mountain bike track network in the foothills of kunanyi / Mount Wellington has not kept pace with increasing demand from local riders, who want a connected track network and greater diversity in rides. As a result some riders have turned to unauthorised track use and construction out of frustration.

In response to the need for improved and sustainable mountain bike riding in the foothills of kunanyi / Mount Wellington the City engaged industry-leading mountain bike trail consultants Dirt Art to help develop a conceptual blueprint for the improvement of the existing track network. The Draft Mountain Bike Network Plan identifies 47 km of potential new mountain bike tracks that, if built, would address the wants and needs of local riders, while creating the economic, business and social benefits that come

from an increase in nature-based tourism.

The draft plan was written with the help of a Project Advisory Group whose members are local mountain bike riders. Other key stakeholders including local tour operators, Glenorchy City Council and the Wellington Park Trust have contributed to the plan and the Hobart Walking Club, Pandani Bushwalking Club and local trail runners have also been consulted.

The City of Hobart has committed \$450,000 towards the development of new mountain bike tracks within the lower foothills. This money includes funding from a State Cycle Tourism Grant awarded to the City in 2018. While there is currently little funding committed to the development of new bike tracks on the mountain, the draft plan identifies what tracks are needed when funding becomes available and puts the City in a strong position to seek external funding

Funding proposals will include the ongoing maintenance costs of new track developments. Once funded, new tracks will be built by either the City's specialised track building team or by external contractors. External contractors will be chosen through the City's procurement process.



GROWTH IN MOUNTAIN BIKING



Between July 2015 and June 2019 the number of visitors who visited Tasmania to engage in mountain biking activities increased by **35%**.

Source: Tourism Tasmania



It is predicted Tasmania will be home to **460km** of mountain bike tracks by **2024**.

Source: George Town Mountain Bike Proposal Tasmanian mountain biking received a major boost in 2017 when the State Government recognised mountain bike tourism as an important economic stimulant, establishing a \$6 million Tasmanian Cycle Tourism Fund to help secure the state's potential as Australia's premier cycling tourism destination.

Two years later more than 25,000 visitors to Tasmania participated in mountain biking, injecting \$67 million into the state economy.



Approximately 47km of new tracks are being proposed to address key gaps in the mountain bike network in the foothills of kunanyi / Mount Wellington and to improve the riding experience.

The new track concepts have been designed to provide safe, sustainable, high quality experiences that minimise the potential for conflict between recreational use and environmental, historical and cultural values.

They are designed to create a range of riding experiences and focus on local wants and needs while delivering on the attributes required for creating a trail network that also appeals to visiting riders.

Among these experiences are a number of loop rides that vary in technical challenges, style and distance. The maps in this report show how the proposed tracks fit into the existing track network and include three examples of the various loops that will become available as new track concepts are brought online.

Each track concept has been prioritised with the help of members of the project advisory group, local tour operators and relevant land managers. Preference was given to track concepts that would best establish key linkages, create loop rides, best meet user demands and resolve safety concerns. The list created in this exercise will guide which tracks are to be developed and in what order when funding becomes available.



47 km of tracks



3 beginner tracks



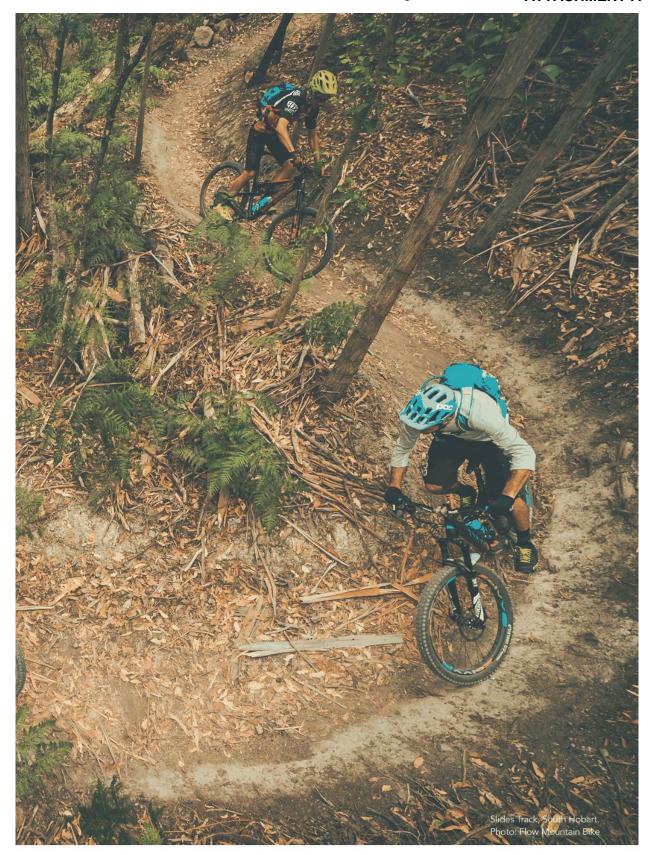
10 intermediate tracks

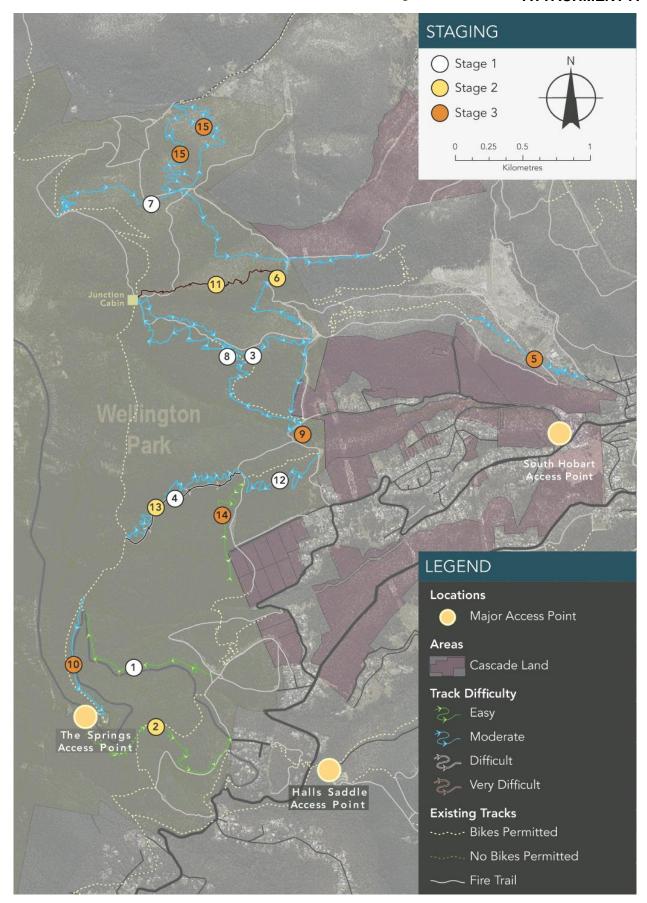


2 advanced











RIDE 1: CROSS COUNTRY – XC

A classic XC loop, climbing from Halls Saddle to Shoobridge Bend before traversing the mountain's foothills via the North-South Track. A long descent on new trail follows, before returning to the start via McRobies Gully and the Missing Link area.

RIDE 2: ENDURO

Starting from South Hobart, this enduro loop would feature a long intermediate climb to Junction Cabin before descending back towards McRobies Gully and Tip Top Track, returning to South Hobart.

RIDE 3: DOWNHILL

This shuttled downhill ride would start from The Springs, descending on the North-South Track before branching off into steeper territory and on to Upper Luge. Riders could exit on to Strickland Avenue for shuttle pick-up.



WHY THE FOOTHILLS?

There has been exponential growth in destinationfocused trail development in Tasmania. The state is now widely regarded as Australia's premier mountain bike destination and includes iconic riding experiences at Blue Derby, Maydena Bike Park and Wild Mersey.

These new mountain biking destinations are luring tens of thousands of riders to the state every year, a welcome boost to the Tasmanian economy, but an increase that is putting some pressure on areas that have been traditionally seen as local and regional level riding opportunities, including tracks on kunanyi / Mount Wellington.

Despite the trail network on kunanyi / Mount Wellington being the closest of Tasmania's great riding areas to Hobart, and being extremely popular with local and visiting riders, formal mountain bike infrastructure and development has failed to keep pace with the rapidly growing interest in the sport.

The foothills of kunanyi / Mount Wellington are home to an existing track network that is just 5km from the Hobart CBD. The area is a short drive or ride from the city centre and has many access points for riders, including The Springs, a key visitor hub and the jumping off point for the North-South Track.

The foothills are better suited to the development of mountain bike tracks than higher elevations on the mountain or in other reserves for a number of reasons, including:

- The foothills present an opportunity to consolidate an existing MTB network rather than create a 'new' network elsewhere that could lead to habitat fragmentation in areas of high biodiversity.
- The soil types are more suitable for building mountain bike tracks and as a result production costs are lower.
- The foothills are much more accessible for both locals and visitors than the mountain's higher slopes.
- The area is already popular with local riders and is a major tourist attraction.

North-South Track, kunanyi / Mount Wellington. Photo: Flow Mountain Bike





A PLAN FOR THE FUTURE

The City of Hobart's Draft Mountain Bike Network Plan for the Foothills of kunanyi / Mount Wellington is based on community feedback of the current mountain bike track network and lays out a vision for the future.

The four key goals of the plan are to:

- Improve the functionality of the current mountain bike track network by addressing key gaps and creating more suitable access points.
- Increase the types of rides available to cater for a broader range of riders.
- Establish multiple riding circuits and loops of varying levels of difficulty and distance.
- Where possible, provide new recreational links for non-riding trail users such as bushwalkers and trail runners or separate use where appropriate.

The plan will achieve these goals by:

- Addressing key gaps in the mountain bike track network on kunanyi / Mount Wellington.
- Helping to build a stacked loop mountain bike track system. A stacked loop system has a common beginning and end point, and typically has traffic flowing in one direction.
- Creating a wider range of riding experiences, including opportunities for bike shuttle services that take riders directly to track heads.

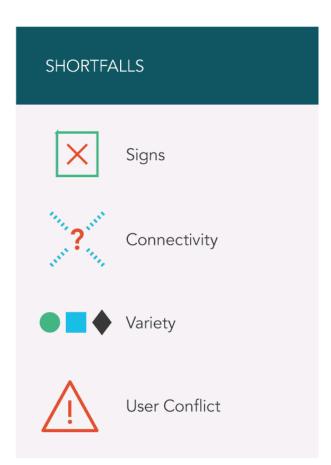


- Increasing the diversity of rides on the mountain.
- Avoiding areas that will create conflict with other track users.
- Identifying areas that will clearly provide the best and most cost-effective building conditions.
- Eliminating the risk of more unofficial tracks being built by creating a track network that meets the needs of the entire riding community.

SHORTFALLS OF THE CURRENT MOUNTAIN BIKE NETWORK

The review of the existing formal mountain bike track network on kunanyi / Mount Wellington uncovered a number of issues, including:

- Shared use of tracks by runners, walkers and mountain bike riders in some cases compromises the safety and experiences of all users.
- There is a significant lack of connectivity between existing mountain bike tracks.
- Few formal mountain bike tracks have been purpose built and therefore lack the design, dynamics and flow that are becoming increasingly important to riders.
- The majority of existing trails suit intermediate level riders. The City should investigate new beginner and advanced level trails where feasible.







WHAT YOU TOLD US

To ensure the project's success the City of Hobart engaged with a number of stakeholder groups and community members in the form of focus groups, workshops and information sessions. We also conducted two user surveys to better understand the current and future needs of the community. Feedback from this community engagement played a valuable role in shaping the proposed plan.

The results of the surveys are publicly available on the Your Say Hobart website. Common themes that have been uncovered include:

The mountain offers a unique riding experience

- It offers a long vertical decent.
- It is adjacent to Hobart.
- It is scenic.
- It crosses a variety of soil and vegetation types.

How riders use the mountain tracks

- The primary access point is South Hobart, followed by The Springs.
- Ride time is up to four hours.
- Use is steady across the week and doubles on weekends
- The majority of people drive to an access point, followed by those who get dropped off or ride from home.

Obvious gaps in the track network

· Ascending trail to The Springs.

MOUNTAIN BIKE RIDERS



Use is steady across the week and doubles on weekends.



Up to 4 hours ride time.



Most people drive to an access node, some get dropped off or ride from home.

- Descending trail from The Springs.
- Single track trail from Junction Cabin to Main Fire Trail.
- Ascending trail from South Hobart to Main Fire Trail
- Ascending trail from Main Fire Trail to Junction
 Cabin
- Descending trail from North-South Track to South Hobart (pre-Junction Cabin).
- Single track from Bracken Lane to Shoebridge Bend

Shared use of tracks

- 72% prefer separation of use. Only 8% do not.
- The majority were happy to share in particular situations – mountain bikes going uphill but not when going downhill – whereas 15% of users were not happy to share in any situation.

Support for change

- 83% of respondents support new mountain bike development on the mountain. Only 7% do not.
- A common theme among mountain bikers was the belief that additional tracks would reduce undesirable track use and construction.

WHAT WE LOVE ABOUT RIDING ON THE MOUNTAIN?



Nature



Terrain



Views

SHARED SUPPORT

New MTB Development



83% of respondents support new mountain bike development on the mountain.

7% do not.

Separation of Use



72% prefer separation of use.

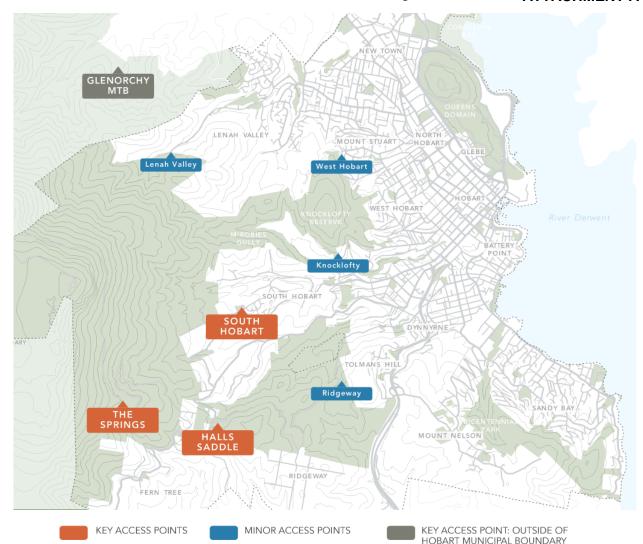
8% do not.

Situational Shared Use



The majority were happy to share in particular situations (mountain bikes going uphill but not when going downhill), whereas 15% of users were not happy to share in any situation.





MOUNTAIN BIKE ACCESS POINTS

Half a million people flock to kunanyi / Mount Wellington every year. That number is expected to reach 700,000 by 2029. Clearly, key access points on the mountain and the movement of people requires careful consideration.

Three key access points have been identified for mountain bike riders exploring kunanyi / Mount Wellington's tracks based on prevailing usage patterns.

- The Springs.
- South Hobart.
- Halls Saddle.

The Springs

The Springs is a major access point for mountain bike riders, especially for those riding the North-South Track and riders with access to a vehicle shuttle, either private or commercial, who want to descend through the foothills to Hobart.

The Springs is an extremely busy area, especially with the fairly recent addition of a small café and as a drop-off pick-up point for the new kunanyi / Mount Wellington Explorer Bus, which gives customers the option of taking their bike up on the back of the bus.

There are no houses near the Springs but, due to the growing local and tourist demands on the area, it is not being recommended as a focus for developing major new access points for mountain bike tracks in the mountain's foothills.

However, The Springs will remain a place for riders to start and end trails in the area, including a shuttle



Foothills of kunanyi / Mount Wellington. Photo: Craig Garth

drop-off area and room for parking.

South Hobart

A recent Your Say Hobart mountain bike survey revealed South Hobart as the most common access point for local riders exploring mountain bike tracks in the foothills of kunanyi / Mount Wellington. The area is also popular with those riding or driving to the area.

However, a lack of council-owned land greatly limits what the City of Hobart can achieve in terms of establishing a primary access point with parking, signage and bike wash-down stations. Stakeholders have also raised concerns regarding the volume of mountain bike traffic flowing through Old Farm Road, which is narrow and has poor sight lines. The development of a major mountain bike access point for riders in this area is desirable but will

require careful consideration and the approval of landholders.

The City is actively investigating opportunities to improve access for mountain bike riders travelling from South Hobart into the lower foothills tracks.

Halls Saddle

The City of Hobart is investigating Halls Saddle just below Fern Tree as a gateway to kunanyi / Mount Wellington, Tasmania's most visited natural attraction.

Early work indicates that developing this site as a major visitor node could resolve access issues currently facing people visiting the mountain.

The tracks proposed in the City of Hobart's mountain bike network plan complement the Halls Saddle proposal by establishing an easy-to-intermediate



loop ride from the saddle. The Halls Saddle proposal recommends that mountain bike infrastructure such as a bike washdown station, bike racks, secure locking and trail signage be incorporated into the Halls Saddle site design, as well as a cafe. If the Halls Saddle development goes ahead it may impact the proposed staging of new proposed tracks in order to connect the access point to the broader network.

Minor access points

Riders already take advantage of a number of smaller access points to reach their favourite rides in kunanyi / Mount Wellington's foothills, including at:

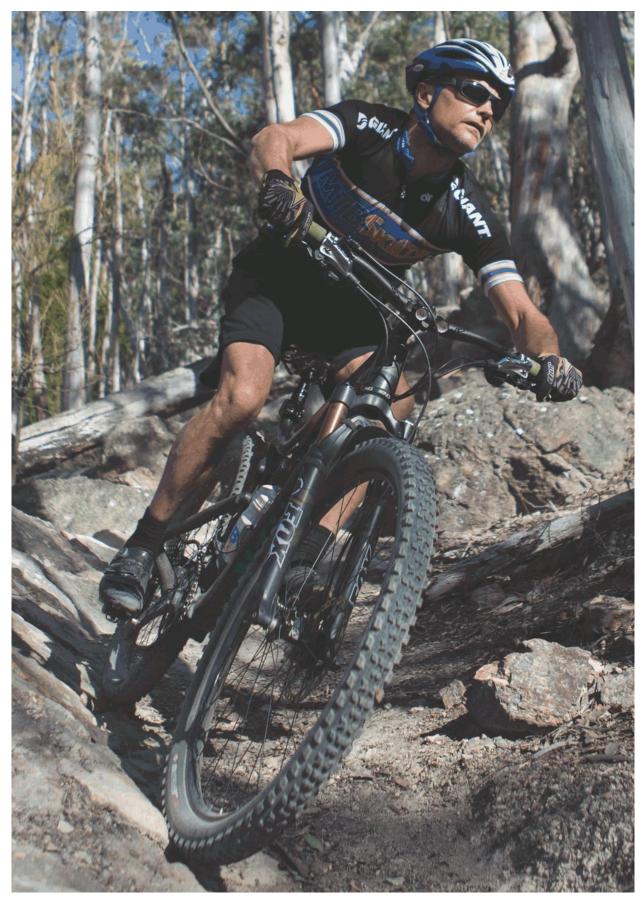
- Ridgeway.
- Knocklofty.
- West Hobart.
- Lenah Valley.

There are no plans to turn any of these minor access points into major access points due to a number of constraints, including limited parking and potential conflicts with local residents. However, improvements to existing infrastructure will improve access, safety and amenity for local users.

Glenorchy Mountain Bike Park

The Glenorchy City Council is developing a Glenorchy Mountain Bike Park Masterplan. The City of Hobart is working closely with Glenorchy to ensure connections between neighbouring track networks are maintained and where possible improved.

The masterplan is expected to be completed in the latter half of 2020.



ROLLING OUT THE NETWORK PLAN

Unfortunately, current funding circumstances cannot cover the costs of developing every track proposed in the network plan. Instead, the plan will be rolled out in three stages – short, medium and longer term – as funding becomes available. These stages have been developed by dividing the list of priorities into three groups and ensuring each stage consists of at least one ascending and one descending track, as well as tracks with varying difficulty levels.

STAGE 1

Stage 1 will focus on building new tracks that significantly close gaps in the existing network. The two highest priority tracks, tracks 1 and 12, will be funded through a \$450,000 funding commitment by the City of Hobart. It is estimated another \$650,000 will be required to complete the other three tracks in this stage.

Track 1 is a beginner track that will take riders off Pinnacle Road and allow them to avoid the steep climb at Radfords Track when accessing the North-South Track from Halls Saddle or South Hobart.

Track 12 will create a second climbing route from Main Fire Trail to Middle Island Fire Trail. The Upper Luge, currently an informal but well-used track, will also be brought into the formal network.

The addition of these two tracks will establish key linkages in the existing track network, including a short loop ride for those looking for a bit of fun without having to travel too far from South Hobart.

Tracks 3, 7 and 4 would be rolled out as part of Stage 1 when funding allows.

STAGE 2

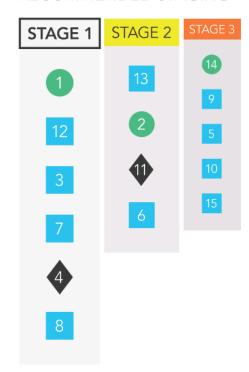
STAGE 3

The second two stages are dependent on future funding, but this report provides a blueprint to be followed once funding becomes available.

Stage 2 would include one beginners track, two intermediate tracks and one black diamond track.

Tip Top Track. Photo: Chris Hampton

RECOMMENDED STAGING



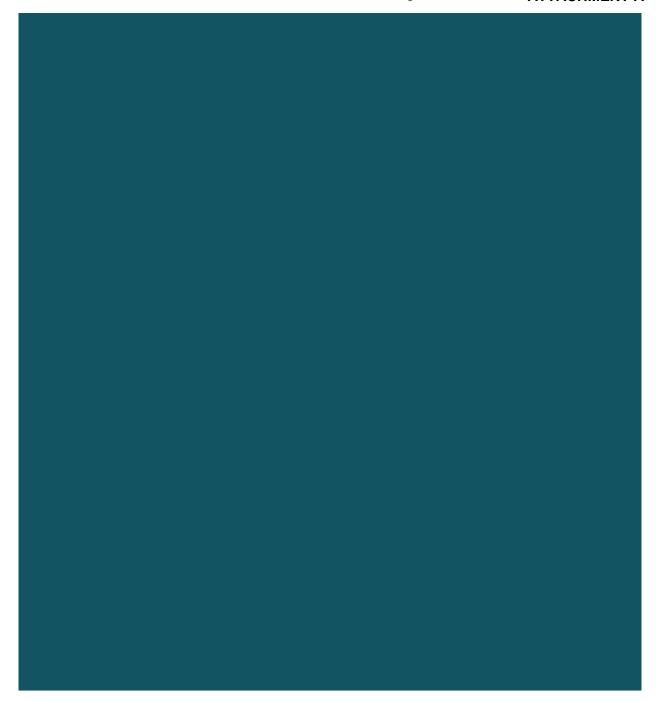
Stage 3 is made up of one beginners track and four intermediate tracks

PLANNING

All of the tracks proposed in this report are conceptual – they cannot be built until proper feasibility studies have been carried out. These studies will include investigations into their alignments, environmental and heritage impacts, which may alter the final feasibility and design of each track. New track proposals will also be assessed for their compliance with the Wellington Park Management Plan 2013.

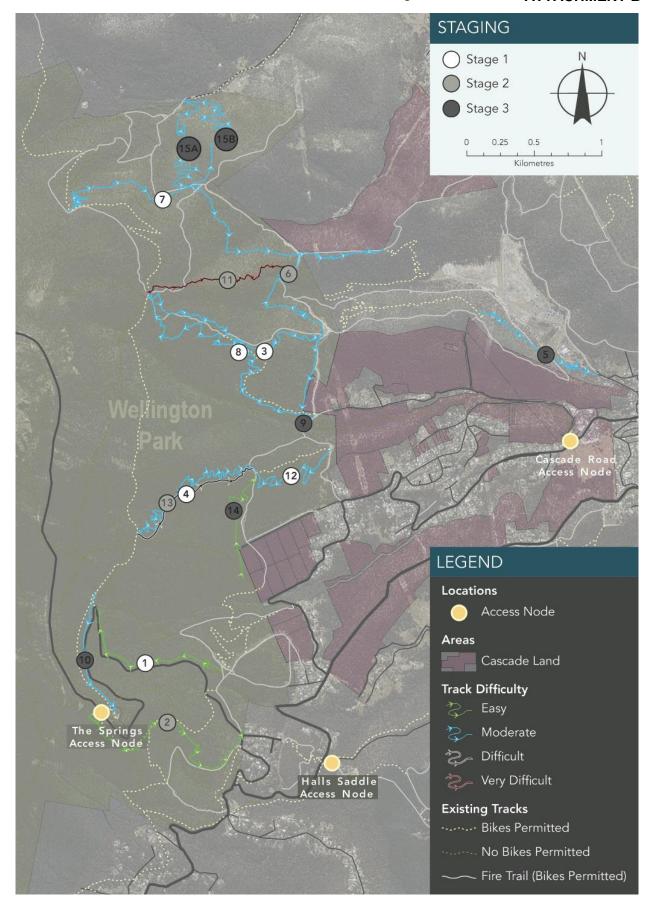
The majority of new tracks will be purpose-built for mountain bikers and built as single tracks, which are generally narrower than shared-use tracks and allow for a more desirable riding experience. They create a better connection between the rider and the environment and allow for greater technical challenges.

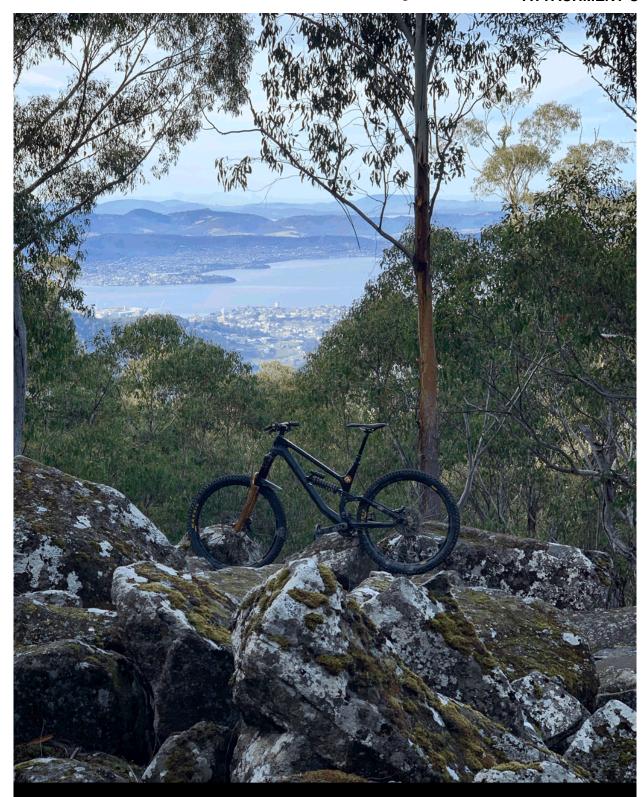
Full details of any new tracks will be made available once they have been fully funded and designed.



Hobart Town Hall, Macquarie Street, Hobart,Tasmania 7000

T 03 6238 2711 E coh@hobartcity.com.au W hobartcity.com.au





kunanyi / Mount Wellington Foothills MTB Project

City of Hobart February 2020 (FINAL DRAFT)



Table of Contents

1	Doc	Document Overview		
2	Exe	cutive Summary		7
3	Intro	oduction		9
	3.1	Project Overview		ģ
	3.2	Key Objectives		9
	3.3	Methodology		10
	3.3.1	Literature Review		10
	3.3.2	Consultation		10
	3.3.3	Field investigation		10
	3.3.4	Concept track development		10
4	Bac	ground Analysis		1
	4.1	Overview		1:
	4.2	Previous Reports & Plans		11
	4.2.1	kunanyi / Mount Wellington Bike Strategy		1:
	4.2.2	Dirt Art Response		1:
	4.2.3	Greater Hobart Mountain Bike Master Plan		1:
	4.2.4	The Epic Mountain Bike Track Route Assessment		1.
	4.2.5 4.2.6	Gravity Track Development Plan		13
	4.2.7	Wellington Park Management Plan Wellington Park Walking Track Strategy		14
	4.2.8	Tasmanian Mountain Bike Plan		1!
	4.2.9	Hobart Recreational Management Plan 2009		10
5	The	Mountain Bike Market Overview		17
	5.1	The Mountain Bike Market - National and Local		17
	5.1.1	Overview		1
	5.1.2	History		17
	5.1.3	Current market		1
	5.1.4	Current participation and economic data - Australia		18
	5.1.5	Current Participation and economic data - Southern Hemisphere		19
	5.1.6	Current participation and economic data - Northern Hemisphere		19
	5.1.7	The future		20
	5.2	Mountain bike tourism		22
	5.2.1	Mountain bike tourism markets		22
	5.2.2 5.2.3	Complementary mountain bike tourism markets Enthusiast tourist market		23
	3.2.3	Entrusiast tourist market		- 2:
	5.2.4	Recommendations		
6		Recommendations Tasmanian Mountain Bike Market		23
6	The	Tasmanian Mountain Bike Market		25 2 5
-	The	Tasmanian Mountain Bike Market Overview		25 25 25
-	The 6.1 6.2	Tasmanian Mountain Bike Market Overview Key Destinations		25 25 25 25
-	The 6.1 6.2	Tasmanian Mountain Bike Market Overview Key Destinations Blue Derby		25 25 25 25 25 25
-	The 6.1 6.2 6.2.1 6.2.2	Tasmanian Mountain Bike Market Overview Key Destinations Blue Derby Maydena Bike Park		25 25 25 25 25 25 25 25 25
-	The 6.1 6.2	Tasmanian Mountain Bike Market Overview Key Destinations Blue Derby		25 25 25 25 25 25
-	The 6.1 6.2 6.2.1 6.2.2 6.2.3	Tasmanian Mountain Bike Market Overview Key Destinations Blue Derby Maydena Bike Park Wild Mersey		25 25 25 25 25 26 26 26

	6.2.6 6.2.7 6.2.8	The West Coast	27 28 28
7		ining Mountain Bike Destinations	29
7	.1	Overview	29
7	.2	Nationally-Significant Destination	29
7	.3	State-significant Destination	30
7	.4	Regionally-Significant Destination	30
7	.5	Local-Level Destination	31
8	kun	anyi / Mount Wellington as a Mountain Bike Destination	32
8	.1	Overview	32
8	.2	Current mountain bike tourism behaviours in Greater Hobart	32
8	.3	Local usage patterns	33
8	.4	kunanyi / Mount Wellington as a Mountain Bike Destination	33
9	Site	Analysis	34
9	.1	Location	34
9	.2	Topography	36
۵	.3	Geology	36
9	.5	acology	50
	.4	Climate	36
9	.4 .5	Climate Values	36 36
9	. 4 . 5 9.5.1	Climate Values Natural Values	36 36 37
9	.4 .5	Climate Values Natural Values Social Values	36 36
9	. 4 9.5.1 9.5.2 9.5.3	Climate Values Natural Values Social Values	36 36 37 37
9 9 10	. 4 9.5.1 9.5.2 9.5.3	Climate Values Natural Values Social Values Cultural Values	36 36 37 37 38
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1	Climate Values Natural Values Social Values Cultural Values Cuess Nodes Overview Primary access nodes	36 36 37 37 38 39 39
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1 0.2	Climate Values Natural Values Social Values Cultural Values Cuess Nodes Overview Primary access nodes 1 Overview	36 36 37 37 38 39 39 41 41
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1	Climate Values Natural Values Social Values Cultural Values Current Values Cocess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs	36 36 37 37 38 39 39
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cutural Values Ccess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park	36 36 37 37 38 39 39 41 41 41 41 42
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cuess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes	36 36 37 37 38 39 39 41 41 41 41
9 9 10	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cultural Values Ccess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes	36 36 37 37 38 39 41 41 41 42 42
9 9 10 1 1	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cultural Values Ccess Nodes Overview Primary access nodes Overview Major Access Node 1- The Springs Major Access Node 2- South Hobart Glenorchy MTB Park Minor access nodes Halls Saddle (Ridgeway Quarry)	36 36 37 37 38 39 39 41 41 41 42 42 42 43
9 9 10 1 1 11	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cutural Values Ccess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes 6 Halls Saddle (Ridgeway Quarry) xisting Tracks Overview	36 36 37 37 38 39 39 41 41 41 42 42 42 43
9 9 10 1 1 11 1	9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2.	Climate Values Natural Values Social Values Cultural Values Cuess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes 6 Halls Saddle (Ridgeway Quarry) xisting Tracks Overview Overview	36 36 37 37 38 39 39 41 41 41 42 42 42 43 44 44
9 9 10 1 11 11 1 1	.4 .5 9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2. 11.2.	Climate Values Natural Values Social Values Cultural Values Cutural Values Cccess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes 6 Halls Saddle (Ridgeway Quarry) xisting Tracks Overview Overview Track Map	36 36 37 37 38 39 39 41 41 41 42 42 42 43 44 44
9 9 10 1 1 1 1 1 1	.4 .5 9.5.1 9.5.2 9.5.3 A 0.1 0.2 10.2. 10.2. 10.2. 10.2. 11.2 1.3	Climate Values Natural Values Social Values Cultural Values Cucess Nodes Overview Primary access nodes 1 Overview 2 Major Access Node 1- The Springs 3 Major Access Node 2- South Hobart 4 Glenorchy MTB Park 5 Minor access nodes 6 Halls Saddle (Ridgeway Quarry) xisting Tracks Overview Overview Track Map Auditing Process Aims and Objectives Ranking Criteria	36 36 37 37 38 39 39 41 41 41 42 42 42 43 44 44 44

Draft Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington.

Dirt Art Pty Ltd

11.6	Overview of Ranking Criteria		47
11.7 11.7	Tracks Assessed 1 Walking Only Tracks Assessed for Shared-Use		48 49
11.7			55
11.7			59
11.7			66
11.7 11.8	5 Illegal Tracks Other Tracks		68 70
11.9	Public Land Tenure		70
11.9			70
11.9	•		70
11.9	3 Tolmans Hill		71
11.9	4 Waterworks		71
11.10	Private Land Tenure		71
11.1	0.1 Old Farm Road Area		71
11.11	Strickland Avenue Tracks		72
12 (Consultation		73
12.1	Overview		73
12.2	Consultation summary		73
12.2	, , , ,		73
12.2	, , , ,		73
12.2 12.2	, , , , , , , , , , , , , , , , , , , ,		74 74
12.2	. ,		75
12.2			75
12.2	.7 Stakeholder Groups		75
12.2	•		76
12.2	9 Community Survey		77
13	ap and Opportunities Analysis		79
13.1	Overview		79
13.2	Gap Analysis		79
13.3	Opportunities Analysis		79
14 N	lew Track Concepts		80
14.1	Overview		80
14.2	Key Objectives		80
14.3	Proposed New Tracks Maps		80
14.4	Proposed New Tracks		86
14.4 14.4			86 87
14.4			88
14.4			89
14.4			90
14.4			91
14.4 14.4			92 93
14.4			93
	ain Bike Network Plan for the foothills of kunanyi / Mount Wellington.	Dirt Art Pty Ltd	4

14.4.10 Track Ten	95
14.4.11 Track Eleven	96
14.4.12 Track Twelve	97
14.4.13 Track Thirteen	98
14.4.14 Track Fourteen	99
14.4.15 Track Fifteen A	100
14.4.16 Track Fifteen B	101
14.5 Track Loop Options	102
15 Potential Future Concepts	104
15.1 Overview	104
15.2 Potential Concepts	104
15.2.1 Ridgeway Quarry Zone	104
15.2.2 Fern Tree to Water Works Area	104
16 Implementation Plan	105
16.1 Detailed track design	105
16.2 Approvals	105
16.2.1 Wellington Park Management Trust (Park Activity Assessment) PAA	105
16.2.2 Development Application	105
16.2.3 Geotechnical Assessment	105
16.2.4 Water Catchment Considerations	105
16.3 Construction Staging	105
16.4 Construction Approach	106
16.4.1 Machine construction where possible	106
16.4.2 Volunteer construction	107
16.4.3 Climatic considerations	107
16.5 Signage	107
16.6 Suggested Development Budget	108
17 Operational Considerations	108
17.1 Management Models	108
17.2 Track Maintenance	108
17.3 Risk and Incident Management	108
18 Conclusion	110
19 Appendix 1- IMBA TDRS	112
20 Appendix 2 – Track Construction Styles	113

1 Document Overview

Version	Date	Author	Notes
Draft 1	28 th August 2019	Simon French	Internal use only
Draft 2	9 th September 2019	Simon French	Internal use only
Final Draft	13 th November 2019	Simon French	For review
Final Draft	25 th November 2019	Simon French	For Release
Final Draft	17 th December 2019	Jason Lam	Revisions
Final Draft	6 th January 2019	Jason Lam	Revisions
Final Draft	8 th January 2019	Jason Lam	Revisions
Final Draft	29 th January 2019	Jason Lam	Revisions
Final Draft	12 th February 2019	Jason Lam	Revisions

2 Executive Summary

kunanyi / Mount Wellington provides an iconic, mountainous backdrop to the city of Hobart, rising to 1,270m above sea level from the harbour-side city. The mountain is a popular recreational asset, with a number of walking and mountain biking tracks highly-trafficked by local and visiting riders.

The past five years has seen exponential growth in destination-focused track development in Tasmania, with the state now widely accepted as 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).

Over the past several years, the sport of mountain bike riding has continued to experience exponential growth; including significant growth in mountain bike tourism across Australia. Despite this growth, formal mountain bike infrastructure development has failed to keep up, with many local riders turning to informal track development as a way of accessing the volume and style of tracks they wish to ride. As the trail network closest to Hobart's largest population area, kunanyi / Mount Wellington's formal and informal tracks are extremely popular with local and visiting riders.

Dirt Art has been engaged by the City of Hobart (CoH) to undertake a consultancy and design project, investigating the potential for further mountain bike track development on the foothills of kunanyi / Mount Wellington, including the potential to convert some existing walking tracks to shared-use. The project has investigated existing formal and informal tracks, and track usage patterns, to establish current demand and usage patterns. 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 Tasmania's growing number of visiting mountain bike riders.

While kunanyi / Mount Wellington is unlikely to ever be a suitable location for a large-scale track development that services multi-day riding adventures, there is no denying that the area is highly-valuable to local riders and is a frequent stop for visiting riders. The new track developments proposed by *Dirt Art* to achieve the following strategic objectives;

- 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
- Where possible, provide new and improved opportunities for non-riding track users
- Minimise environmental impacts
- Improve safety for all track users
- Minimise social impacts for existing park users and local residents

This plan proposes approximately 47km of new mountain bike and shared-use tracks, catering for a broad market of riders. These tracks combine to provide a genuinely world-class riding experience, which will provide a highly-valuable recreational opportunity for local riders, as well as an appealing destination for the growing market of mountain bike tourists visiting Tasmania.

Dirt Art believes that kunanyi / Mount Wellington is a highly-valuable track destination, particularly for local riders. The current trail network features significant gaps, inconsistencies and usage challenges, some of which pose safety issues for riders and other track users. The proposed development plan aims to provide a sustainable and sensitive network for mountain bike riders, which maximises safety for riders and other track users. While not proposed to facilitate large-scale destination riding, the proposed network will ensure that the increasing visitation from non-local riders can be sustainably catered for without negatively affecting other users, or the values of Wellington Park. If enacted, the plan will provide a world-class track development, which responds to the wants and needs of local riders, while also providing the economic, business and social benefits that result from an increase in nature-based tourism.

Agenda (Open Portion)

Introduction

3.1 **Project Overview**

Dirt Art has been engaged by the City of Hobart (CoH) to develop a mountain bike track plan ('the plan') that will guide the future management and potential development of mountain bike and shared use tracks on the foothills of kunanyi / Mount Wellington.

The plan seeks to establish the place of the kunanyi / Mount Wellington foothills area in the broader mountain bike landscape in Tasmania, assessing the importance of the area for both local and visiting riders. The plan will assess existing tracks (formal and informal), and propose a network of new potential track developments, with the aim to improve network functionality, safety for all track users and to improve the riding experience for a broad demographic of riders.

3.2 **Key Objectives**

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

- Defines the place of the target area within the broader Tasmanian mountain bike landscape
- Considers the social and community values of the target area
- Is environmentally sensitive and sustainable
- Provides cost-effective construction conditions
- Minimises land tenure complexity, and streamlines assessments and statutory approvals
- Maximises direct and indirect economic opportunities and benefits
- Provides maximal community benefit and engagement

3.3 Methodology

The project has engaged the following methodology;

3.3.1 Literature Review

A summary of all reports and relevant literature reviewed can be found at 4.2.

3.3.2 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 at section 12.

3.3.3 Field investigation

Field investigation of potential development areas was undertaken by *Dirt Art* staff between the 26th June and 31st August 2019.

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

Field inspections have also been undertaken to develop concept track alignments, including the ground truthing of alignments.

A detailed summary of existing tracks can be found in section 14.

3.3.4 Concept track development

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

A detailed summary of the concept development process can be found in section 14

4 Background Analysis

4.1 Overview

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.

4.2 Previous Reports & Plans

4.2.1 kunanyi / 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. The strategy provides little in strategic objectives for new track development, with a focus on shorter linking tracks and confirming the undesirability of opening up a number of tracks to mountain bike use (including but not limited to; Lenah Valley Track and Lower Sawmill Track).

4.2.2 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 track infrastructure. The strategy does not have a direct bearing on this plan.

4.2.3 Greater Hobart Mountain Bike Master Plan

4.2.3.1 Overview

Report title	The Greater Hobart Mountain Bike Master Plan
Author/s	Wellington Park Management Trust
Date	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 tracks are featured, across the Greater Hobart area.

An internal CoH update of relevant projects was supplied during compilation of this report. This review highlights the projects currently undertaken and projects either not commenced or rejected.

4.2.3.2 Dirt Art Response

The report provides a good cross section summary of community wants and needs, though lacks high-level strategy to implement and manage the prioritisation and feasibility of these ideas. The report provides a range of priorities for the kunanyi / Mount Wellington area. *Dirt Art* believes that it is valuable to progress this current project with a more strategic approach, seeking track development areas where track development will be practical, feasible, cost effective and environmentally and socially sensitive.

4.2.4 The Epic Mountain Bike Track Route Assessment

4.2.4.1 Overview

Report title	The Epic Mountain Bike Track Route Assessment
Author/s	Mtn Trails
Date	July 2015

The report proposes the development of an 'Epic' mountain bike track, approximately 50km in length. The proposed track utilises a combination of both existing and new tracks, including the iconic North South Track. A strategic aim of the project is to target recognition as an IMBA Epic Ride.

Notably, the concept has been abandoned and appears unlikely to be pursued in the short to mid-term future.

4.2.4.2 Dirt Art response

Dirt Art provides the following response to the report;

 The concept is unlikely to have broad market appeal due to extensive long sections of climbing and the use of numerous tracks that do not appeal to more experienced riders, such as the Pipeline Track

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

- The IMBA Epic brand holds little relevance in the Australian market, with many riders not having any awareness of the brand
- The concept features extensive track construction in sub-alpine areas, resulting in relatively significant environmental impacts

4.2.5 Gravity Track Development Plan

Report title	Gravity Track Development Plan
Author/s	World Trail
Date	November 2017

The project and subsequent report involved the route assessment and detailed design for a mountain bike track between Big Bend car park and Junction Cabin. The report details a preference for a route beginning at Big Bend rather than the Chalet being an alternative option.

The report details a number of construction challenges, principally involved with the treatment of boulder fields, some of which are sensitive habitat for a species of snail.

The report makes recommendations for the feasibility of the track, ultimately suggesting that the track would have limited market appeal and would not justify the suggested cost of development.

4.2.5.1 Dirt Art response

While outside of the target area for this project, the provision of descent of the vertical magnitude that this track development would create would have no rivals in the Australian mountain bike destination market.

4.2.6 Wellington Park Management Plan

Report title	Wellington Park Management Plan
Author/s	Wellington Park Management Trust
Date	October 2015

The Wellington Park Management Plan is a statutory management plan (under the Wellington Park Act) for the management of the Wellington Park, including the management of all tracks 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:

- Its high tourism and recreational values;
- The large scale, integrity and diversity of the self-sustaining ecosystems including both the biological and non-living components of those systems;
- The supply of good quality drinking water to the greater Hobart metropolitan area and other localities;
- The heritage values of the park, both Aboriginal and European;
- The considerable aesthetic value of the Park based on both the scale and grandeur of its natural setting, and the texture, colour and character of its component parts; and
- The high value placed on the natural character of the Park by the community and its role in defining the 'sense of place' for Hobart and Southern Tasmania.

The plan outlines the statutory approvals process for all new developments and activities in Wellington Park, including mountain biking. It is noted that mountain bike track development is permissible in all park zones, including drinking water catchments, subject to a range of specific conditions.

It is important to note that Table 3 of the Management Plan only allows "Recreation tracks and trails, and related structures e.g. Recreation trails and related structures (when endorsed in a Recreation Strategy, Walking Track Strategy or Bike Strategy prepared in accordance with the Management Plan)". In addition to this, the plan notes that any new track development will be considered for multi-use where appropriate.

4.2.6.1 Dirt Art Response

The Wellington Park Management Plan provides a comprehensive overview of the statutory management and approval processes relevant to Wellington Park. The plan appears to provide reasonable pathway towards the development of an expanded mountain bike trail network, though *Dirt Art* believes that a greater focus on single use tracks would be beneficial to all track users.

4.2.7 Wellington Park Walking Track Strategy

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

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

Date	2012

The strategy notes that there are 136 track 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 tracks, as referenced back to the Wellington Park Bike Strategy.

4.2.7.1 Dirt Art Response

The plan has limited bearing on the development of this plan.

4.2.8 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 worldclass, diverse range of outstanding mountain bike riding experiences showcasing Tasmania's natural environment to entice local, national and international riders, where the network of tracks 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 tracks and destinations, including a suggested hierarchy of destinations.

4.2.8.1 Dirt Art Response

The plan provides a sound high-level strategy for the development of mountain biking in Tasmania, though notably now nine 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 report provides a recommend track hierarchy, of which kunanyi / Mount Wellington should be considered a 'Regional MTB Hub', or 'Mountain Bike Adventure Centre', which also has potential for the establishment of an Epic Ride/s.

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

4.2.9 Hobart Recreational Management Plan 2009

Report title	Hobart Recreational Management Plan
Author/s	Inspiring Place
Date	2009

The plan notes significant growth in mountain bike usage in the Greater Hobart area. Also noting, mountain biking continues to increase in popularity, however, there is limited print information available regarding where to ride, and how to get there. A specific map/track notes for mountain bikers is likely to be popular with both residents and visitors, particularly if it includes a quality map. Feedback from riders indicates that the Wellington Park bike map could also be updated and improved.

As many of these recreational activities cross municipal boundaries, consideration should be given to joint publications that cover the broader Greater Hobart Region.

4.2.9.1 Dirt Art Response

The plan does not have a direct bearing on this project.

5 The Mountain Bike Market Overview

5.1 The Mountain Bike Market - National and Local

5.1.1 Overview

The following market profile draws upon research and anecdotal observations from a range of sources. The information draws heavily upon the Australian Mountain Bike Market Profile Survey, undertaken by *Dirt Art* in 2014, 2016 and 2018.

5.1.2 History

Mountain biking has been well established in Australia since the early 90's, though the sport really began to prosper in the mid-late 90's, which saw a period of some of the first purpose-built mountain bike infrastructure in Australia. In 2004 some of Australia's first large-scale mountain bike parks were developed, namely Glenorchy Mountain Bike Park in Tasmania and Mount Stromlo in Canberra. Prior to these developments, mountain biking was taking place largely on existing walking tracks and on informal tracks created by the riders themselves.

Between 2005 and present day there have been significant advances in mountain bike technology, which is contributing to defining the type of riding experience achievable for and desired by riders. While some trends in riding have come and gone, the disciplines of downhill and cross-country have remained albeit with some blurring between these styles of riding with the emergence of the all-mountain bicycle.

5.1.3 Current market

The current mountain bike market is dominated by longer travel, dual suspension mountain bikes, broadly referred to as all–mountain, track, or enduro bicycles. This style of bike is incredibly capable at both climbing and descending and has effectively increased the capability of the average rider.

Currently riders are seeking a broad range of experiences from local urban and periurban tracks through to remote wilderness style longer distance riding experiences. Generally speaking, the mountain bike tourist market is seeking these destinations, adventure experiences in more remote natural environments, involving longer distance loops or point-to-point tracks. Tracks proximate to urban areas are typically

most popular with local riders because of their accessibility and convenience, though may be ridden by visitors drawn to an area for other experiences.

Research indicates that the current demographic of riders is predominately male, with an age of 25-45 years and a high disposable income.¹ This market is a key target for tourism as they are seeking longer, destination-based' stays and typically seek out high quality dining and accommodation options.

5.1.4 Current participation and economic data - Australia

Current participation data for mountain biking in Australia is distinctly lacking due, in the main, to the nature of the activity itself. However, as new commercial venues emerge more data is becoming available. Traditionally the recording of track usage numbers has been a relatively rare practice, though in a current climate often characterised by particularly frugal government and corporate investment, this practice is increasingly being used to justify investment in tracks. Sample data from some of Australia's key mountain bike destinations can be found below;

Maydena Bike Park (Tasmania) Maydena Bike Park is Australia's largest gravityfocused bike park, with 80km of tracks suiting a predominantly enduro market. The park has hosted 25,000 uplift days and brought an estimate total 35,000 visitors to the town in its first year of operation. With a broadening focus towards track-based riding and beginner friendly tracks, visitation at the park is likely to increase significantly through later years.

Blue Derby (Tasmania) Blue Derby is Australia's highest profile mountain bike track destination, with a focus on intermediate track riding with limited up-lift opportunities. Derby has been in operation for close to 5 years, and reportedly hosted over 30,000 riders in 2018. The town of Derby is seeing a dramatic transformation, with several new businesses opening across tour, retail and food and beverage sectors.

Mount Buller (Victoria) have invested over \$2m over a four-year period in developing predominantly all-mountain and cross-country mountain bike tracks. Data for the resort (as of June 2014) recorded a total rider count of 40,000 – 50,000 visitors over a nine-month period.2

² September to May, private communication

Draft Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington.

¹ Koepke, J. (2005) Exploring the Market Potential for Yukon Mountain Bike Tourism, Cycling Association of Yukon, Canada, page 5.

You Yangs (Victoria) have recorded rider numbers of approximately 150,000 per annum in 2011, though a higher true count is expected due to the various entry points used for the park.³

5.1.5 Current Participation and economic data - Southern Hemisphere

Internationally, New Zealand is Australia's closest competitor in the mountain bike tourism market. While New Zealand offers a significant volume of tracks, not all tracks are necessarily of a world-class standard, often involving poorly constructed volunteer-built tracks, fire tracks and access roads to add volume to track distances. Examples of participation in an international context can be seen below;

Rotorua (North Island) is perhaps New Zealand's most recognised and loved mountain bike destination. The 150km+ trail network is regarded around the world for its fast, flowing tracks through a working pine forest. Research by APR consulting found that approximately 33% of visitors to the forest in 2007 were Australian.⁴ It was recently reported that mountain bike activity in Rotorua is generating \$10.2m per annum, as opposed to the \$4.6m (one time) in export revenue potentially generated by logging the forest.⁵

Queenstown (South Island) is one of the Southern Hemisphere's leading mountain bike destinations. Queenstown has a gravity-based bike park (Skyline Queenstown), along with a number of other regional cross country and all mountain tracks. The region is renowned for its iconic long-format descending tracks, such as Rude Rock, Corrotown and Skippers Canyon.

A 2017 report by *TRC Tourism* found that mountain biking contributed over \$25m per year to the local economy⁶.

5.1.6 Current participation and economic data - Northern Hemisphere

Whistler Mountain Bike Park (Canada) is arguably the world's most recognised mountain bike park, offering one of the highest volumes of track in one venue anywhere in the world. The Whistler Bike Park received approximately 200,000 riders per year (through its green season), but it is estimated that a similar volume of users ride the surrounding valley trail network annually.

³ Data provided by Parks Victoria staff July 2011.

⁴ Recreational Use and Economic Impact of Whakarewarewa Forest (2009 Update), APR Consultants

⁵The New Zealand Herald January 17th 2012, Bikes bring more money than wood from Rotorua forest

Oueenstown Tracks Economic Impact Survey, February 2017, TRC Tourism Draft Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington.

A 2016 report commissioned by the Whistler Off Road Cycling Association (WORCA) found that mountain biking contributed over \$79m p.a. to the regional economy of British Columbia. The report also found that over 500,000 individual rides were undertaken in the region in 2016.⁷

Park City, Utah (United States of America) offers hundreds of miles of single-track across a number of riding areas. All riding styles are catered for across public tracks, and commercial gravity-based bike parks. This IMBA Gold level mountain bike destination received over 1m visits in 2014.

Oregon (United States of America) has a significant cycle tourism industry. Cycle tourism (predominantly mountain biking) was worth over \$400m to the state in 2013, with cycle tourists spending on average 20% more than general tourists.⁸

5.1.7 The future

5.1.7.1 General

The sport of mountain biking has continued to see sustained and exponential growth both in Australia and overseas. With current demand for high-quality riding opportunities still far exceeding supply, there exists significant potential to see excellent return on investment when developing world-class mountain bike tracks and facilities.

Dirt Art suggest that the all-mountain category of riding will continue to grow, resulting in an increasing demand for more challenging, descending-focused riding. Dirt Art suggests that the next five years will see a huge increase in demand for chairlift or shuttle accessed descending cross-country and all-mountain track experiences. Many of the major recent and underway mountain biking track developments focus on these experiences (e.g. Mt Buller Epic, Hollybank Juggernaut, Blue Tier, Derby's Black Stump Shuttle Tracks, Thredbo AM Descent and Valley Track) which are reflective of the increasing demand for this style of descending cross-country / all-mountain track.

5.1.7.2 E-bikes

While traditional bike technology is likely to continue to stabilise, the rapid emergence of the E-bike is likely to have a significant impact on the sport. In *Dirt Art's* view, E-bikes will never replace the traditional mountain bike, but as

⁷ CSTA Economic Impact of Mountain Biking 2016

⁸ Information provided by Destination Oregon.

Draft Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington.

technology improves the bikes will become a much more common feature on the tracks. E-bikes make the sport more accessible to newer and less-capable riders and increase the ride duration and the accessible elevation range for more experienced riders.

The growth in use of E-bikes will have a distinct benefit to areas such as kunanyi / Mount Wellington as vast landscapes and large mountains will typically result in longer climbs and commutes, which make E-bikes well suited to the foothills loop. E-bikes will allow riders to access significant elevation ranges without the need for vehicle shuttles (most E-bikes will provide pedal assistance for up to 2,000 metres of climbing in a single battery charge) – making multiple ascents and descents of the proposed tracks possible for most riders under their own (E-assisted) power.

It is important to recognise the distinction in E-bikes between high-powered throttle assisted bikes and lower-powered pedal-assisted bikes. Pedal assisted bikes have no additional impacts on tracks, whereas throttle powered bikes are illegal in most public areas and will cause significant additional damage to tracks.

E-bikes are most suited to longer-format climbs and descents, a number of which have been included in this project. With approximately 600m of vertical climbing available in the project area, *Dirt Art* has developed a trail network plan that will cater extremely well to E-bikes.

5.2 Mountain bike tourism

5.2.1 Mountain bike tourism markets

Tourists engaging in mountain biking can be divided into two distinct categories, the 'complementary market'; those who engage in mountain biking as a complementary activity (not as a primary motivator or sole purpose for travel), and the 'enthusiast market' those who have travelled with mountain biking being the primary or sole reason for their trip.

5.2.2 Complementary mountain bike tourism markets

Mountain bike riding as a complementary activity has risen dramatically in popularity in recent years, as the sport has moved beyond the 'extreme sport' image of the past, and more towards the accurate perception of the sport as a safe, inclusive and fun 'adventure' activity.

Complementary visitation is a key component of a successful government-backed mountain bike destination as it allows the capture of a much larger target audience, and promotes longer stays, and increased travel party size. Complementary tourists include valuable family markets, who will often stay longer and spend more than solo and small group tourists.

The emergence of mountain biking as a commercially viable complementary activity has been driven largely through the development of safer, more beginner-friendly tracks, and by the growing number of commercial operators including the sport in their activity programs. Commercial viability of mountain biking as a complementary activity requires a lower volume of track than for the enthusiast market, though the required quality and maintenance demand of tracks will be higher. As a complementary activity, mountain biking offers genuine avenues for commercial return, while also potentially lengthening the duration of stay for existing guests. In addition to this, targeted marketing may draw in guests that may otherwise have travelled to an alternative location.

Successfully targeting the complementary tourism market involves careful consideration and delivery against the following key areas;

- High-quality beginner-friendly tracks
- A structured progression in difficulty through track types
- A good volume of smoother flow style tracks
- Access to high-quality hire bikes
- Comprehensive and easily interpreted track signage

Access to a variety of formal and informal non-riding activities
 Access to a good range of accommodation and food and beverage opportunities.

5.2.3 Enthusiast tourist market

The enthusiast market is defined as mountain bike tourists for whom mountain biking is the primary motivator/purpose for their travel. The enthusiast market seeks out new and exciting mountain bike destinations, and typically travel multiple times annually to engage in mountain biking.

The mountain bike enthusiast market is typically populated by 25-45-year-old individuals (84% male; 16% female) with a high disposable income, who are seeking opportunities to travel to destinations with the primary purpose of going mountain bike riding.

While mountain bike riding may be the primary travel motivator, the availability of alternative activities will still influence this traveller as they will often look for destinations where they can viably travel with family, their spouse or non-enthusiast travelling companion/s.

The mountain bike enthusiast is typically travelling for multi-day stays and is seeking unique and high-quality track experiences. These users will typically seek higher volumes of track, as they will often ride 30-40km+ per day.

Successfully targeting the enthusiast tourism market involves careful consideration and delivery against the following key areas;

- High quality tracks
- Unique and iconic environments
- Iconic signature track experiences
- High volumes of tracks
- A good supply of intermediate to advanced tracks

The existing and proposed new tracks in the kunanyi / Mount Wellington Foothills cater well to an enthusiast market of rider.

5.2.4 Recommendations

Dirt Art suggests that the kunanyi / Mount Wellington Foothills will generally be better suited to an enthusiast rider audience, for the following reasons;

- Existing and proposed new tracks target an intermediate-advanced audience due to the nature of the landscape, topography and the relative remoteness of much of the target area
- Landscape, terrain and elevation are better suited to an intermediateadvanced audience

Challenging connectivity (even with new proposed tracks) is better suited to more competent and confident riders

6 The Tasmanian Mountain Bike Market

6.1 Overview

Tasmania has been on a rapid trajectory of mountain bike track development for the past several years. The rapid rise of Tasmania as arguably Australia's leading mountain bike destination began with the development of the North East Mountain Bike Project, which was eventually branded as Blue Derby. While it took a number of years to gain momentum and market traction, Blue Derby has now risen to be considered by many as Australia's leading mountain bike destination.

Over the past few years, a number of new mountain bike destinations have been proposed, designed and are progressing through various different stages of development and operation. Tasmania's key current and proposed mountain bike track destinations will be summarised below.

6.2 Key Destinations

6.2.1 Blue Derby

Location	Derby, Tasmania
Development status	Complete
Track volume	125km
Track types	Enduro, track
Projected visitation	40,000 p.a.

Blue Derby is widely recognised as Australia's leading mountain bike trail network. Opening with an initial 20km of tracks, the network has continually expanded across the past several year to encompass a broad range of track and enduro riding opportunities.

Blue Derby successfully combines high-quality tracks, stunning scenery and a town that has character and the amenities required to service the visiting rider.

A number of new businesses have set up within the town, including restaurants, cafes, accommodation providers, tours and retail outlets.

6.2.2 Maydena Bike Park

Location	Maydena, Tasmania
Development status	Stage 1 & 2 complete (stage 3 under
	development)
Track volume	75km (approvals for 125km)
Track types	Enduro, downhill, track, jump
Projected visitation	40,000 p.a.

Maydena Bike Park is widely recognised as Australia's leading gravity-based bike park. The park is approaching its second anniversary, though is yet to experience a full, uninterrupted summer due to floods in summer one and bushfires in summer two.

Maydena Bike Park differs to other Tasmanian mountain bike destinations as it is a commercial bike park that has been developed by a private developer. The main consumer product at the park is the full day uplift, a full day of transport services to the summit of the park (820m vertical from the base).

While the township of Maydena currently lacks the development and investment of Blue Derby, current and planned developments are likely to see major improvements across coming years.

6.2.3 Wild Mersey

Location	Railton, Tasmania
Development status	Stage 1 & 2 complete (stage 3 under
	development)
Track volume	30km
Track types	Track, enduro
Projected visitation	20,000 p.a.

Wild Mersey is one of Tasmania's newer mountain bike facilities, which has featured staged openings over the past 6 months. The destination features minimal elevation, so is suited more to track-focused riding (undulating tracks including climbing, contouring and descending).

The project spans multiple towns and does not have a single focal entry point.

6.2.4 Penguin MTB Park and the Dial Range

Location	Penguin, Tasmania
Development status	Complete
Track volume	~30km
Track types	Track, enduro, jump
Projected visitation	15,000

Penguin MTB Park and The Dial Range are largely community-driven facilities, supported with periodic professional track builder input. The destination is best described as a local and regional level opportunity at present, though further proposed expansion into the Dial Range may elevate the status of the facility.

6.2.5 St Helens MTB Tracks

Location	St Helens, Tasmania
Development status	Under construction
Track volume	110km
Track types	Track, enduro
Projected visitation	Pre-opening

St Helens Mountain Bike Tracks has recently opened on Tasmania's North East Coast. The trail network features a 42km point-to-point ride, along with a 65km stacked loop trail network. The tracks have a beginner-intermediate focus.

The tracks are targeting a beginner-intermediate audience and heavily leverage their coastal destination.

A staged opening is expected, with further tracks set to open in coming months.

6.2.6 The Meehan Range

Location	Mornington, Tasmania
Development status	Complete
Track volume	25km
Track types	Track, endure, downhill
Projected visitation	50,000 p.a.

The Meehan Range is one of the Tasmania's busiest mountain bike trail networks. First formalised in 2006, the trail network is largely volunteer-driven, with periodic professional track builder input. The facility has ~200m of vertical elevation range and is suited to track and enduro riding.

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

Dirt Art is currently progressing a project that proposes to establish a range of new tracks, café and uplift at the facility, with an estimated launch date of late 2020. This project will likely increase visitation in the area significantly, particularly for visiting riders, who currently generally bypass the facility on their route to Maydena.

6.2.7 The West Coast

Location	West Coast, Tasmania
Development status	Under development
Track volume	TBC
Track types	Track, enduro, big mountain
Projected visitation	TBC

The West Coast of Tasmania features a range of rugged landscapes and big elevation opportunities. A number of mountain bike tracks existing in the area, including a short purpose-built track at Zeehan, and a number of old mining tracks (such as Sterling Valley Track).

The West Coast Council is progressing a concept of developing Mount Owen in Queenstown as a major mountain bike hub. The project is at concept design stage and has \$3m in funding committed. Detailed planning is expected to commence 2019 with construction likely in late 2020. This concept will focus on big mountain enduro riding, heavily leveraging the rugged local landscapes and large elevation opportunities.

6.2.8 George Town

Location	George Town, Tasmania
Development status	Under development
Track volume	100km+
Track types	Track, enduro
Projected visitation	TBC

George Town has commenced planning and approvals for a large-scale riding destination immediately adjacent to the town centre. The trail network features over 100km of tracks, which include remote track riding loops, and a shuttle uplift enduro track zone on Mt George.

The project has completed Stage 1 of detailed design and has over \$4m in funding committed. It is anticipated that construction will commence in early 2020.

7 Defining Mountain Bike Destinations

7.1 Overview

Mountain biking has been driving visitation into small regional areas for several years now, though the focus on mountain biking as an effective driver of tourism and economic development is relatively new. Destinations such as Blue Derby (Tasmania) have proven that small towns can be reinvigorated with mountain biking spearheading this change.

The hierarchy below has been developed by *Dirt Art* to assist in positioning track developments to an appropriate audience, providing clarity on funding and operational models for land managers.

Notably, the benchmarks for mountain bike destinations is not a static or quantitative measure, and will be affected by regional nuances along with a range of other factors. Also of note, with some \$100m+ set to be invested in mountain bike track development across the next 2-3 years, the benchmarks for track destinations are likely to increase.

Dirt Art suggest recognition of the following considerations;

- Track quality will always be more important than track quantity
- Gravity-based trail networks are a rarer commodity and as such, the benchmarks for these track destination types is lower (i.e. a lower volume of tracks will attract a higher volume of rider visitation)
- Travelling riders have a strong preference for riding in high-quality natural environments
- Elevation opportunities are extremely important, and often provide an insurmountable point-of-difference against other more urban-based track opportunities

7.2 Nationally-Significant Destination

The idea of a nationally-significant mountain bike destination is relatively new, with the first destinations notionally meeting this benchmark only in the past three years. A nationally-significant mountain bike destination generally possesses the following key characteristics;

- 80+km track volume
- Tracks catering for green circle to double black diamond difficulty

- Capacity to host national and/or world-level events
- High-quality, comprehensive track signage system
- A high-quality entry gateway (quality signage, pump track etc)
- 400m+ elevation opportunity
- Uplift opportunity
- Very high-quality natural environments
- A local bike store/s
- A minimum of two market-appropriate food outlets within 10 min drive from tracks
- Market-appropriate accommodation meeting supply demands during peak season
- A funded formal track maintenance program that is carried out by staff trained in mountain bike track construction techniques

7.3 State-significant Destination

State-significant track destinations cater for a more intrastate-focused audience, though notably will generally attract national visitation, particularly when other regional or other high-quality track opportunities are available nearby. A state-significant mountain bike destination generally possesses the following key characteristics;

- 60+km track volume
- Capacity to host national or regional level events
- Uplift opportunity
- Tracks catering for green circle to black diamond difficulty
- High-quality, comprehensive track signage system
- 200m+ elevation opportunity
- Good quality natural environments

7.4 Regionally-Significant Destination

Regionally-significant track destinations cater for a more regionally-focused audience, though notably will generally attract national visitation, particularly when other regional or other high-quality track opportunities are available nearby. A regionally-significant mountain bike destination generally possesses the following key characteristics;

- 20+km track volume
- Capacity to regional level events
- Tracks catering for green circle to black diamond difficulty
- High-quality, comprehensive track signage system

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

100m+ elevation opportunity

7.5 Local-Level Destination

A local-level mountain bike destination services a smaller, local market, and will generally hold low appeal for visiting riders. These destinations are generally constructed utilising primarily local volunteer labour. A locally-significant mountain bike destination generally possesses the following key characteristics;

- <20km of tracks
- Capacity to hold local-level (club) events
- A functional signage system

8 kunanyi / Mount Wellington as a Mountain Bike Destination

8.1 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, one of Australia's first full-scale bike parks was developed in Glenorchy in 2005. The Glenorchy Bike Park went on to host six national and continental-level events. Mountain bike track development has arguably failed to meet demand in the region, with the North and the North East of the state receiving the majority of development funding to locations such as Blue Derby and Wild Mersey.

kunanyi / Mount Wellington offers a number of fantastic existing and potential new track development opportunities, though notably, most of these are located within Wellington Park, which bares great social, environmental, and cultural significance. The site also possesses often complex terrain, topography and vegetation conditions for new track development. For these reasons, the site is unlikely to ever be suitable for development as a large-scale mountain bike destination catering to multi-day tourist visits.

While the above constraints do limit future development potential, there remains excellent potential to develop a new and expanded mountain bike trail network. Dirt Art suggests that a network of approximately 47km could be developed without significantly impacting the values of the site, which can be strategically developed in low constraint areas, and provide low construction and life-cycle costs, whilst minimising environmental, cultural and social impacts.

The result of this new track development would be a vibrant, exciting and accessible trail network that would be popular with local and visiting riders.

8.2 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, it is highly-likely that visitors may elect to spend a minimum of one night in Hobart.

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

Ongoing formal and informal track development in the Meehan Range is seeing mountain bike track usage numbers in the area grow. While the trail network currently does not possess strong tourism appeal, this may change as development at the site continues. It is expected that if approved and delivered, *Dirt Art's* uplift and new track development project in the area will significantly increase visitation for both local and visiting riders.

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 from some visitors to the park. With ongoing development in the Meehan Range and on kunanyi / Mount Wellington, it is not inconceivable that the city may become an overnight port for a significant volume of mountain bike riders in the future.

8.3 Local usage patterns

The mountain bike population in Hobart continues to grow, 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, kunanyi / 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.

8.4 kunanyi / Mount Wellington as a Mountain Bike Destination

With many of the attributes required for establishment of a world-class mountain bike destination, kunanyi / Mount Wellington certainly has potential for establishment as a major riding destination. Despite this, *Dirt Art* suggests that major track destination development is likely incompatible with the environmental sensitivities and potential social impacts due to its location in Wellington Park.

Dirt Art suggests that in time, the foothills area of the mountain has potential to sustainably host approximately 50-75km of new tracks, which when combined with natural values, elevation and proximity to Hobart, would certainly result in a mountain bike destination of national significance. Notably, this capacity is ~40km greater than that proposed by this plan.

9 Site Analysis

9.1 Location

kunanyi / Mount Wellington is located approximately 5 km from the Hobart CBD, and is easily accessed via a short drive, ride or walk from the city centre. Uniquely, the mountain rises dramatically to 1270m vertical above mean seal level, providing the largest elevation opportunity of any Australian capital city.

Wellington Park encompasses 18,250 hectares of land, across five municipal areas: Hobart, Glenorchy, Kingborough, Huon Valley and the Derwent Valley. It is important to note that only two of these municipalities, Hobart and Glenorchy, own and manage land in the Park.

The site is one of Tasmania's most visited tourist attraction, receiving approximately 500,000 visitors per annum. Visitors and locals frequent the site for a wide range of activities, including but not limited to; walking, trail running, mountain biking, dog walking, rock climbing, sightseeing, and snow play. Many access nodes and visitor hubs on the mountain are becoming extremely busy during peak visitor periods that extend throughout summer and winter.

Location maps can be found over the page.



kunanyi / Mount Wellington MTB Project

LOCALITY MAP

17.12.19



9.2 Topography

Average slopes	20-40%
,	

The lower slopes of kunanyi / Mount Wellington are predominantly composed of rolling hills (20-40% slopes), though higher elevations feature much steeper slopes and cliff formations (including the renowned Organ Pipes).

9.3 Geology

kunanyi / Mount Wellington is formed of predominantly mudstone and dolerite, with mudstone making up the predominant soil and rock type below approximately 500m AMSL, and dolerite the dominant geology above this elevation.

Instability issues are evident in boulder field areas at higher elevations. Notably in some areas these boulder fields do extend into the project study area.

9.4 Climate

Average annual rainfall	897mm per annum
	(kunanyi.bom.gov.au)

With an average annual rainfall of 626mm, Hobart is Australia's second driest capital city.

During winter months, snowfall on kunanyi / Mount Wellington can be a regular occurrence, which results in periodic road closures of Pinnacle Road. The study area for this project is affected by snow in major snow events, with snow currently impacting tracks significantly for approximately 10-20 days per year.

9.5 Values

The project study area on kunanyi / Mount Wellington has a wide range of significant, environmental, social and cultural values. These values are summarised below.

9.5.1 Natural Values

kunanyi / Mount Wellington supports a diverse range of natural environments, flora and fauna. The Park includes sub-alpine areas, and associated vegetation communities extending from the alpine vegetation on the summit down to the sub-alpine forests and the wet to dry sclerophyll forests on the lower slopes.

Despite urban development encroaching a number of areas of the park, and the parks close proximity to major population areas, natural values across the park are generally considered to be significant.

A desktop analysis of previously identified natural values has been undertaken in the development of this plan. However, detailed site assessments will need to be conducted for each proposed track alignment to ensure that significant natural values are avoided.

9.5.2 Social Values

kunanyi / Mount Wellington holds strong social values for a significant portion of the local and regional community of greater Hobart. The area is popular for a wide range of active and passive uses, including but not limited to;

- Walking
- Mountain biking
- Dog walking
- Horse riding
- Trail running
- Rock climbing
- Sightseeing
- Orienteering
- Hang gliding and paragliding

The above values held can be conflicting at times, particularly in the view of polar opposing values such as the respect of the mountain for its untouched areas and quiet spaces, versus the desire to recreate in the area via more active means (such as rock climbing and mountain biking).

Despite growing visitation, for the most part, the community groups and users coexist happily, with little real evidence of significant conflict.

With increasing tourist numbers, pressure is placed on various infrastructure on the mountain, particularly the narrow, winding Pinnacle Road, which is compounded in

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

winter months as demand for access to snow often causes significant traffic congestion.

9.5.3 Cultural Values

9.5.3.1 Aboriginal Cultural Values

kunanyi / Mount Wellington is a place of significance for local Aboriginal groups, though little is currently known as to the extent of Aboriginal occupation of the site.

9.5.3.2 Geoheritage Values

Several geoheritage values are listed within kunanyi / Mount Wellington ranging from landforms that hold scientific value as well as those features that are visually prominent These iconic landscapes need to be protected and any adverse impacts to their geoheritage values must be avoided. In many cases, tracks that are closely intertwined with areas of holding high geoheritage significance can resultingly provide a unique and memorable ride. In addition to this, these iconic features can often compliment the riding experience by providing easy to identify landmarks, subsequently allowing riders to self-orientate themselves throughout the ride.

9.5.3.3 Historic Heritage

kunanyi / Mount Wellington has a long history of habitation and activity associated with European colonisation. Fires in more recent times have unfortunately destroyed many of the cultural heritage sites scattered throughout the Park. However, it is worthwhile noting that early extractive activities, such as timber cutting and quarrying, are still commonly found with traces of former of log races and saw pits evident. These historic elements will be a potential constraint on track development in the study area.

European heritage sites may provide an opportunity to enrich the riding experience through interpretation, which is particularly valuable for tourists utilising the trail network.

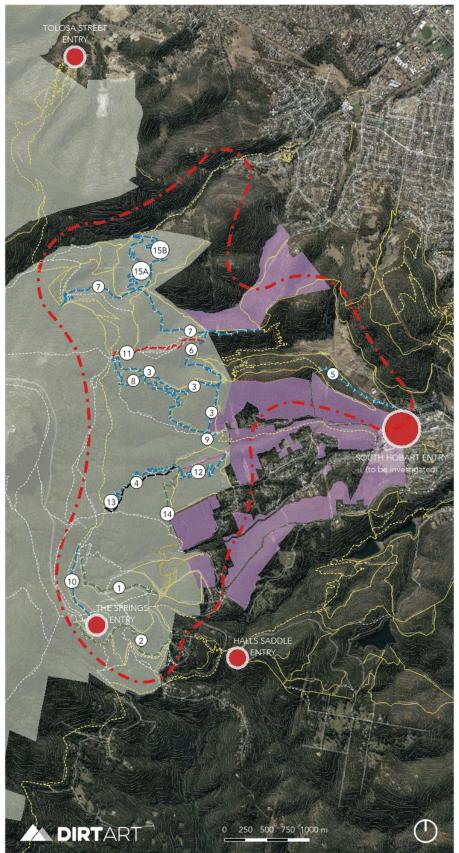
10 Access Nodes

10.1 Overview

Mountain bike riders currently access kunanyi / Mount Wellington through a number of access nodes depending on their mode of transport. While many local riders will ride to the site, an increasing number of riders are driving and parking vehicles to access the tracks. As a general observation, the majority of major access nodes for the site are operating at or beyond hosting capacity during peak times, which include holiday and weekend periods year-round.

Many access nodes have constraints and impacts relating to residential areas. *Dirt Art* generally do not recommend undertaking any development activity at minor access nodes where this development will likely result in increased access activity and result in residential and social conflicts.

A map of access nodes can be found over the page.



kunanyi / Mount Wellington MTB Project

TRAIL CONCEPT ACCESS NODES

24.02.20



10.2 Primary access nodes

10.2.1 Overview

Trail network access nodes are summarised below. These nodes represent the prevailing usage patterns.

10.2.2 Major Access Node 1- The Springs

The Springs is a major access node for riders, particularly those utilising a vehicle shuttle, and/or accessing the North South Track. The Springs is a less common access node for track riders in the foothills, given the need for a potentially large climb to finish the ride (most riders prefer finishing their ride with a descent).

The Springs is an extremely busy area and has become even busier in recent years due to the addition of a small café and the bus stop infrastructure associated with the new Mountain Explorer Bus.

The site features no residential constraints, beyond consideration of the traffic volume past local Ferntree houses along Pillinger Drive near Bracken Lane, Ferntree.

Dirt Art suggest that due to the current demands on this area and its location, The Springs is not a recommended focus for a major access point for the foothills tracks. However, provision should be made for riders to enter the tracks via this area, which will include a shuttle drop off area and room for parking.

10.2.3 Major Access Node 2- South Hobart

A recent Your Say Hobart survey conducted for the purposes of this project revealed that access from the Cascade Brewery site in South Hobart is popular with mountain bikers. However, a lack of council-owned land in the area greatly limits what the City can achieve in terms of establishing a primary access point with parking signage and bike wash down stations. Stakeholders have also raised concerns regarding the volume of mountain bike traffic that flows through Old Farm Road which is narrow and has poor sight lines. The development if a major mountain bike access point for riders in this area is desirable but will require careful consideration and the approval of landowners.

The City is actively investigating opportunities to improve access for mountain bike riders travelling from South Hobart into the lower foothills and aims to provide a solution that will suit both mountain bike riders and key stakeholders.

10.2.4 Glenorchy MTB Park

The Glenorchy MTB Park is located at the top of Tolosa Street, within the Glenorchy municipality. While outside the study area for this project, the park does act as a major access node for many riders, particularly those locals that live in the northern suburbs of Hobart.

The Glenorchy Bike Park is not suitable as a primary access node due to its distance from Hobart, though is suitable as a major access node for many riders. The area also acts as an exit point for those utilising a vehicle uplift to access the North South Track in a descending direction.

A parallel project is the preparation of a master plan for Glenorchy MTB Park. Any significant proposed development may change the popularity of this area as an access node (i.e. the installation of a good volume of new, high-quality tracks).

10.2.5 Minor access nodes

A number of minor access nodes are evident across the kunanyi / Mount Wellington Foothills. These are generally associated with connecting tracks into residential areas. These residential areas include;

- Ridgeway
- Knocklofty
- West Hobart
- Lenah Valley
- Glenorchy

It is suggested that these access nodes be supported by continued improvement to existing tracks, and new track development where required. It is not recommended that any of these locations act as a major access node due to a wide range of constraints, including but not limited to; limited parking and residential conflicts.

10.2.6 Halls Saddle (Ridgeway Quarry)

At the time of preparing this report, CoH was considering a proposal to create a gateway visitor hub for kunanyi / Mount Wellington at Halls Saddle Ridgeway. The proposal includes converting a disused quarry into a major visitor access node for all users of the kunanyi / Mount Wellington area.

Importantly, the proposed mountain bike plan trail network supports the activation of Halls Saddle as a visitor access node should the project be enacted. Primary track user access would be achieved predominantly through the existing S56 Track.

Should the Halls Saddle activation be pursued, Dirt Art suggest consideration be given to a range of potential mountain bike-related infrastructure developments, including but not limited to;

- Bike wash
- Bike racks
- Mountain bike track signage
- Mountain bike tool stand
- Beginner friendly track loops in surrounding area
- Pump track
- Skills park

Page 87

11 Existing Tracks Overview

11.1 Overview

Dirt Art has undertaken an in-field assessment of all formal tracks in the target area. Illegal and/or walking-only tracks have been assessed where they are considered relevant for consideration due to their existing levels of use, and/or potential for inclusion in the mountain bike network.

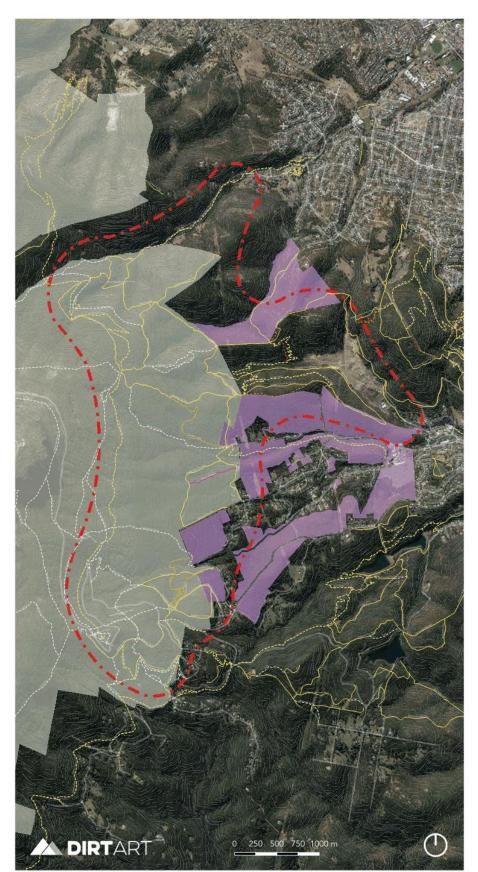
The trail network has a number of generally consistent issues, including but not limited to;

- Compromised track functionality due to shared use
- Significant lack of connectivity
- Illegal and/or non-bike-specific tracks often lack the dynamics and flow sought by riders

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

11.2 Track Map

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



kunanyi / Mount Wellington MTB Project

EXISTING TRACKS MAP

24.02.20



11.3 Auditing Process

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

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

11.4 Aims and Objectives

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

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

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

11.5 Ranking Criteria

11.5.1 Overview

To provide objectivity and clarity to the track audit process, Dirt Art has developed an attribute ranking system for track auditing. Each track 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 track.

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

11.6 Overview of Ranking Criteria

Sustainability: This criteria refers to the sustainability of the track in the short, mid and long term. The track 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 track use in the local climate is also considered. A low sustainability score does not necessarily mean that a track should be closed, rather the sustainability issues in some cases may be easily and cost effectively addressed.

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

Broad market appeal: This criteria refers to the capacity for the track to cater for a broad market of riders. A low score for this criteria does not necessarily mean a track is low quality, rather that the track 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 tin the market)

Environmental Experience: This criteria refers to the environmental experience that the track 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 track on the value it adds to the broader trail network. Tracks that provide key connectivity and/or provide diversity in the

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

network will score higher, whereas tracks that are duplicated in alignment and style will generally score lower.

Environmental compatibility: This criteria refers to the compatibility of the track with the environmental values of the site. Tracks that have a significant detrimental impact on natural values will score low, whereas tracks 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 tracks impact on the social values of the site. Tracks that negatively impact on other tracks and user groups, and/or tracks that impact negatively on local residences will score low. Tracks that do not negatively affect any other users or residents will score highly.

Heritage Compatibility: This criteria assesses the impact the track may have on any known Aboriginal 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 track. Tracks 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 track, road and via air.

11.7 Tracks Assessed

The existing track assessments have been undertaken with regard to their current use and formalisation status as listed in the categories below:

- · Walking only tracks assessed for shared use
- Existing shared use tracks
- · Existing bike-only tracks
- Informal tracks approved for formalisation
- Illegal Tracks

11.7.1 Walking Only Tracks Assessed for Shared-Use

11.7.1.1 The Lenah Valley 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	7,100m	
TDRS	Blue Square	
Style	Technical	
Formalisation status	Not formalised for MTB use	
Recommendation	Retain as walking only	
Weather notes	Dry winter conditions	

Track Overview

The Lenah Valley Track has been extensively used by mountain bikes illegally in the past, though with the establishment of the North South Track, it is believed that current illegal usage is very low.

Dirt Art suggests that the track remains walking only.

11.7.1.2 Breakneck 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	16/50
-------------	-------

Key Stats		
Length	1,200m	
TDRS	Double Black Diamond	
Style	Technical	
Formalisation status	Not formalised for MTB use	
Recommendation	Retain as walking only	
Weather notes	Dry winter conditions	

Track Overview

The Breakneck Track is an extremely steep and eroded fire track, with some sections narrowing to singletrack width. While utilised periodically by some riders, the track provides a low-quality riding experience.

Dirt Art suggest not formalising track. However, we recommend that consideration be given to developing a new formalised track in this area catering for mountain bike use. New Track 11 addresses this proposal.

11.7.1.3 Upper Sawmill 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	20/50
-------------	-------

Key Stats		
Length	900m	
TDRS	Double Black Diamond	
Style	Technical	
Formalisation status	Not formalised for MTB use	
Recommendation	Retain as walking only	
Weather notes	Dry winter conditions	

Track Overview

The Upper Sawmill Track is a steep and technical section of track with one section of stairs that is virtually unrideable. The track was previously used by more experienced riders to link into Lower Sawmill Track, though with the development of the North South Track, it is believed that current usage volumes are low.

Given the lack of strategic connectivity and extremely technical nature of the track, *Dirt Art* recommend that it remains managed as a walking track only.

11.7.1.4 Finger Post 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	23/50
-------------	-------

	Key Stats				
Length	1,300m				
TDRS	Double Black Diamond				
Style Technical					
Formalisation status	Not formalised for MTB use				
Recommendation Retain as walking only					
Weather notes	Dry winter conditions				

Track Overview

The Fingerpost Track has been used moderately by mountain bikes in the past, though current usage levels appear low. The track features a number of road crossings, which are preceded with steep, high speed track sections. These road crossing are unsafe for formalisation.

The track provides an enjoyable riding experience for advanced riders, though usage conflicts and problematic road crossings result in the track not being suitable for formalisation.

11.7.1.5 Lower Sawmill 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	29/50
-------------	-------

Key Stats				
Length	1,800m			
TDRS	Black Diamond			
Style Technical				
Formalisation status Not formalised for MTB use				
Recommendation Consider formalisation as shared use				
Weather notes	Dry winter conditions			

Track Overview

The Lower Sawmill Track has been used moderately by mountain bikes for many years, and importantly provides a connection from the North South Track back into South Hobart. The track is steep and technical in places, but for the most part it provides a good quality advanced riding experience and is for the most part sustainable. It is understood that heritage issues may limit the potential for the track to be formalised for mountain biking. *Dirt Art* suggests that given the apparently relatively low walker volumes, with some minor upgrades, the track would be suitable for potential shared us. If not suitable for shared use, *Dirt Art* recommend that a track fulfilling a similar connection should be investigated. Two new tracks have been proposed to address this connection, Track 4 (an existing informal alignment) and Track 13 (a new proposed track).

11.7.1.6 Cascade Walking 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	26/50
-------------	-------

Key Stats				
Length	1,800m			
TDRS	Blue Square			
Style Technical				
Formalisation status Not formalised for MTB use				
Recommendation Consider formalisation as shared use				
Weather notes	Dry winter conditions			

Track Overview

The Cascade Walking Track was a joint venture project between the CoH and the Cascade Brewery. The track provides a walking connection between South Hobart and the Main Fire Track, which is notably increasingly popular for mountain bikes in an ascending direction. Notably, the track is on private land, but is under a lease agreement with CoH. The corridor the track occupies is one of the better opportunities for an ascending track connecting South Hobart with the Main Fire Track, and as such the track even in its current form has strong value to the broader mountain bike trail network. The narrow and tight, winding nature of the track is not optimal for mountain biking, and while clear sightlines make shared-use possible, *Dirt Art* instead recommend that a second mountain bike specific track in the vicinity would be preferable rather than attempting to establish shared-use on the track. Any future development would require agreement from land owners.

11.7.2 Existing Shared Use Tracks

11.7.2.1 Radfords 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 22/50

Key Stats				
Length	1,300m			
TDRS	Black Diamond			
Style Technical				
Formalisation status Formalised				
Recommendation	Remove from MTB trail network			
Weather notes	Wet winter conditions			

Track Overview

The Radfords Track was the first formalised mountain bike track on kunanyi / Mount Wellington and has been in operation for several years. In recent years chicanes were added to the track to calm rider speeds and reduce conflict between walkers and riders. These chicanes have further reduced what was already a very poor riding experience and pose a safety risk to riders.

Given the low-quality riding experience and high volume of walking traffic on the track, *Dirt Art* suggests the track be removed from the mountain bike trail network as a descending track. Though climbing use constitutes a very low volume of riders, the track has potential to remain open to mountain bikes in an uphill direction only.

New Track 2 has been proposed to address the above recommendation.

11.7.2.2 The North South 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 36/50

Key Stats				
Length	11km			
TDRS	Blue Square			
Style Technical				
Formalisation status Formalised				
Recommendation Consider single use for some track sections				
Weather notes	Dry winter conditions			

Track Overview

The North South Track was the first mountain bike track developed on kunanyi / Mountain Wellington specifically for mountain bikes. The track features a tight, winding riding experience with a number of technical features. The track provides an experience that is strong in environmental values but average-good as a riding experience due to an outdated track design, and the shared-use status of the track.

Some sections of the track feature potential for very high rider speeds with blind corners, posing significant safety risks for shared-use. *Dirt Art* suggests that the section from The Springs to Shoebridge Bend is particularly problematic for shared-use, and should be converted to single use, mountain bike-only. A new proposed track has been designed to allow for potential conversion of this section of track to single-direction, single-use.

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

The track has a number of connectivity issues, with a lack of climbing access, and a lack of opportunity for riders to travel down to South Hobart via a mostly descending route.

11.7.2.3 Pillinger Drive 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	27/50
-------------	-------

Key Stats		
Length	1,400m	
TDRS	Blue Square	
Style Flow/Technical		
Formalisation status Formalised		
Recommendation Retain- no works		
Weather notes Wet winter conditions		

Track Overview

The track provides valuable connectivity, though features a compromised alignment and speed calming measures that significantly detract from the riding experience.

Dirt Art suggest that the track remain in the formal network, though alternative alignments should be pursued as a new track development featuring single use.

New Track 2 has been proposed to address the above recommendation.

11.7.3 Existing Bike-Only Tracks

11.7.3.1 Old Farm 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	27/50

Key Stats			
Length	2,200m		
TDRS	Black Diamond		
Style Technical			
Formalisation status Formalised			
Recommendation Track should be replaced with a purpose built,			
sustainable descent			
Weather notes	Dry winter conditions		

Track Overview

The Old Farm Track- South Fork is one of only three designated MTB-only tracks on kunanyi / Mount Wellington. The lower ~200m of the track has been upgraded and realigned, but the remainder of the track provides a poor and in places unsafe riding experience. Extremely high speeds, steep gradients and rocky track surfaces are challenging for all but the most experienced riders.

The track passes through one of the best uninterrupted elevation opportunities on the kunanyi / Mount Wellington Foothills, and as such, *Dirt Art* suggest that the track be replaced with a purpose-built climbing and descending track linking to Main Fire Track (New Track 3).

11.7.3.2 Old Farm Fire 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

Key Stats			
Length	1,000m		
TDRS	Black Diamond		
Style	Technical		
Formalisation status	Formalised		
Recommendation	Consider construction of adjacent alignment		
Weather notes	Dry winter conditions		

Track Overview

The Old Farm Fire Trail provides a steep and loose fire track experience that is unsafe for many riders. The track provides a poor-quality riding experience, but is extremely important as a strategic link between Junction Cabin and Main Fire Track

Dirt Art suggest the track be retained for mountain bike usage, though a new track alignment should be investigated in its vicinity (New Track 3).

11.7.3.3 Tip Top

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	1,400m	
TDRS Black Diamond		
Style Technical		
Formalisation status Formalised		
Recommendation Retain- nil further works		
Weather notes	Dry winter conditions	

Track Overview

The Tip Top track was built upon an existing informal alignment, using both council and volunteer labour. The tight and technical track provides a good quality riding experience for riders seeking a more classic singletrack experience.

Numerous sections of rock paving ensure the track is generally sustainable, though some narrow section with poor flow and track verge trees are causing riders to divert off the track, causing track verge erosion.

The track currently terminates high on a ridgeline with no formal exit point. A new track has been proposed to address this (New Track 5).

11.7.3.4 The Slides

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	1,600m	
TDRS	Blue Square	
Style	Flow	
Formalisation status	Formalised	
Recommendation	Retain- nil further works	
Weather notes	Dry winter conditions	

Track Overview

The Slides Track was built upon an existing informal alignment, using both council and volunteer labour, also supplemented by professional contractors. The track combines with Yellow Hippo Track to create a popular link towards the tracks of Knocklofty and Lenah Valley.

Featuring flow and technical elements, the track typically follows sound alignments and provides a good quality riding experience.

The track currently features issues with connectivity in the broader network context, which has been addressed through the proposed New Track 6.

During consultation, riders have expressed an interest in re-opening the original Slides descent alignment (adjacent to the current formal track). *Dirt Art* suggests that this could be achieved through formalization involving rock armouring and

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

other sustainability improvements. Such works would certainly add value to the current trail network.

11.7.3.5 Monkey Bars

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	1,200m	
TDRS	Blue Square	
Style	Flow	
Formalisation status	Formalised	
Recommendation	Retain- nil further works	
Weather notes	Dry winter conditions	

Track Overview

Money Bars connects with the Slides Track to form a partial loop. The track was built using council, professional, and volunteer labour.

The track features a gently descending/ascending alignment, which provides a valuable connection and loop riding opportunity.

11.7.3.6 S56 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	600m	
TDRS	Blue Square	
Style	Technical	
Formalisation status	Formalised	
Recommendation	Retain- no works	
Weather notes	Veather notes Dry winter conditions	

Track Overview

The S56 Track is a formalised track that begun as an informal, rider-built single track. The track connects Bracken Lane with Huon Road, providing a link for local residents and riders who may be entering of existing tracks around Ridgeway, Waterworks or the S57 tracks area (private land).

The track provides a good quality riding experience and is sustainable and well-constructed.

Dirt Art recommend retaining the track in the formal trail network.

11.7.4 Informal Tracks Approved for Formalisation

11.7.4.1 Upper Luge 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	606m	
TDRS	Black Diamond	
Style	Technical	
Formalisation status	Informal – Awaiting Formalisation	
Recommendation	Consider formalisation	
Weather notes	Dry winter conditions	

Track Overview

The Upper Luge Track connect into the original Luge Track (a long-established track on private land). The Upper Luge is a track that has been built informally on a generally sound track alignment, with a number of minor technical track features. The track provides a valuable network connection irrespective of whether the Upper Upper Luge (or a similar new connection) is formalised/developed.

The track features few visible barriers to formalisation, with minor realignments and surface reprofiling works required to establish a safe and sustainable track.

Dirt Art strongly suggests that formalisation of the track be pursued, along with the proposed New Track 12. Development of this new track would allow the existing Upper Luger Track to be used in a single-directional descending format, with New Track 12 to provide a parallel ascent.

11.7.4.2 Drops 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	31/50
-------------	-------

Key Stats			
Length	611m		
TDRS	Black Diamond		
Style	Technical		
Formalisation status	Undergoing formalisation		
Recommendation	Retain- continue to progress upgrades		
Weather notes	Dry winter conditions		

Track Overview

The Drops Track has been in place for over a decade and was originally built informally by mountain bike riders. The steep and technical track is currently being upgraded and formalised utilising volunteer and council labour. Important to note is that the upgrade works appear to be retaining the original character and technicality of the track.

While track does not fill any major strategic network connections it does add value to the network and provides a good quality advanced riding experience.

Dirt Art recommend the track continue to undergo upgrade works as led by Trackcare.

11.7.5 Illegal Tracks

11.7.5.1 Upper Upper Luge 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 29/50

Key Stats				
Length	1,800m			
TDRS	Double Black Diamond			
Style	Technical			
Formalisation status	Illegal Track			
Recommendation	Consider formalisation with realignment			
Weather notes	Dry winter conditions			

Track Overview

The Upper Upper Luge Track is an illegal track departing from the North South Track and connecting down to the Upper Luge Track (currently undergoing formalisation). The beginning of the illegal track is a highly technical, rocky descent, before opening up into a more established benched track. A number of steeper sections, rock and log drops populate the track.

Some sections of the track are aligned poorly down the fall line, through wet and low-lying areas, though these in most cases could be corrected with minor realignments.

Importantly, the track provides a critical missing link in the current network, which subsequently entices riders to use the illegal track to join the North South Track and into South Hobart in a primarily descending track format.

 ${\sf Draft\ Mountain\ Bike\ Network\ Plan\ for\ the\ foothills\ of\ kunanyi\ /\ Mount\ Wellington.}$

Agenda (Open Portion) Parks and Recreation Committee Meeting - 12/3/2020

Dirt Art strongly recommends that formalisation of the track be considered as the track is currently ridden by riders illegally at this current point in time. Alternatively, a track in its vicinity should be investigated. This track is proposed as New Track 4 for the purposes of this report.

11.8 Other Tracks

A number of other tracks exist on private land within the kunanyi / Mount Wellington Foothills, predominantly utilising land owned by the Cascade Brewery (Carlton and United Breweries). While the private land status of these tracks precludes them from formal consideration in this report, notes regarding these tracks can be found below.

As the Cascade Brewery owns the majority of the land surrounding the most popular access node to the Foothills Tracks, a significant volume of user-built tracks exists on their land.

A number of tracks (both formal and informal) on crown land also existing peripheral to the target area for this project yet have co-dependencies with tracks in the target area. A summary of these tracks is also provided below;

11.9 Public Land Tenure

11.9.1 Knocklofty

The Knocklofty Reserve effectively joins the kunanyi / Mount Wellington Foothills with the communities of Mount Stuart, West Hobart and Knocklofty. The reserve has a network of formal and informal tracks that a popular with a wide range of users, including mountain bike riders.

While not captured within the project area for this project, the Knocklofty trail network is highly relevant to the Foothills Mountain Bike strategy. *Dirt Art* believe that current connectivity is adequate, and do not recommend prioritising further connecting tracks in the area. Further connecting tracks risk creating a more active entry node, which raises the risk of residential and social conflicts.

11.9.2 Glenorchy MTB Park

The Glenorchy MTB Park was first developed back in 2005, with a strong focus on facilitating high level racing. The park provides the exit/entry point for the northern end of the North South Track, while servicing a generally local riding audience. The park is a key component of the Foothills mountain bike experience, though does fall outside of the project area for this project due to land tenure.

Glenorchy City Council have recently engaged *Dirt Art* to develop a master plan for the park, with the view to upgrading and enhancing the track offering. It will be

important that this process works in unison with the kunanyi / Mount Wellington Foothills Mountain Bike Project.

Notably, connectivity on high quality tracks into and out of the kunanyi / Mount Wellington Foothills is currently lacking at Glenorchy MTB Park.

At the time of finalising this report, both councils have committed to progressing the two projects collaboratively.

11.9.3 Tolmans Hill

There is a network of predominantly informal tracks on both public and private land in the suburb of Tolmans Hill, which appear popular with predominantly local riders. The tracks do provide connectivity into the kunanyi / Mount Wellington Foothills for Tolmans Hill residents, though are not considered a major functional component of this project.

11.9.4 Waterworks

The Waterworks area is a popular passive recreational space, with a network of informal and formal tracks. While there is limited formal mountain biking in the area beyond the Pipeline Track, *Dirt Art* suggests that the area has significant potential for development of new mountain bike tracks.

11.10 Private Land Tenure

11.10.1 Old Farm Road Area

A significant volume of informal tracks exists in the area immediately to the north of Old Farm Road. These tracks are user-built, enduro-focused tracks, which are suitable for advanced to elite riders. The network of tracks is extremely popular with local riders due to the challenging nature of the tracks, and short access climbs back to the high point of the trail network.

The focus of this report is on land managed by CoH. Opportunities exist to work with the private land owners to investigate potential to better connect the kunanyi / Mount Wellington foothills through South Hobart.

11.11 Strickland Avenue Tracks

A number of informal user-built tracks have been developed to the north of Huon Road. Tracks such as S57 have been in place for close to 20 years. These tracks also link into the area immediately south of Strickland Avenue.

While the focus of this report is on land managed by CoH, it is worth noting that opportunities exist to work with the private land owners to investigate potential to better connect the kunanyi / Mount Wellington foothills through South Hobart.

12 Consultation

12.1 Overview

During the development of this project, a number of groups, organisations, individuals and the broader community have been consulted with. Consultation included the below key groups;

- Internal reference group (Client, City of Hobart)
- Project Advisory Group (PAG)
- Wellington Park Management Trust
- Hobart Walking Club
- Local track runners
- Hobart Wheelers/Dirt Devils
- Local businesses
- Tour and transport businesses
- Pandani Walking Club

Consultation has been undertaken via face-to-face meetings, via phone and email, and online surveys. A summary of consultation can be found below.

12.2 Consultation summary

12.2.1 City of Hobart (CoH)

CoH as client for the project are strong supporters of improving the mountain bike experience on the kunanyi / Mount Wellington Foothills.

A presentation was made to key internal staff, with the following key feedback noted;

- General support for the project
- Query regarding the focus on the kunanyi / Mount Wellington Foothills rather than a broader site focus
- Query regarding the potential disturbance to natural values as a result of implementing the project in its entirety

12.2.2 Project Advisory Group (PAG)

A project advisory group (PAG) has been formed for the project under direction of the CoH. The PAG is made up of 10 local riding community members. The CoH met with the PAG at the time of the projects inception in order to identify the current needs of the local mountain biking community. This information was used to develop the consultancy brief.

The PAG met with *Dirt Art* during the lead in to the project and were provided with a project overview and strategy session.

The PAG supports the proposed trail network concept plan with no major change requests to track alignments or the overall development plan.

As representatives of the local mountain bike community, the PAG played a key role in prioritising the proposed track developments once they had been identified by the *Dirt Art*.

12.2.3 Wellington Park Management Trust (WPMT)

Dirt Art met with the WPMT during the early stages of the project. The meeting included discussion of the following key topics-

- Current track usage and issues
- Areas that will be challenging for new track development
- The potential to open up further walking tracks for shared-use
- The process for assessing and approving new tracks

12.2.4 Hobart Walking Club (HWC)

The HWC is a large group of local bushwalkers, who frequently utilise the Mount Wellington Foothills trail network. The COH briefed the HWC at one of their monthly meetings early in the project to gauge their level of support for new mountain bike developments on the mountain. Key points raised in this briefing are summarised below;

- Support for the separation of walkers and mountain bike riders
- General support for new mountain bike track projects

Three representatives volunteered from the HWC to participate in a project workshop held for walkers and runners. The key points raised by the HWC representatives at this workshop are summarised below:

- General support for the project
- Strong support for the separation of walkers and mountain bike riders

 Draft Mountain Bike Network Plan for the foothills of kunanyi / Mount Wellington.

 Dirt Art Pty Ltd

- One or two individuals did not support the project, due to a conflict with their personal values regarding mountain biking on the mountain

12.2.5 Pandani Walking Club

The Pandani Walking Club is another large group of local bushwalkers whose members frequently utilise the kunanyi / Mount Wellington Foothills trail network.

Three representatives volunteered from this club to participate in a project workshop held for walkers and runners. The key points raised by this club's representatives are summarised below:

- Strong support for the project
- An understanding that development is needed to manage the expected increase in track use
- Keen to see an increase in outdoor recreational opportunities for the benefit of children and young adults

12.2.6 Local track runners

Representatives from this user group were sought via informal running groups to provide input into the draft plan. A total of nine individuals who regularly run in the lower foothills volunteered to participate in a project workshop held for walkers and runners. Key topics that were raised by this user group are summarised below;

- General support for the project
- General desire to allow for shared use (mountain bike riding and trail running) on new proposed tracks
- Noted perceived compatibility between trail running and mountain bike riding
- Noted apparent increase in trail running community size

12.2.7 Stakeholder Groups

Individual stakeholder consultation sessions were held during the concept development stage of the project for the following groups;

- Tas Mountain Bike Adventures
- Hobart MTB Tours
- Cyclingo
- The Dirt Devils

Key feedback from these discussions is summarised below;

- Lack of connectivity: Lack of connectivity and loop track options was a consistent concern raised by all groups
- Lack of a descent from Junction Cabin to Main Fire Track- the lack of connectivity through this area was highlighted as a major issue for all groups
- Issues with commercial shuttles of North South Track: All commercial
 operators highlighted the issues with providing shuttle uplifts of the North
 South Track with Glenorchy as a completion point. The excessive transit time
 of this route was raised as the main reason this uplift service is not feasible
- Lack of connectivity with Lenah Valley: A lack of formal singletrack track connectivity with Lenah Valley was raised as an issue
- Lack of a direct descending option from The Springs: It was raised by several attendees that the lack of a formal descending route directly from The Springs was seen as an issue
- Lack of climbing routes from South Hobart: The lack of high-quality off-road track connectivity from South Hobart up into the foothills was noted by all attendees
- A desire to increase commercial activity: All commercial attendees noted that
 they have an interest in increasing their activity in the foothills area, but are
 unable to do so due to current lack of track connectivity and quality
- Lack of beginner friendly track options: the lack of beginner friendly track opportunities beyond fire tracks was noted by all attendees as an issue
- Lack of a major entry hub: the lack of a major entry hub was noted by most attendees. Desirable infrastructure at such a hub was noted as; skills park, pump track, car parking, toilets and related facilities

The general sentiment from commercial providers, was that there is immense potential across the foothills for them to operate an expanded range of products and services, but that they are currently constrained by track quantity and quality.

12.2.8 Primary school student consultation

A consultation was held for younger riders at South Hobart primary School. This consultation was attended by 25 riders, between the ages of 5 and 16, and 9 parents.

Key feedback from the session is summarised below;

- Both young riders and their parents strongly support the project
- Strong interest in riding in the area
- Riders are pedalling and utilising uplift shuttles to ride the network

- A particular interest in the informal tracks around Cascade Brewery was noted
- Attendees noted Blue Derby and Maydena Bike Park as their favourite
- Tasmanian riding destinations

12.2.9 Community Survey

Two community surveys were conducted by CoH. A summary of survey results can be found below;

12.2.9.1 Survey 1- Mountain Bike Users

Key response data included;

- Majority of respondents live in South Hobart
- Majority of respondents ride at an intermediate level
- Majority of respondents ride Saturdays between 2-4 hours
- Majority of respondents drive to an access point and park at Cascade Brewery silos
- Majority of respondents will travel to ride, most likely to go to Derby
- Majority of respondents ride to escape the daily grind
- The current tracks meet riding abilities
- Blue (intermediate) descent/s would be the ideal addition because it would enhance the current options
- Tolosa is the preferred area for exploration, because this exhibits the most room for improvement
- The untapped potential for the mountain to be a significant site for mountain biking is something people want highlighted.

12.2.9.2 Survey 2- Shared Use Tracks

Key response data included;

- 49.9% of respondents rode a mountain bike, 32.7% of respondents engaged in bush walking, 17.3% of respondents engaged in trail running
- Overall 83% of track users supported development
- Overall 72% of track users preferred tracks to be separated by use
- The smaller the difference in speed between user groups was the directly related to the overall contentment in users sharing tracks
- Feelings of safety on the track were heavily tied to not only to large variations in speed but also the visibility and audibility of other track users

- The most preferred method of shared use was travelling in an up-hill direction together.
- The majority of recipients supported all sections of the North South track being converted to mountain bike use only

13 Gap and Opportunities Analysis

13.1 Overview

The trail network through the foothills of kunanyi / Mount Wellington can be characterised by a distinct lack of connectivity, which has also been acknowledged as a major issue through public and stakeholder consultation. *Dirt Art* has worked to assess key network gaps in network functionality, track difficulty and riding experience.

A comprehensive opportunities analysis has been undertaken, assessing areas with the key characteristics required for cost effective track development, which is compatible with environmental, heritage and social values.

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

13.2 Gap Analysis

A number of significant gaps are evident in the kunanyi / Mount Wellington foothills trail network. Primary gaps are listed below;

- 1. Ascending track to The Springs
- 2. Descending track from The Springs
- 3. Singletrack track from Junction Cabin to Main Fire Track
- 4. Ascending track from South Hobart to Main Fire Track
- 5. Ascending track from Main Fire Track to Junction Cabin
- 6. Descending track from North South Track to South Hobart (pre Junction Cabin)

13.3 Opportunities Analysis

A comprehensive opportunities analysis has sought to determine potential track development areas where conditions are conducive to cost-effective, high quality track development, and feature a low constraints profile. Areas that feature mud stone rather than dolerite soils, and low environmental, social and heritage constraints have been targeted, to allow for the most streamlined and cost-effective implementation.

14 New Track Concepts

14.1 Overview

Approximately 47km of new tracks have been proposed, which seek to address key trail network gaps, while capitalising on areas with generally low development constraints. The new proposed tracks provide a diverse range of track experiences, which cater for riders of all abilities.

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

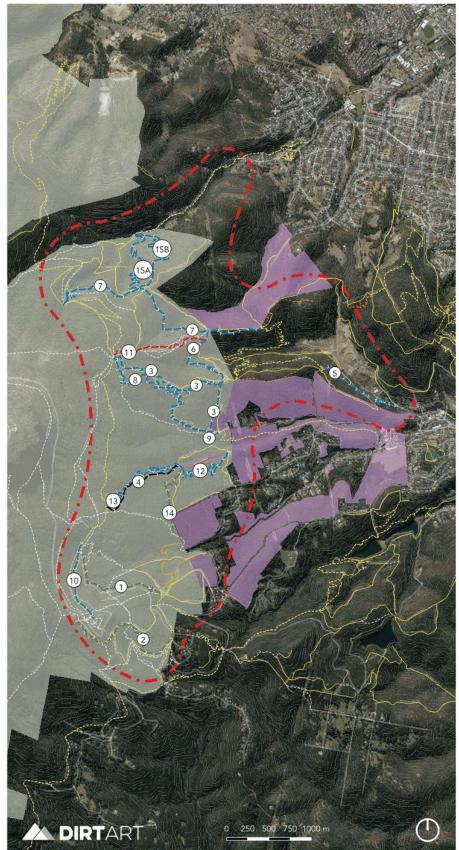
14.2 Key Objectives

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

- 1. Address key network gaps
- 2. Develop a stacked loop track system where possible
- 3. Provide opportunities for a wide range of riding styles, including shuttle uplift riding
- 4. Increase track diversity
- 5. Place tracks in areas with lower environmental values
- 6. Place tracks in areas with reduced social conflicts
- 7. Place tracks in areas that eliminate or reduce heritage conflicts
- 8. Place tracks in areas that provide cost effective construction conditions

14.3 Proposed New Tracks Maps

Track maps for all proposed new tracks can be found over the page.

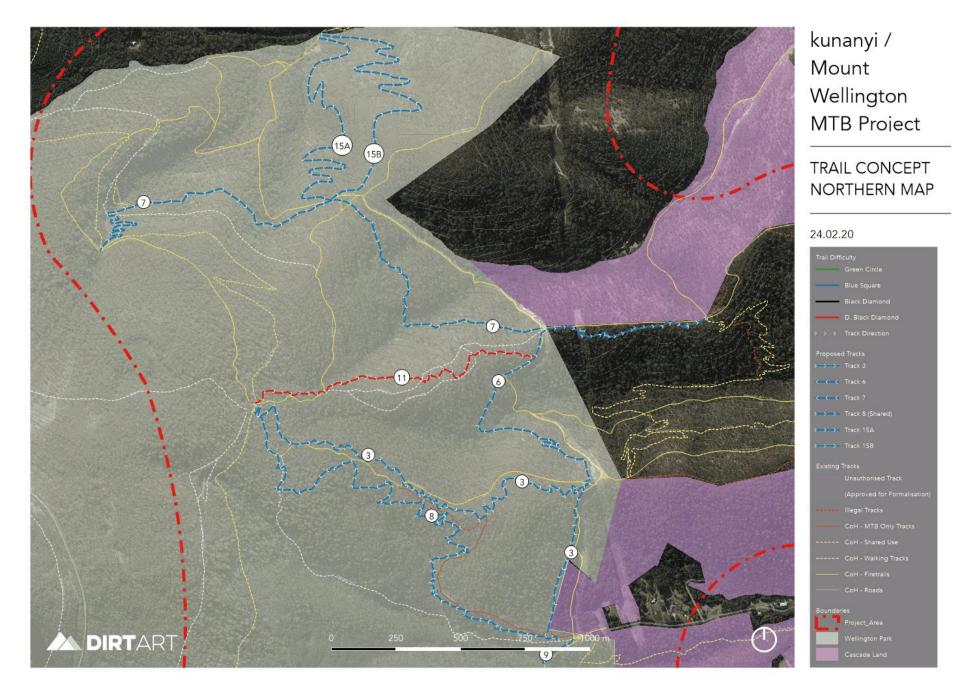


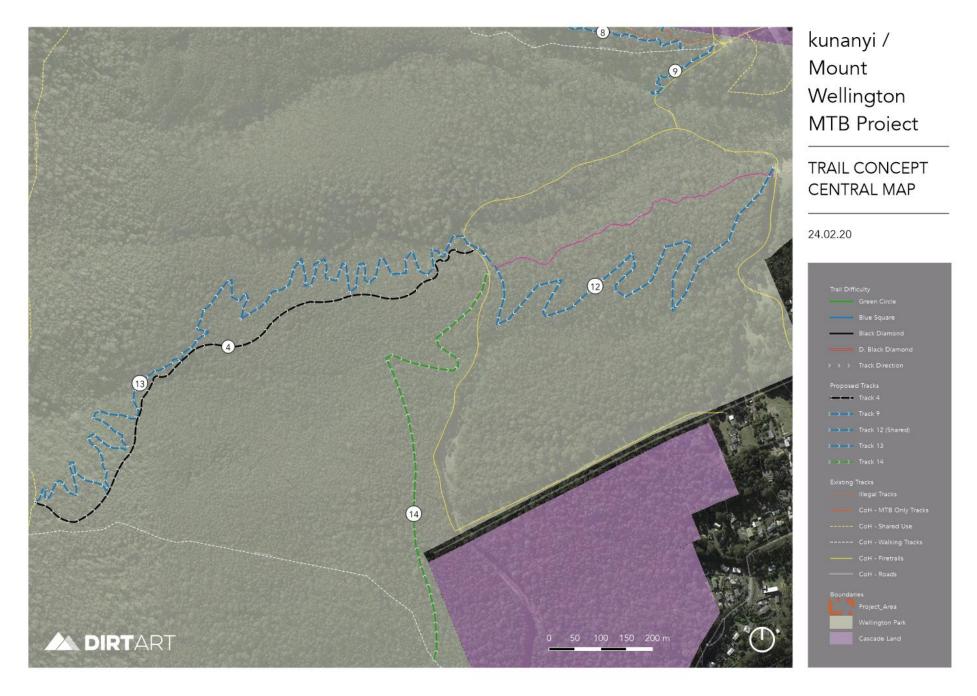
kunanyi / Mount Wellington MTB Project

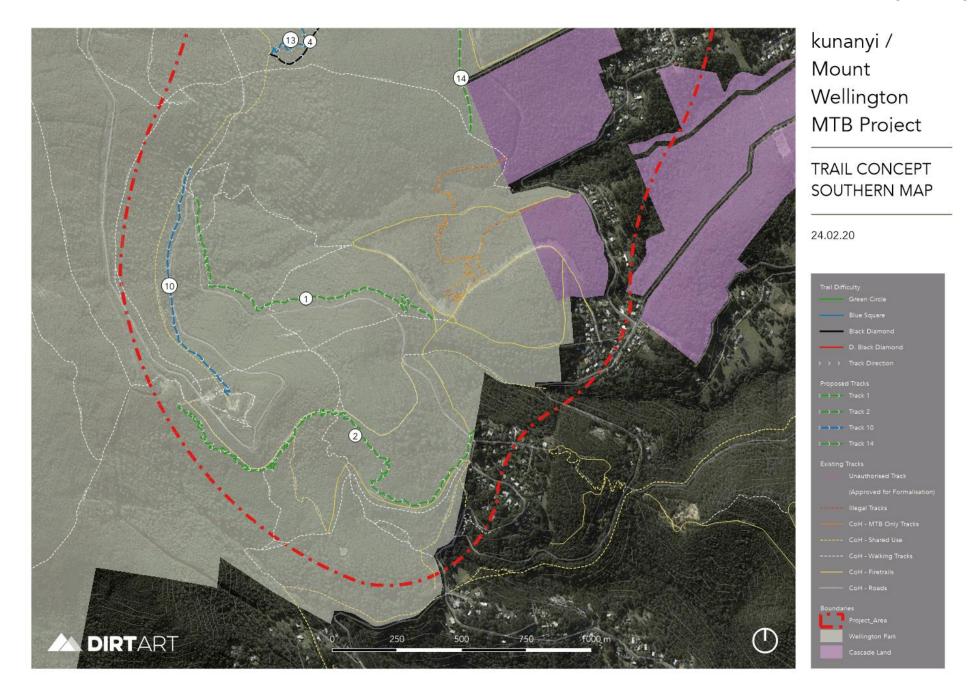
TRAIL CONCEPT OVERVIEW MAP

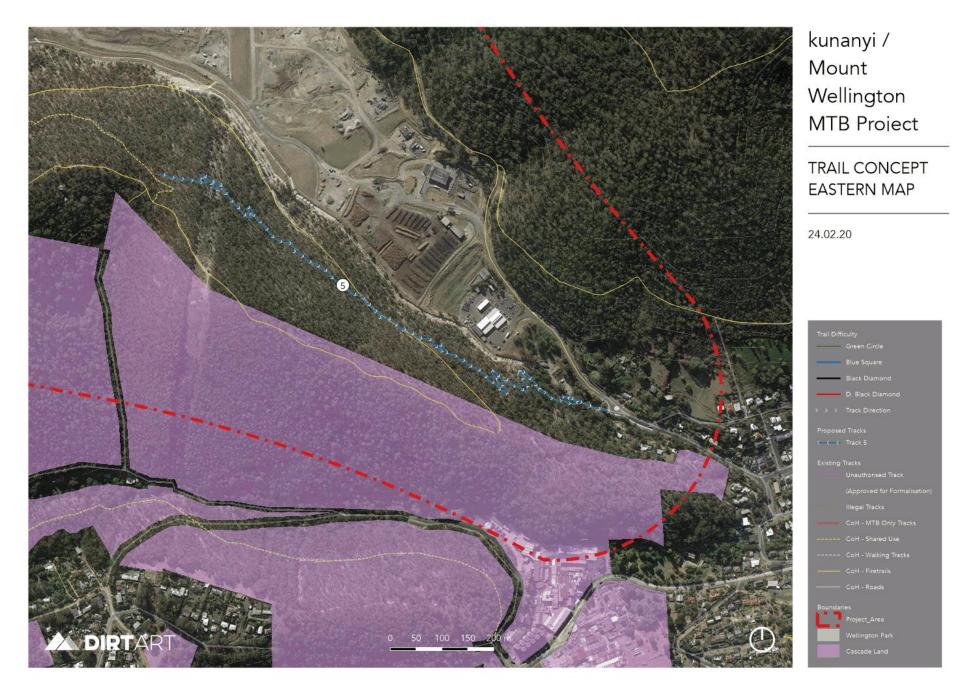
24.02.20











14.4 Proposed New Tracks

14.4.1 Track 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

43

Key Stats		
Length	1,950	
TDRS	Green Circle	
Construction Style	Flow Track	
Total elevation gain/loss	+120m	
Direction	Ascent	
Width	1,200mm	
Surface	Natural surface, graveling required at higher	
	elevations	
Average Gradient	6%	

Track Overview

Track One is a critical climbing link track, providing connectivity between Bracken Lane and Shoebridge Bend. The track would provide one of the main arterial climbs up the Mountain, providing loop and access options with a wide range of other tracks.

Proposed as a beginner friendly climb to allow for future beginner track development in the area, the climb could potentially be constructed as an intermediate track to reduce construction complexity and cost.

The track is suitable for shared-use (walking and mountain biking).

14.4.2 14.4.2 Track 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 37

Key Stats		
Length	6,400m	
TDRS	Green Circle	
Construction Style	Flow Track	
Total elevation gain/loss	-281m	
Direction	Descent	
Width	1,200mm	
Surface	Imported gravel	
Average Gradient	4%	

Track Overview

Track Two is proposed as a descending flow track suitable for beginner to intermediate riders. The track provides an important descending link, which potentially removes Radfords Track from the formal trail network.

The track features broad market appeal and allows riders to engage with a fast turnaround uplift track opportunity from The Springs.

14.4.3 Track 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

Key Stats		
Length	3,550m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	-310m	
Direction	Descent	
Width	1,200mm	
Surface	Natural surface	
Average Gradient	5%	

Track Overview

Track three is a critical descending link track that provides a high-quality descending opportunity connecting Junction Cabin with Main Fire Track. Currently, only steep, dangerous fire tracks are available for this highly-popular connection, making this track one of the most important missing inks in the lower foothills network.

The track provides connectivity into the track surrounding Tip Top Track, or further south towards Hobart.

Proposed as an intermediate flow track, the track will appeal to a broad audience of riders.

14.4.4 Track 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	2,500m			
TDRS	Black Diamond			
Construction Style	Technical Track			
Total elevation gain/loss	-250m			
Direction	Descent			
Width	900mm			
Surface	Natural surface, some periodic gravel surface			
Average Gradient	10%			

Track Overview

Track Four utilises the basic footprint of the informal Upper Upper Luge Track, which is currently closed as an unauthorised track. The track provides a highly-valuable connection that converts the North South Track into a track that essentially descends in an uninterrupted fashion from the Springs to South Hobart.

The track is proposed as a technical, black diamond track, with a steeper gradient and a narrower, rocky track tread. Rock armouring will be required in areas to ensure sustainability (a good supply of local rock is available).

The hand-built nature of the track, and its relative low complexity at lower elevations make the track a potential target for volunteer construction. Higher elevation areas may benefit from professional construction due to complex environments with extensive rock.

14.4.5 Track 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	44
-------------	----

Key Stats		
Length	1,950m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	-153m	
Direction	Descent	
Width	1,200mm	
Surface	Natural surface	
Average Gradient	8%	

Track Overview

The Tip Top Track currently finishes on a fire track, or via a network of informal tracks. The track exit is of a generally low quality and is highly-confusing for non-local riders.

The proposed new track provides a high-quality finish for the Tip Top Track, suitable for intermediate riders.

Consultation will be required around the final exit point of the track to avoid residential conflict and any safety issues with Mcrobies Road into the nearby Mcrobies Gully Waste Management Center.

14.4.6 Track 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	45
-------------	----

Key Stats		
Length	2,350m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	-55m	
Direction	Dual direction	
Width	1,500mm	
Surface	Natural surface	
Average Gradient	2%	

Track Overview

Track Six provides a valuable link that converts the existing Slides Track into a loop ride, cutting out unappealing sections of fire track and improving network navigability. The track also provides a valuable link for local riders living in the Lenah Valley area.

Operating as a gradual descent/ascent, the track is designed to link into the existing Slides Track and proposed as an intermediate flow track. If desirable, the track could operate in a dual direction format due to the gentle gradients and good sight lines.

14.4.7 Track 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	3,000m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	-170m	
Direction	Descent	
Width	1,200mm	
Surface	Natural Surface	
Average Gradient	6%	

Track Overview

Track Seven provides a highly-valuable link, utilising part of the existing North South Track to create an optional ride loop back towards South Hobart. The track begins at the furthest practical point north along the North South Track, allowing riders to descend back towards South Hobart. The track will ease two-way congestion along north south and provide a new loop riding option for riders entering the track system through a wide range of access nodes.

The track is proposed as an intermediate flow track to maximise appeal to a broad audience of riders.

14.4.8 Track 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	41
-------------	----

Key Stats		
Length	5,800m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	+310m	
Direction	Ascent	
Width	1,000mm	
Surface	Natural Surface	
Average Gradient	5%	

Track Overview

Track Eight provides a highly-valuable climbing link connecting Main Fire Track with Junction Cabin. This track opens up a wide range of stacked loop riding opportunities and allows riders to directly ascend from the Cascade Brewery area up into the foothills of kunanyi / Mount Wellington.

The track is proposed on an alignment of approximately 6-7% average gradient, providing a sustained but approachable climbing experience that will have broad market appeal.

14.4.9 Track 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

Key Stats		
Length	360m	
TDRS	Green Circle	
Construction Style	Flow Track	
Total elevation gain/loss	+/-20m	
Direction	Dual Direction	
Width	1,500mm	
Surface	Natural Surface	
Average Gradient	6%	

Track Overview

Track Nine is a short connecting track that removes a steep section of fire track from the network. This track addresses significant safety issues with shared-use on this section of fire track due to a high-speed blind corner in the fastest section of the existing track.

The track is proposed as a dual direction green circle flow track, which would be suitable for beginner riders.

14.4.10 Track 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	38
-------------	----

Key Stats		
Length	1350m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	+60m	
Direction	Ascent	
Width	1,000mm	
Surface	Imported gravel	
Average Gradient	4%	

Track Overview

Track Ten aims to provide a short alternative of the most problematic portion of the the North South Track. The current track section is fast, with numerous blind corners and high traffic.

While seemingly not a high-priority track, the track will become increasingly important as greater rider numbers utilise this section of the North South Track.

Proposed as an intermediate flow track, with a gentle climb, the track is suitable for shared-use given its proposed single direction climbing management status.

This track aims to resolve issues with the existing North South Track issues of shared-use and dual direction mountain biking.

14.4.11 Track 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	35
-------------	----

Key Stats		
Length	1,950m	
TDRS	Double Black Diamond	
Construction Style	Technical Track	
Total elevation gain/loss	-300m	
Direction	Descent	
Width	1,000mm	
Surface	Natural surface	
Average Gradient	15%	

Track Overview

Track 11 is proposed as a technical, advanced-level track, which shadows the Break Neck Track. The existing Break Neck Track provides a valuable connection between Junction Cabin and Main Fire Track, though is extremely steep and unsustainable.

The track is proposed as an advanced, double black diamond technical track, providing a range of different descending options from Junction Cabin. While proposed as a highly-difficult track, safety can be managed through the control of rider speeds and the predictability of track features.

Proposed as a hand build, the track has potential for assisted volunteer construction under the Trackcare program.

14.4.12 Track 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	1,550m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	+90m	
Direction	Ascent	
Width	1,00mm	
Surface	Natural surface	
Average Gradient	6%	

Track Overview

Track 12 is a short climbing link track, which closes a loop ride with the existing Drops Track. The track also provides a potential climbing connection from Rivulet Track.

The track is proposed as a gently climbing, intermediate flow track.

Given its ascending direction, the track is suitable for shared-use (mountain bike and walking).

14.4.13 Track 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

Key Stats		
Length	6,000m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	-325m	
Direction	Descent	
Width	1,200mm	
Surface	Natural surface	
Average Gradient	5%	

Track Overview

Track 13 is proposed as an intermediate, flow-based parallel alignment to Track Four. The track capitalises on a highly valuable connection between the North South Track and Upper Luge Track. While appearing to be an unnecessary duplication, the track opens up this highly-important track corridor to a broader audience of riders.

Proposed as an intermediate flow track, the track is designed to cater for a wide audience of riders.

14.4.14 Track 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	38
-------------	----

Key Stats		
Length	1,050m	
TDRS	Green Circle	
Construction Style	Flow Track	
Total elevation gain/loss	+40m	
Direction	Ascent/Descent	
Width	1,200mm	
Surface	Natural surface	
Average Gradient	4%	

Track Overview

Track 14 forms a highly-valuable missing link, which connects to another linking track that is already under development as a priority track by CoH. The track provides north/south connectivity from Main Fire Track, providing links into several track riding options.

The track is proposed as a green circle difficulty, though could also be developed to a blue square difficulty rating. There is potential for Track 14 to be utilised as a shared-use and dual direction track. In additional to this, an opportunity exists to extend the new Strickland Falls track to link into Track 14.

14.4.15 Track Fifteen A

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	4,200m	
TDRS	Blue Square	
Construction Style	Flow Track	
Total elevation gain/loss	+350m	
Direction	Climb	
Width	1,200mm	
Surface	Natural surface	
Average Gradient	8%	

Track Overview

Track 15A provides an important link to/from Lenah Valley Road as a point-to-point dual directional track. The track would be converted to single direction upon the development of 15B, the proposed descending alignment for this track, which will form a larger, single directional loop ride. The facilities, layout and lack of obvious residential conflicts make the Lenah Valley Road a suitable access node for further development. Notably, there is no current singletrack access from this area up into the kunanyi / Mount Wellington Foothills.

The track is proposed as a blue square flow track, catering for a broad audience of riders.

14.4.16 Track Fifteen B

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	4,200m
TDRS	Blue Square
Construction Style	Flow Track
Total elevation gain/loss	+350m
Direction	Climb
Width	1,200mm
Surface	Natural surface
Average Gradient	8%

Track Overview

Track 15A provides an important link to/from Lenah Valley Road as a point-to-point dual directional track. The track would be converted to single direction upon the development of 15B, the proposed descending alignment for this track, which will form a larger, single directional loop ride. The facilities, layout and lack of obvious residential conflicts make the Lenah Valley Road a suitable access node for further development. Notably, there is no current singletrack access form this area up into the kunanyi / Mount Wellington Foothills.

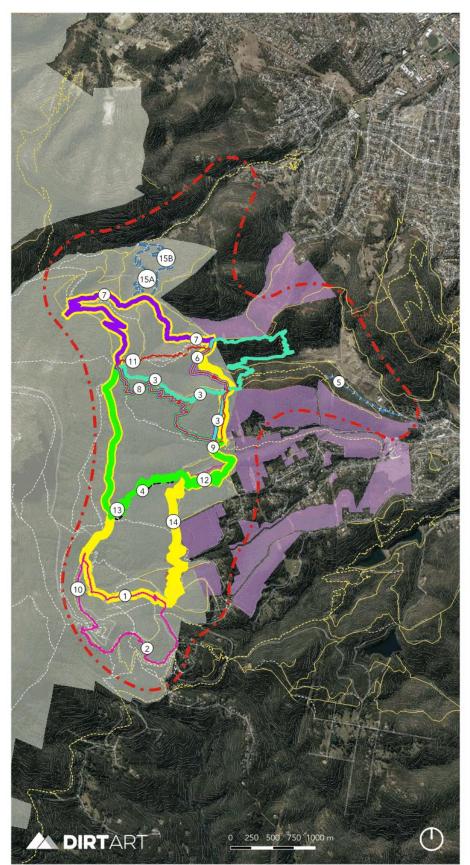
The track is proposed as a blue square flow track, catering for a broad audience of riders.

14.5 Track Loop Options

The proposed new tracks network has placed a strong focus on developing a network of stacked loop tracks. While connectivity is ultimately limited for a range of reasons (such as roads and other infrastructure), the proposed new network achieves a wide range of loop rides that offer a range of connectivity through new and existing tracks.

A stacked loop track system provides optimal riding opportunities and easier navigation, particularly for visiting riders who do not have good knowledge of the trail network.

Track loop options can be found over the page. Notably, this is not an exhaustive list, and only showcases the major loop opportunities.



kunanyi / Mount Wellington MTB Project

TRAIL CONCEPT RIDING LOOPS

24.02.20



15 Potential Future Concepts

15.1 Overview

The below future concepts are beyond the current scope yet represent important longer-term strategic aims for mountain bike track development on kunanyi / Mount Wellington.

15.2 Potential Concepts

15.2.1 Ridgeway Quarry Zone

The disused Ridgeway Quarry is held under council tenure and provides an interesting proposition as a bike park and entry hub zone. The quarry area is suited to a range of developments, including; parking, pump track, skills park, dirt jumps and gateway tracks.

At the time of preparing this report, CoH is investigating the development of a large visitor access node for kunanyi / Mount Wellington in this area (the Halls Saddle Project). Should this project proceed, *Dirt Art* recommends consideration for mountain bike users in the final design of the facility.

While beyond the current project scope, *Dirt Art* suggests that the quarry be considered as a future mountain bike development, which could act as a primary entry hub for the lower foothills trail network.

15.2.2 Fern Tree to Water Works Area

The Waterworks area is a fantastic asset for active and passive recreation. A connection for climbing and descending (a loop ride) connecting Fern Tree with the Waterworks would be a highly-valuable addition to the trail network. The track would also provide valuable connectivity for residents of Dynnyrne and surrounding areas such as Sandy Bay.

16 Implementation Plan

16.1 Detailed track design

The concepts provided within this report represent broad track concepts. The tracks will require detailed design, including route flagging on the ground; the process will be completed in the next phase of the project.

16.2 Approvals

16.2.1 Wellington Park Management Trust (Park Activity Assessment) PAA

As the majority of the proposed development resides within Wellington and a Park Activity Assessment (PAA) will be required. The specific level of assessment required will be determined by the agency.

16.2.2 Development Application

Given the nature, scale and location of the project and proposed works that compose it, it is likely that a development application (DA) will be required. Final determination of a DA requirement will rest with the CoH.

16.2.3 Geotechnical Assessment

Geotechnical assessments may be required for some section of track, 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 Hobart Interim Planning Scheme, 2015.

16.2.4 Water Catchment Considerations

Sections of the proposed new tracks are located in or immediately adjacent to water catchment areas. These tracks will require negotiation and approvals from the relevant statutory body, namely Taswater.

16.3 Construction Staging

Construction staging represents recommended priorities only and may be adjusted to meet budget and user demand. Notably, some tracks are interdependent (such as an individual climb and descent forming a loop), and as such care should be taken when re-prioritising tracks so as not to create network functionality issues.

The below staging has been developed with input from the PAG, local tour operators, and Wellington Park management;

Track	Stage
1	1
12	1
3	1
8	1
7	1
4	1
13	2
2	2
11	2
6	2
14	3
9	3
5	3
10	3
15A	3
15B	3

16.4 Construction Approach

16.4.1 Machine construction where possible

Most modern mountain bike track construction is undertaken with mini-excavators in the size rage 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 track applications in Australia, and a machine in this size range would be suitable for all proposed tracks in this plan.

There are some areas of proposed track that may require hand build 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 tracks 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 track and where it does not substantially impact the character of the track development.

16.4.2 Volunteer construction

A number of the proposed new tracks and track upgrades would be suitable for supported volunteer construction. The CoH has implemented a Trackcare program, which is achieving excellent results on a number of track projects, including the Drops Track.

Dirt Art suggests that the Trackcare program would be a suitable construction approach for hand-built tracks that volunteers have a particular interest in. The program is not generally suited to complex hand builds (where rock winching and specialist rock work is required), or for machine-built track sections.

Appropriate track projects for the Trackcare program have been noted in this report.

16.4.3 Climatic considerations

The occurrence of snow, heavy rainfall, strong winds, low temperatures and low visibility that can be expected, particularly during winter months over the proposed development area and will result in days and potentially months where construction is not safe or practical, particularly at higher elevations during winter months.

It is recommended that construction of the proposed tracks is scheduled for drier, warmer months and that days where it is still not safe or practical to undertake construction during these periods is anticipated in construction scheduling. Tracks in mud stone (lower elevation areas) are conducive to construction scheduling year round, and may in fact benefit from construction during wetter period to aid soil consolidation.

16.5 Signage

Effective signage is critical for the functionality of any destination mountain bike project, while also assisting in risk and incident management. The signage should focus on large map boards, as well as track 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 tracks. These 'signature rides' should focus on clustering similar tracks to create high-quality track 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.

16.6 Suggested Development Budget

It is too difficult to establish accurate cost estimations due to a multitude of unknown factors at this stage of the project. Instead, project costings will be developed in the detailed design phase.

17 Operational Considerations

17.1 Management Models

The current management model between the CoH and WPMT appears to be effective at maintaining the existing trail network. *Dirt Art* do not suggest any changes to this management model.

Given the success of the Trackcare program, *Dirt Art* suggest that this program continue to support track development, management and maintenance, backed by an internal track care team.

17.2 Track Maintenance

Track maintenance is one of the key operational considerations of any track destination. In general terms, a high -quality mountain bike destination will require regular maintenance, to ensure tracks are maintained to a standard expected by the traveling mountain bike rider.

CoH has an existing track crew, who appear to be effectively managing the track and track system on the face of kunanyi / Mount Wellington. Notably, with a major increase in new tracks, there may be a need to increase the size of this workforce.

17.3 Risk and Incident Management

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

Incidents can be minimised through the following key considerations;

- Predictability in tracks
- Low consequence track features (limited gap jumps, blind drops etc)
- Appropriate track difficulty grading
- Appropriate signage
- High-quality track 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 tracks
- Consideration of aerial rescue points

18 Conclusion

kunanyi / Mount Wellington is a unique and highly-valuable natural asset, which is utilised by large sections of the community for a range of recreational and passive activities. The area has a long history of mountain bike use, beginning informally in the early 90's, before the first formal tracks were opened, including Radfords Track and Pipeline Track.

Mountain biking continues to grow across Australia and around the world, and the Greater Hobart area. The size and diversity of the mountain bike community in Greater Hobart is larger than ever, with significant growth in the beginner rider segment particularly notable. Access to high-quality tracks in the Greater Hobart area has failed to keep up with demand, resulting in many riders travelling to North East Tasmania to ride, and/or engaging in the ongoing development of informal tracks.

The kunanyi / Mount Wellington foothills currently has a good selection of mountain bike track offerings, though notably many of these tracks remain informal. The current network features a number of high-quality track sections, though is plagued by a distinct lack of connectivity, which is particularly problematic for visiting riders. The existing network of tracks caters predominantly for strong intermediate riders and above, with a distinct lack of beginner-friendly tracks.

For a wide range of reasons, kunanyi / Mount Wellington is unlikely to ever be an appropriate place for establishment of a large-scale mountain bike track destination. Strong environmental, social and cultural values, and residential conflicts limit the compatibility with large-scale track development. Despite this, *Dirt Art* believe that the area has significant potential as a world-class regional track centre, which will provide high-quality riding experiences for local and visiting riders. This project aims to provide a pathway towards realising this potential, utilising the following key objectives;

- Defines the place of the target area within the broader Tasmanian mountain bike landscape
- Considers the social and community values of the target area
- Is environmentally sensitive and sustainable
- Provides cost-effective construction conditions
- Minimises land tenure complexity, and streamlines assessments and statutory approvals
- Maximises direct and indirect economic opportunities and benefits
- Provides maximal community benefit and engagement

With a high-quality development approach, the proposed new and upgraded trail network will 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- IMBA TDRS

IMBA Trail Difficulty Rating System

	VERY EASY	EASY	INTERMEDIATE	DIFFICULT	EXTREME
				lacksquare	
	White Circle	Green Cirde	Blue Square	Single Black Diamond	Double Black Diamond
Description	Likely to be a fire road or	Likely to be a combination	Likely to be a single trail	Likely to be a challenging	Extremely difficult trails
-	wide single track with a	of fire road or wide single	with moderate gradients,	single trail with steep	will incorporate very steep
	gentle gradient, smooth	track with a gentle	variable surface and	gradients, variable surface	gradients, highly variable
	surface and free of	gradient, smooth surface	obstacles.	and many obstacles.	surface and unavoidable,
	obstacles.	and relatively free of			severe obstacles.
	Frequent encounters	obstacles. Short sections may	Dual use or preferred use	Single use and direction	Single use and direction
	are likely with other	exceed these criteria.	Optional lines desirable	Optional lines XC, DH or	Optional lines XC, DH or
	cyclists, walkers, runners	exceed these criteria.	Optional lines desirable	trials	trials
	and horse riders.			triais	triais
	and noise liders.	Frequent encounters are			
		likely with other cyclists,			
		walkers, runners and horse			
		riders.			
Trail Width	2100mm	900mm	600mm	300mm	150mm
	plus or minus 900mm	plus or minus 300mm for	plus or minus 300mm for	plus or minus 150mm for	plus or minus 100mm for
	ľ	tread or bridges.	tread or bridges.	tread and bridges.	tread or bridges.
				Structures can vary.	Structures can vary.
Trail Surface	Hardened or smooth.	Mostly firm and stable.	Possible sections of rocky	Variable and challenging.	Widely variable and
Trail Garraco		· ·	or loose tread.		unpredictable.
Average Trail Grade	Climbs and descents	Climbs and descents are	Mostly moderate gradients	Contains steeper descents	Expect prolonged steep,
	are mostly shallow.	mostly shallow, but may	but may include steep	or climbs.	loose and rocky descents
		include some moderately	sections.		or climbs.
		steep sections.			
	Less than 5% average.	7% or less average.	10% or less average.	20% or less average.	20% or greater average
Maximum Trail Grade	Max 10%	Max 15%	Max 20% or greater	Max 20% or greater	Max 40% or greater
Level of Trail	Firm and level fall zone	Exposure to either side of	Exposure to either side of	Exposure to either side of	Exposure to either side of
Exposure	to either side of trail	trail corridor includes	trail corridor includes	trail corridor includes steep	trail corridor includes steep
	corridor	downward slopes of up to	downward slopes of up to	downward slopes or	downward slopes or
		10%	20%	freefall	freefall
Natural Obstacles and	No obstacles.	Unavoidable obstacles to	Unavoidable, rollable	Unavoidable obstacles to	Large, committing and
Technical Trail		50mm (2") high, such as	obstacles to 200mm (8")	380mm (15") high, such	unavoidable obstacles to
Features (TTFs)		logs, roots and rocks.	high, such as logs, roots		380mm (15") high.
			and rocks.	offs or constructed	
		Avoidable, rollable	Avoidable obstacles to	obstacles. Avoidable obstacles to	Avoidable obstacles
			600mm may be present.		to1200mm may be
		obstacles may be present.	boommine, be present	1200mm may be present	nresent
		Unavoidable bridges	Unavoidable bridges	Unavoidable bridges	Unavoidable bridges
		900mm wide. Short sections may	600mm wide. Width of deck is half the	600mm wide. Width of deck is half the	600mm or narrower. Width of bridges is
		exceed criteria.	height.	height.	unpredictable.
			Short sections may	Short sections may	Short sections may
			exceed criteria.	exceed	exceed criteria.
				criteria.	

20 Appendix 2 – Track Construction Styles

CONCEPT



TRAIL DESCRIPTION

Likely to be single trail with gentle gradients, smooth surface and relatively free of obstacles. The trail will be characterised by a primarily descending experience utilising rolling undulations in the form of rollers and small table top jumps.

TRAIL DIFFICULTY (IMBA)

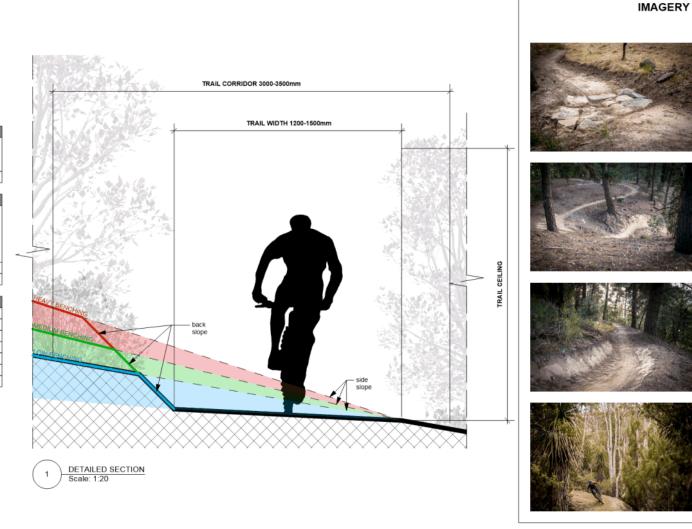
Green Circle

TECHNICAL TRAIL FEATURES (TTF)

Trail features will be spaced at larger intervals to allow ample time for beginner level riders to setup and/or recover from each successive roller/fabletop jump. Adequately sized bermed corners will provide much needed support and be found throughout the trail to allow riders to maintain their trail speed with minimal pedaling.

MAX. JUMP HEIGHT	1000mm	
MAX. BERM HEIGHT	1000mm	

TRAIL CONSTRUCTION	
CONSTRUCTION METHODOLOGY	Excavator
BENCH TYPE	Low / Medium / Heavy
STYLE	Flow
WIDTH	1200-1500mm
SURFACE	Natural Surface
AVERAGE TRAIL GRADE	7% or less average
MAXIMUM TRAIL GRADE	Max 15%





PROJECT	Construction Styles
LOCATION	kunanyi / Mount Wellington Foothills
CLIENT	City of Hobart Council



Likely to be single trail with moderate gradients, variable surface and obstacles. The trail will be characterised by a primarily descending experience utilising rolling undulations in the form of rollers and table top jumps suited to beginner to intermediate level riders.

TRAIL DIFFICULTY (IMBA)

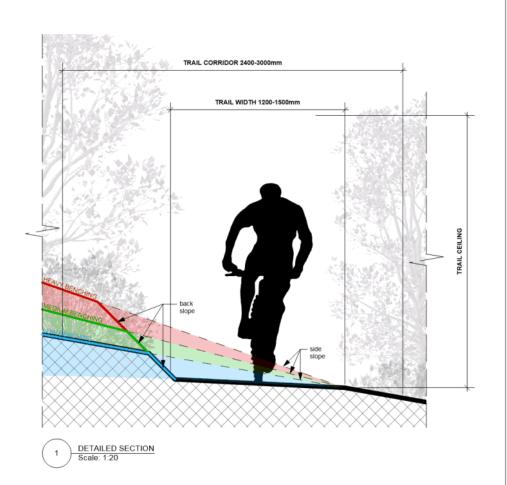
Blue Square

TECHNICAL TRAIL FEATURES (TTF)

Trail features will offer a safe level of progression from the 'Green Circle - Flow Trail' in terms of speed, size, and frequency of rollers / table top jumps. Larger and more supportive bermed corners will be found throughout the trail to allow riders to maintain their trail speed with minimal pedaling.

MAX. JUMP HEIGHT	2000mm+	
MAX. BERM HEIGHT	2000mm+	

TRAIL CONSTRUCTION		
CONSTRUCTION METHODOLOGY	Excavator	
BENCH TYPE	Low / Medium / Heavy	
STYLE	Flow	
WIDTH	1200-1500mm	
SURFACE	Natural Surface	
AVERAGE TRAIL GRADE	10% or less average	
MAXIMUM TRAIL GRADE	Max. 20% or greater	













DIRTART
t. 1300 872 457 e. info@dirtart.com.au W. www.dirtart.com.au

Construction Styles kunanyi / Mount Wellington Foothills City of Hobart Council

[CONSTRUCTION: FLOW TRAIL - BLUE SQUARE] DRAWN JL SCALE @ A3 1:20 DATE# 18/12/19 REVISION A



Likely to be challenging single trail with steep gradients, variable surface and many obstacles. The trail will be variable surface and many obstacles. The rule grain will be characterised by a more natural and rugged appearance with a narrower trail tread, often weaving between the existing tree line and actively seeking out natural obstacles / features to challenge intermediate to advanced fiders.

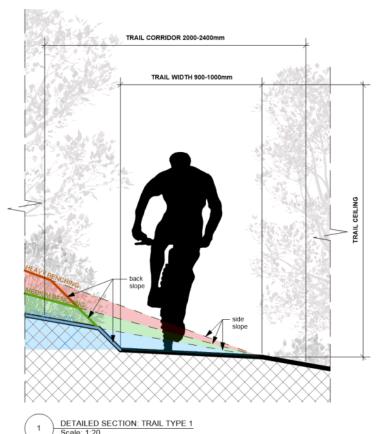
TRAIL DIFFICULTY (IMBA)

Black Diamond

Trail features will generally be comprised of natural unavoidable obstacles to 380mm high, such as logs, roots, drop-offs or constructed obstacles as well. Avoidable obstacles to 1200mm may be present. Unavoidable bridges 600mm wide. Width of deck is half the height. Short sections may exceed criteria.

MAX. UNAVOIDABLE OBSTACLE	< 380mm
MAX. AVOIDABLE OBSTACLE	< 380mm

TRAIL CONSTRUCTION	
CONSTRUCTION METHODOLOGY	Excavator
BENCH TYPE	Low / Medium / Heavy
STYLE	Technical
WIDTH	900-1000mm
SURFACE	Natural Surface
AVERAGE TRAIL GRADE	20% or less average
MAXIMUM TRAIL GRADE	Max. 20% or greater









Construction Styles kunanyi / Mount Wellington Foothills City of Hobart Council

[CONSTRUCTION: BLACK DIAMOND] DRAWN JL SCALE @ A3 1:20

DATE# 18/12/19 REVISION A



TRAIL DESCRIPTION

Extremely difficult trails will incorporate very steep gradients, highly variable surface and unavoidable, severe obstacles.
Source: IMBA

This trail type is categorised as the most difficult in the IMBA range and will incorporate technically challenging features that are suitable for the advanced/expert levels of rider. The riding surface will be highly variable and at time unpredictable.

TRAIL DIFFICULTY (IMBA)

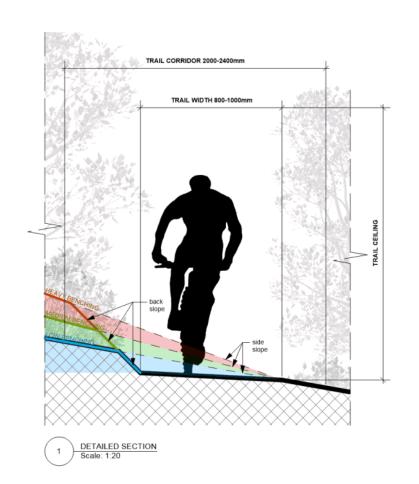
ack Diamond

TECHNICAL TOAH SEATURES (TTE)

Trail features may include large, committing and unavoidable obstacles 450mm or greater. While some obstacles may be avoidable, not all will be easily negotiated and at times optional lines may not be possible. Unavoidable bridges 600mm or narrower.

MAX. UNAVOIDABLE OBSTACLE	380mm or greater			
MAX. AVOIDABLE OBSTACLE	< 380mm			

TRAIL CONSTRUCTION				
CONSTRUCTION METHODOLOGY	Excavator / Hand-build			
BENCH TYPE	Low / Medium / Heavy			
STYLE	Technical			
WIDTH	800-1000mm			
SURFACE	Natural Surface			
AVERAGE TRAIL GRADE	20% or less average			
MAXIMUM TRAIL GRADE	Max. 20% or greater			







PROJECT Construction Styles

LOCATION kunanyi / Mount Wellington Foothills

CLIENT City of Hobart Council

[CONSTRUCTION: DOUBLE BLACK DIAMOND]

6.3 Sanitary Product Trial Report File Ref: F20/10717; 2019-0148-02

Report of the Community Participation Coordinator, Director Community Life, Manager Parks and Recreation and the Acting Director City Amenity of 6 March 2020.

Delegation: Council

REPORT TITLE: SANITARY PRODUCT TRIAL REPORT

REPORT PROVIDED BY: Community Participation Coordinator

Director Community Life

Manager Parks and Recreation (Acting) Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to provide an update on the outcome of the sanitary product trial and seek approval to continue to provide this service in the Kemp Street public toilets until a further review in June 2021.
- 1.2. The report further seeks the Council's consideration of a second Pinkbox to be installed in an appropriate location, to be decided in partnership with Share the Dignity.
 - 1.2.1. The provision of free sanitary products in this public toilet facility helps to ensure that girls and women have the confidence and privacy to access sanitary products when they need it most.

2. Report Summary

- 2.1. In response to the Council resolution of 17 June 2019, a Pinkbox was installed in the Kemp Street public toilets on 12 September 2019 on a trial basis. The trial has been operating smoothly and providing an important service to users.
 - 2.1.1. Usage over the six months since install has been steadily increasing, with a total of 404 period packs being vended up to 29 February 2020.
- 2.2. The provision of a sanitary items in public facilities delivers a corporate social responsibility that means that girls and women have the confidence and privacy to access sanitary products when they need it most.
- 2.3. Public response to the trial has been predominantly positive, with the utilisation of the service growing.
- 2.4. Given the success of the short trial and considering that the majority of the cost for this service is the installation, this report proposes that the service continues to be offered until a further review in June 2021. This longer period will provide greater insight into the success of the service and into the ongoing maintenance and repair costs.
 - 2.4.1. If Council was to expand the program, it would be considered appropriate to install a second Pinkbox in an appropriate location, to be decided in partnership with Share the Dignity, at

the start of the 2020-21 financial year at an estimated cost of \$2,500.

- 2.4.1.1. The budget allocation of \$2,500 would be included in the Community Programs budget allocation for 2020-21.
- 2.5. A further report detailing the usage of both sites would be provided after a full review in June 2021 to consider the ongoing viability of the service.

3. Recommendation

That:

- 1. The Council support the ongoing provision of the Pinkbox sanitary product vending machine in the Kemp Street public conveniences in partnership with Share the Dignity until a service review in June 2021.
- 2. The Council consider the installation of a second Pinkbox in an appropriate location, to be decided in partnership with Share the Dignity, early in the 2020-21 financial year at an estimated cost of \$2,500.

4. Background

- 4.1. At the Council meeting held on 17 June 2019, the following resolution was passed:
 - That 1. The Council support a three month trial of the provision of free sanitary items in the Kemp Street public female toilets, through the installation of a Pinkbox Vending Machine.
 - (i) The organisation Share the Dignity be engaged to provide, install and manage the Pinkbox Vending Machine during the trial period and to provide the City with usage data for consideration.
 - (ii) A further report will be provided at the end of the trial to consider the future of this type of program.
 - 2. The City also promote, as an alternative option, the availability of free menstrual cups through the not-for-profit organisation StopPeriodPoverty.org
 - 3. The Council write to the State and the Federal governments to lobby for the provision of menstrual products in all Tasmanian public schools.
- 4.2. In response to item 1, a Pinkbox was installed in the Kemp Street public conveniences and launched on 12 September 2019. The trial has been operating smoothly and providing an important service to users.

- 4.2.1. The level 1 accessible toilet was the chosen location to ensure that the Pinkbox was available to people of all abilities and gender identities (noting that the ground floor accessible toilet did not have sufficient circulation space). This decision was made on the advice of Share the Dignity and was supported by Council officers.
- 4.2.2. Signs have been installed in the ground floor facilities to alert people to the provision of sanitary products on level 1.
- 4.2.3. The City of Hobart coordinated the installation, with Share the Dignity providing the machine and all ongoing stock with sponsorship from Woolworths.
- 4.2.4. Usage over the six months since install has been steadily increasing, with a total of 404 period packs being vended up to 29 February 2020.

Pinkbox usage figures	Sept	Oct	Nov	Dec	Jan	Feb	Total
	52	50	63	80	76	83	404

- 4.2.5. The initial management of the Pinkbox was coordinated by Council officers, as a Share the Dignity volunteer had not yet been assigned to monitor and re-stock the Pinkbox. During this period, there were some delays in re-stocking which may have reduced usage.
- 4.2.6. A Share the Dignity volunteer is now actively monitoring the service and re-stocking regularly as needed. In addition, signage across the facility has been further improved to direct people to the Pinkbox service. It is anticipated that these changes will result in a further increase to the number of packs dispensed.
- 4.2.7. There have been no ongoing management issues or concerns with the machine since the initial installation phase.
 - 4.2.7.1. One incident of obscene graffiti on the Pinkbox was dealt with and a graffiti resistant cover was provided by Share the Dignity to prevent further issues.
- 4.3. Regarding item 2 of the Council resolution, it is noted that the organisation StopPeriodPoverty.org is no longer in operation and so cannot be promoted as an alternative to disposable sanitary products.
- 4.4. Both State and Federal Ministers were contacted in September 2019, to lobby for the provision of menstrual products in all Tasmanian public schools.

- 4.4.1. The responses were supportive, with Minister Rockliff indicating that students do have access to free sanitary products through the school nurse program in each school. Minister Rockliff also outlined a trial of sanitary product vending machines in a number of secondary and district schools across Tasmania, in partnership with Share the Dignity.
- 4.5. Given the success of the short trial and considering that the majority of the cost for this service is the installation, this report proposes that the service continues to be offered at the Kemp Street Amenities until a further review in June 2021. This longer period will provide greater insight into the success of the service and into the ongoing maintenance and repair costs.
 - 4.5.1. Share the Dignity has advised that they would like to extend the partnership with the City of Hobart for continued provision of this important service in the City. They will continue to provide stock for the Pinkbox and a volunteer to manage supply.
 - 4.5.2. If Council was to seek to expand the program, it would be considered appropriate to install a second Pinkbox in an appropriate location, to be decided in partnership with Share the Dignity, during the 2020-21 financial year.
 - 4.5.2.1. Share the Dignity have indicated that they are happy to support a second Pinkbox for the City. There are a number of issues to consider in deciding the location. Council officers will work with Share the Dignity to confirm an optimal location.
 - 4.5.2.2. This expansion would require an additional financial allocation of \$2,500 in the 2020-21 financial year to cover installation, maintenance and removal costs.

5. Proposal and Implementation

- 5.1. It is proposed that the Council support the ongoing provision of the Pinkbox sanitary product vending machine in the Kemp Street public conveniences in partnership with Share the Dignity until a service review in June 2021.
- 5.2. It is further proposed that the Council consider the installation of a second Pinkbox in an appropriate location, to be decided in partnership with Share the Dignity, early in the 2020-21 financial year at an estimated cost of \$2,500.
- 5.3. A further report would be provided after a full review in June 2021 to consider the ongoing viability of the service.

6. Strategic Planning and Policy Considerations

- 6.1. The proposal aligns with the following strategies within the Capital City Strategic Plan 2019-29:
 - 2.2.6 Identify those people in the community who are most disadvantaged, excluded and vulnerable and develop appropriate initiatives to address their issues, in partnership with stakeholders.
 - 2.3.5 Consider mental, physical and social health and wellbeing in the development of strategies, policies, projects and initiatives.
 - 2.4.3 Protect and improve public and environmental health.
 - 2.4.6 Deliver and support initiatives, activities and programs that build community resilience, wellbeing and safety
 - 7.3.1 Ensure the City's infrastructure supports affordable, sustainable and healthy living, and access to services for all.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. The total cost for installation of the Kemp Street Pinkbox was \$1,562 with an additional cost of \$324 being incurred during the trial period for vandalism repair.
 - 7.1.2. If the Pinkbox was to be removed, this would come at an estimated cost of \$500.
 - 7.1.3. All ongoing stock is provided by Share the Dignity with sponsorship from Woolworths.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. At this stage there are no expected ongoing maintenance costs for the Pinkbox at the Kemp Street public conveniences.
 - 7.2.2. If an additional Pinkbox was to be installed, an additional allocation of \$2,500 would be included in the Community Programs budget for the 2020-21 financial year to cover the cost of installation, maintenance and removal if necessary.
- 7.3. Asset Related Implications
 - 7.3.1. The Pinkbox remains an asset of Share the Dignity. It would cost approximately \$500 to repair the toilet facility upon removal of the Pinkbox.

8. Legal, Risk and Legislative Considerations

8.1. The ongoing provision of this service is considered to be low risk.

9. Environmental Considerations

- 9.1. There is an environmental impact in the provision of disposable sanitary products, however in this case, the community benefit is seen as out weighing the environmental impact.
 - 9.1.1. There is currently no free, environmentally friendly alternative to this service.

10. Social and Customer Considerations

- 10.1. The provision of a sanitary items in public facilities delivers a corporate social responsibility that means that girls and women have the confidence and privacy to access sanitary products when they need it most.
- 10.2. Public response to the trial has been predominantly positive, with the utilisation of the service growing.

11. Marketing and Media

11.1. The Pinkbox trial has already attracted some media attention with a strong positive response. It is anticipated that any expansion of the program would present further positive media opportunities.

12. Community and Stakeholder Engagement

- 12.1. The Pinkbox trial has been promoted through a number of key social service providers. Responses have been supportive of the ongoing provision of free sanitary products in City facilities.
 - 12.1.1. It has been noted by the homelessness sector that there are also many services across the City that offer free sanitary products to those in need.

13. Delegation

13.1. This is a matter for the Council's determination.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Sophie Calic
COMMUNITY PARTICIPATION
COORDINATOR

Tim Short **DIRECTOR COMMUNITY LIFE**

Lee Farnhill John Fisher

MANAGER PARKS AND RECREATION (ACTING) DIRECTOR CITY AMENITY

Date: 6 March 2020

File Reference: F20/10717; 2019-0148-02

6.4 TasNetwork easements for substations Fitzroy Gardens & Girrabong Rd Playground File Ref: F20/23286

Report of the Park Planner, Program Leader Parks and Reserves, Manager Parks and Recreation and the Acting Director City Amenity of 4 March 2020 and attachments.

Delegation: Council

REPORT TITLE: TASNETWORK EASEMENTS FOR SUBSTATIONS

FITZROY GARDENS & GIRRABONG RD

PLAYGROUND

REPORT PROVIDED BY: Park Planner

Program Leader Parks and Reserves

Manager Parks and Recreation (Acting) Director City Amenity

1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to seek approval for the creation of two easements in favour of TasNetworks over Council land at Fitzroy Gardens, Dynnyrne and Girrabong Road Playground, Lenah Valley.
- 1.2. The new easements are to accommodate new and upgraded infrastructure in these locations.

2. Report Summary

- 2.1. TasNetworks has identified two locations where new substations are required, to service an increase in demand for electricity. The substations are proposed to be located within two of the City's parks. TasNetworks seek the creation of easements to accommodate the new substations and related cabling infrastructure (refer to Attachment A and Attachment B).
- 2.2. Officers have assessed the applications and their impact on the parks' use, amenity and biodiversity values, and recommend that the easements be granted. Officers will work with TasNetworks to ensure construction of the new substations meet the City's requirements.
- 2.3. Any redundant easements arising be extinguished.

3. Recommendation

That:

- 1. Approval be granted to TasNetworks for two easements located within the following parkland areas:
 - (i) Fitzroy Gardens (20 Fitzroy Crescent, Dynnyrne) in accordance with TasNetworks' site plans N003024-T131035-001 and N003024-T131035-002 and KS-301 Kiosk Substation General Arrangement.
 - (ii) Girrabong Road Playground (31-33 Girrabong Road, Lenah Valley) in accordance with TasNetworks' plans N003561 drawing number AS-29490 and KS-301 Kiosk Substation General Arrangement.

- 2. The General Manager be authorised to negotiate the terms and conditions of the easement, and to extinguish any redundant easements arising from the works.
- 3. TasNetworks undertake all works, documentation and complete the easement registration at its cost.

4. Background

- 4.1. TasNetworks is seeking to install a new substation in Fitzroy Gardens as there will be an increase in demand for electricity due to a development in nearby Digney Street. A new ground-mounted substation will need to be installed within the park.
- 4.2. TasNetworks has considered the existing 31-33 Girrabong Road substation and determined that it is not suitable to be reused. To facilitate the substation replacement, a new substation will need to be established before the existing one can be removed, to avoid electricity supply interruptions to local customers.

Fitzroy Gardens Substation

- 4.3. Excavation within the Park is required to install new cabling to connect to the existing high voltage cables and to install new low voltage cables to the new substation. The excavation will continue across Fitzroy Crescent and along the footpath to the east. The cables will connect to the new overhead line, on new poles in Fitzroy Crescent. Within the Park, the new substation will sit just outside the playground fence on the north-east boundary (refer **Attachment A**).
- 4.4. The location of the substation, between the playground fence and trees, was suggested by City Officers, to minimise the visual impact of the new infrastructure.



Fig 1: Approximate location of the new kiosk substation and the new cabling within the park

- 4.5. The London Plane trees (*Plantanus x acerifolia*) around the outside of the park are Significant Trees under the Significant Trees Code of the Hobart Interim Planning Scheme 2015. There are two additional trees within the Park close to the proposed development that are not listed significant trees. The Park is within a Heritage Precinct under the Historic Heritage Code of the planning scheme.
- 4.6. An arborist assessment of the development was provided (Attachment C). This found that there will be less than a ten percent incursion by the works into the Tree Protection Zone (TPZ) of three of the closest trees, which is acceptable. However, one of the London Plane trees (on the left in the foreground in the picture above) would have a 19.3% incursion into its TPZ. The arborist did not recommend a change to the design of the development.
 - 4.6.1. However, it is proposed that works be conditioned that requires that excavation within the TPZ of this tree be undertaken via hydro-excavation with a qualified and experienced project arborist on site to oversee the works. This will minimise damage to the tree's roots.

Girrabong Road Playground Substation

4.7. The TasNetworks proposal is for the existing substation to be replaced by a new substation that would be closer to the Girrabong Road footpath, in front of the existing substation (refer **Attachment B**). The existing substation would be removed after the new one becomes operational.



Fig 2: Girrabong Road Playground existing substation shown in yellow, new substation location shown in red

- 4.8. The new substation works would not interfere with any potential playground redevelopment. TasNetworks would provide a non-conductive fence around the new substation easement.
- 4.9. The new substation will not have any impact on the black gum (*Eucalyptus ovata*) trees in the park.

Substation and Easement Details

4.10. At both sites, the new 'green box' style substations above ground will measure approximately 3.33m x 1.5m and stand at a height of 1.8m.

The substations are to be centred on an underground 'earthmat' that measures approximately 7.3m x 3.5m.

The enclosures are fitted to a concrete base slightly larger than the substation enclosure.

All surfaces, including the grass in the parks, will be reinstated after the installation works.

- 4.11. At Fitzroy Gardens, an easement is requested with an area of 9.0m x 5.5m over the substation and the earthmat entirely outside the playground fence and a 2m wide easement over all the cabling.
- 4.12. At Girrabong Road Playground, a rectangular easement of 10m x 4.5m is requested, to cover the substation and all cabling in and out of the substation.
- 4.13. Granting both easements will ensure that the extent of TasNetworks' rights over the land is recorded on the Title to the property for the benefit of any party that may view the Title. It will also ensure that

should the Council decide to deal with the property in future years, the interest is noted.

4.13.1. In addition, granting the easement at this time will ensure that TasNetworks will bear all costs associated with its creation.

5. Proposal and Implementation

- 5.1. It is proposed that approval be given for easements over the City's land at:
 - 5.1.1. Fitzroy Gardens (20 Fitzroy Crescent, Dynnyrne) in accordance with TasNetworks' site plans N003024-T131035-001 and N003024-T131035-002 and KS-301 Kiosk Substation General Arrangement.
 - 5.1.2. Girrabong Road Playground (31-33 Girrabong Road, Lenah Valley) in accordance with TasNetworks' plans N003561 drawing number AS-29490 and KS-301 Kiosk Substation General Arrangement.
- 5.2. TasNetworks will be notified of the Council's resolution with conditional consent provided for the easement on both of the proposed substation sites.

6. Strategic Planning and Policy Considerations

6.1. The proposal is consistent with the City of Hobart Capital City Strategic Plan 2019-2029:

Pillar 1 Outcome 1.3

Strategy 1.3.3 Measure, manage and support the effective use of the City's facilities, infrastructure and open spaces.

Pillar 7 Outcome 7.3

Strategy 7.3.1 Ensure the City's infrastructure supports affordable, sustainable and healthy living, and access to services for all.

7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
 - 7.1.1. None foreseen.
- 7.2. Impact on Future Years' Financial Result
 - 7.2.1. None foreseen
- 7.3. Asset Related Implications
 - 7.3.1. None foreseen.

8. Legal, Risk and Legislative Considerations

The easements will be in accordance with Council's resolution and 8.1. meet the satisfaction of the General Manager who will be given the responsibility of negotiating the terms and conditions.

9. **Environmental Considerations**

9.1. Standard environmental management practices will be employed during construction and will be in accordance with TasNetworks' quality control system and the Council's conditional consent.

10. **Social and Customer Considerations**

10.1. TasNetworks will be requested to inform the neighbouring residents of the works through a range of media.

11. **Delegation**

11.1. This matter is delegated to the Council.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Christine Corbett PARK PLANNER Peter Kerstan

PROGRAM LEADER PARKS AND RESERVES

Lee Farnhill

John Fisher MANAGER PARKS AND RECREATION

(ACTING) DIRECTOR CITY AMENITY

Date: 4 March 2020 File Reference: F20/23286

Attachment A: Dynnyrne 34 Fitzroy Crescent Mains Plan, Detail and Trench

Sections and Kiosk Substation General Arrangement (Fitzroy

Gardens TasNetworks Plans) ↓

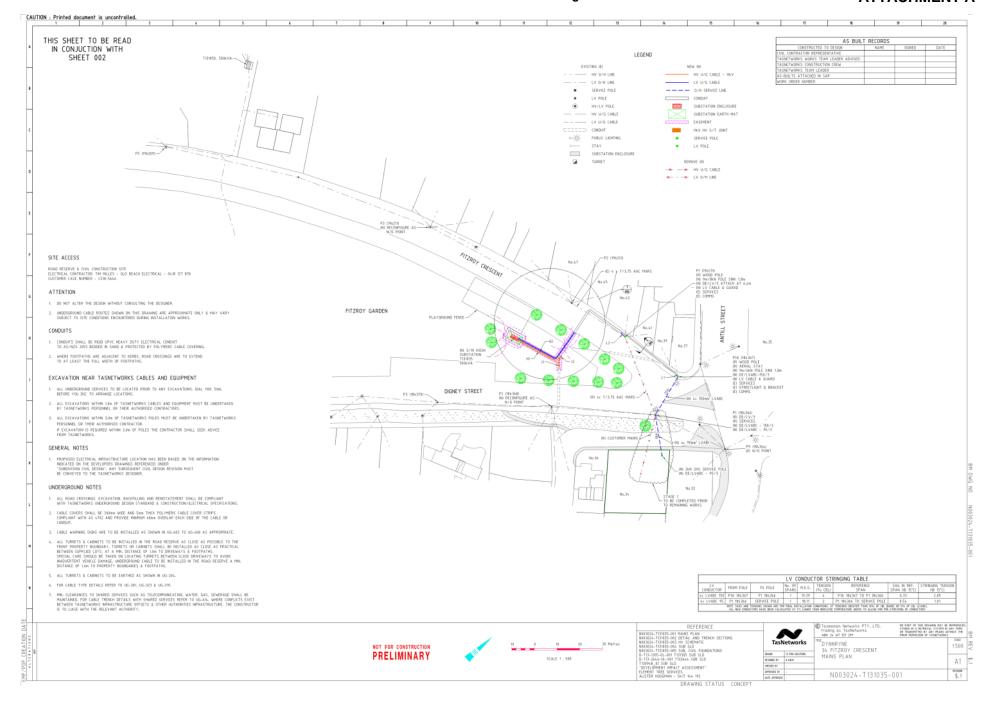
Attachment B: Lenah Valley - Girrabong Rd Substation Replacement

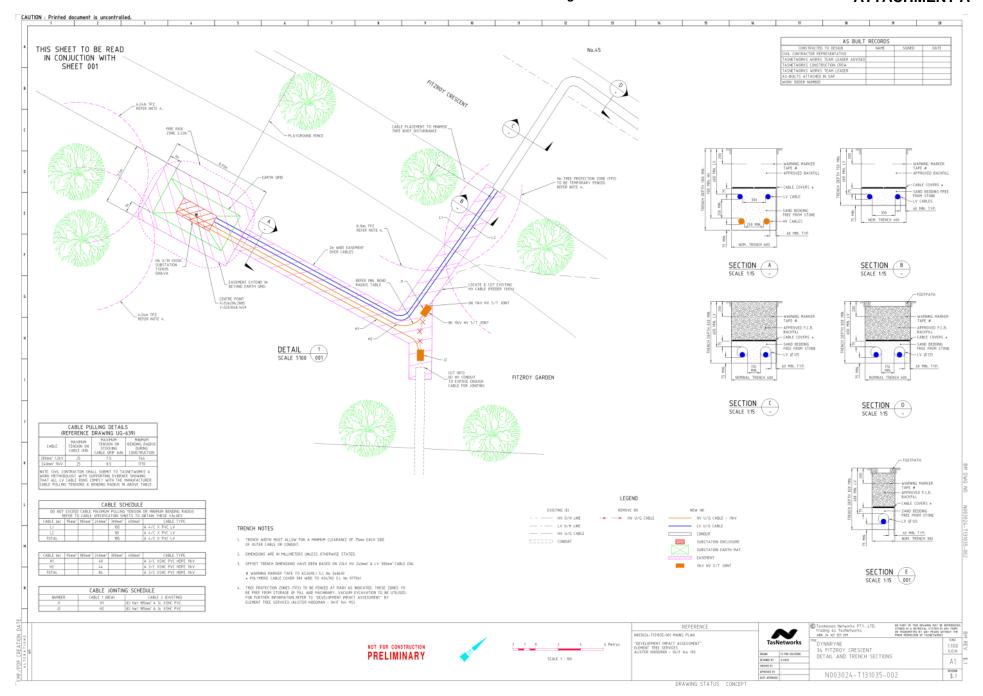
Proposed HV/LV Mains Plan and Kiosk Substation General

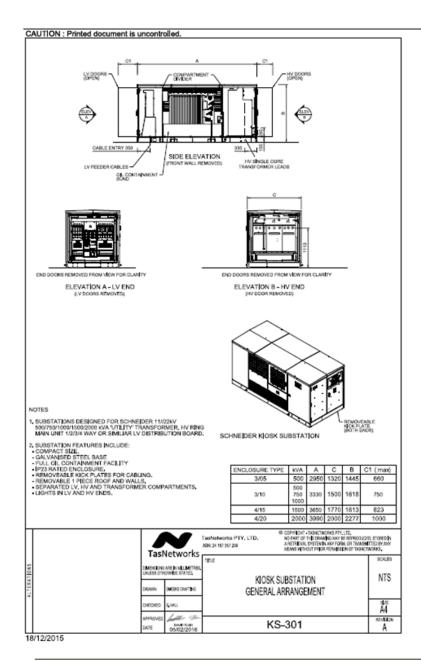
Arrangement (Girrabong Rd TasNetworks Plans) U

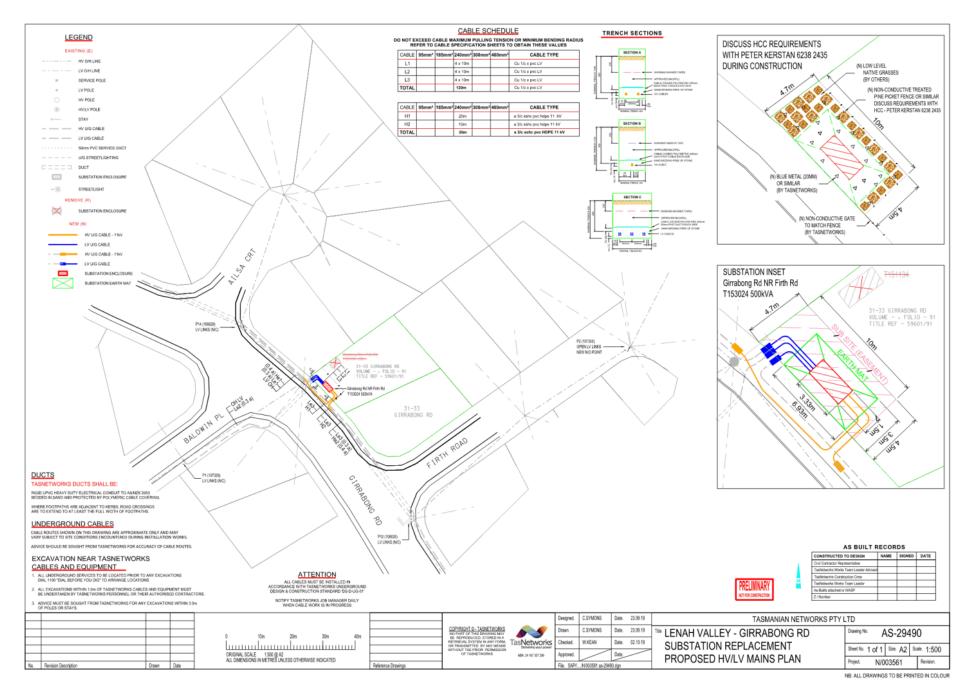
Attachment C: Development Impact Assessment Fitzroy Crescent Sub station

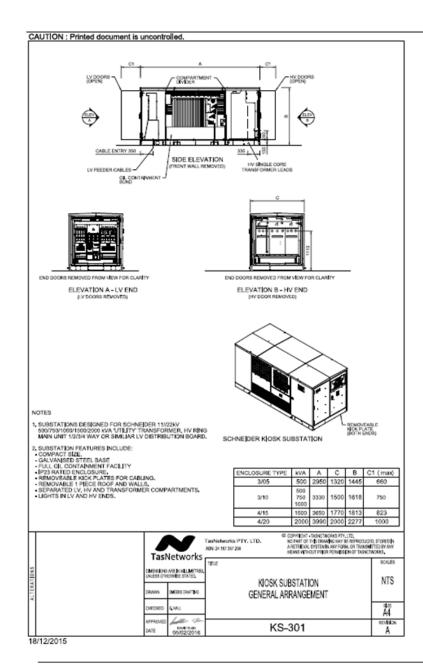
13th November 2019 (Arborist's report) \mathbb{J}













DEVELOPMENT IMPACT ASSESSMENT

Fitzroy Crescent Sub station

13th November 2019

For: Peter Kleywegt Design Engineer (External Service Provider) Tas Networks

Via email: Peter.Kleywegt@tasnetworks.com.au

Alister Hodgman Diploma (Hort/Arb) QTRA Register User: 3743

> Element Tree Services 23 King Street Bellerive, TAS ph. 0417144192

alister@elementtree.com.au

1. Terms of reference

This report was requested by Peter Kleywegt to assess the impacts of a proposed substation on the trees growing within Fitzroy Gardens. The trees were inspected from the ground on the $29^{\rm th}$ of October 2019. This report will discuss those findings and provide management recommendations for protecting the trees.

2. Site Findings

The works have potential to impact a group of selected individual specimens that have been planted throughout the site. Two trees are located to the west of the kiosk; a mature Lilly pilly (*Syzygium smithii*) and laurel (*Laurus noblilis*). A low voltage underground cable is also proposed between two mature planes (*Platanus x acerfolia*).

In their current situation, the trees appear to be in a satisfactory condition and are likely to contribute to the landscape for many years to come.

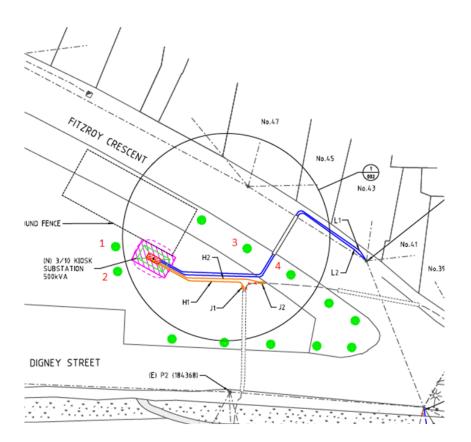


Fig. 1 – the tree locations labelled for use in this report.

3. Development Impacts

I have referenced the mains plans and have assumed that the tree locations are correct. My assessment is based on a 500mm excavation for the underground services and believe the location of the sub station is correct.

The following table will evaluate the development incursion into the tree protection zone (tpz) of the four individuals.

ID	Species	DBH	TPZ	Incursion %	Critical
1	Laurus nobilis	.52m	6.24m	5.3%	No
2	Syzygium smithii	.53m	6.36m	1.9%	No
3	Platanus x acerfolia	.75m	9.0m	19.3%	Tolerable
4	Platanus x acerfolia	.68m	8.16m	8.2%	No

The incursion into the tpz of tree 1, 2 and 4 is considered minor and is not likely to result in a significant health decline.

The works around tree 3 result in an incursion > 10%. As this is no longer considered minor, is it important to aim to mitigate the damage associated with installing the proposed infrastructure.

4. Discussion

Although the incursion is above the 10% threshold, I expect that the plane tree will tolerate such works. This species has a large, robust root system and remain vigorous, even when pruned. As the growing conditions for this tree are generous, I do not feel that a redesign is required.

Although the works may not be critical to the tree, I do expect some larger roots to be encountered during the excavation. If traditional excavation is undertaken, I recommend supervision from a qualified arborist to ensure any of the larger roots can be pruned out and not torn with heavy machinery.

If major roots are encountered, we may have to leave some in situ and place the infrastructure below the root. This requirement will have to be determined during the works.

5. Tree Protection

Prior to the commencement of works, the tpz should be identified and fenced off. Where there is an incursion into the tpz, the excavation shall form the edge of tpz fencing. These zones should be free from the storage of fill or dumping of contaminates, natural ground level should be retained, and heavy machinery

should not be permitted to work in this location without adequate ground protection.

6. Conclusion

 With adequate tree protection measures in place, and supervision through the excavation phase around tree 3, I expect that the proposed works will not have a long term impact on the health of the trees.

Yours sincerely,

Alister Hodgman

6.5 Fees and Charges - Community Life Division - DKHAC Proposed Direct Debit Default Fee File Ref: F20/25729; 20/8

Memorandum of the Manager Doone Kennedy Hobart Aquatic Centre and the Director Community Life of 6 March 2020.

Delegation: Council



MEMORANDUM: PARKS AND RECREATION COMMITTEE

Fees and Charges - Community Life Division - DKHAC Proposed Direct Debit Default Fee

The purpose of this memorandum is to seek approval for the Doone Kennedy Hobart Aquatic Centre (DKHAC) to introduce a separate and independent fee from the Council approved fee as listed in 2019–20 Fees and Charges Schedule.

Due to the necessity of the timing of transition to a third party provider, Council approval for this fee is sought now rather than waiting for the upcoming 2020-21 Fees and Charges process.

The current Council approved default fee for DKHAC members not having enough funds in their account to cover their direct debit membership commitment is \$28.

DKHAC currently has a process for fees applied to defaulting members who have direct debit arrangements with the Centre for membership or program payments. Under the current system, the first default is charged at \$2.50 by DKHAC, and if the customer's direct debit payment defaults a second, consecutive time, the customer is then charged the \$2.50 DKHAC fee plus the \$28 Council approved fee.

Automated process for managing direct debit defaults

DKHAC are now implementing an automated process for managing direct debits through a third party provider, which includes management of defaults and associated fees.

This new process is being implemented to ensure that privacy is maintained in relation to the capture of bank account and credit card details by DKHAC.

Payment Card Industry Data Security Standards (PCI and DSS) are a set of requirements that must be followed by all organisations, businesses and merchants accepting payment from customers via credit or debit card. As DKHAC accepts, processes, transmits and stores cardholder data, the Centre is required to comply with PCI Security Standards to ensure a secure payment card environment.

The third party provider (which will provide the Centre with PCI compliance) utilises an automated system to manage direct debits and defaults; however, the default fee process is automated and will allow for only one fee type to be utilised for every default.

The default fee applied contains a \$6 amount that is collected by the third party to assist in recovering their costs, and a further \$6 amount is recommended to be collected on behalf of DKHAC. Therefore, a total of \$12 would be charged to a defaulting customer, regardless of whether it was their first or second consecutive default.

As the process will be streamlined by utilising a third party provider to manage DKHAC direct debits and defaults, the real cost recovery value is lower than the \$28 fee required by the Council.

Proposal

Pursuant to section 205 of the *Local Government Act 1993*, the Council may impose fees and charges for various services.

It is recommended that DKHAC introduce a new fee specific to the Centre's fees and charges register to allow for the implementation of an automated process for managing direct debits through a third party provider, which includes management of defaults and associated fees.

The new fee would be introduced at \$12 for each default, \$6 of which would be returned to the Centre, and \$6 of which would be held by the third party to ensure cost recovery for all involved.

The new fee is likely to be implemented by 30 April 2020. All members will receive communication in relation to fee changes, with 30 days advance notice.

RECOMMENDATION

That the Council approve the new direct debit default fee of \$12, specific to the Doone Kennedy Hobart Aquatic Centre only, effective from 30 April 2020.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Angela Jenni

MANAGER DOONE KENNEDY HOBART AQUATIC CENTRE Tim Short

DIRECTOR COMMUNITY LIFE

Date: 6 March 2020 File Reference: F20/25729; 20/8

7. COMMITTEE ACTION STATUS REPORT

7.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: Committee Action Status Report

PARKS AND RECREATION COMMITTEE - STATUS REPORT

OPEN PORTION OF THE MEETING

November 2014 to February 2020

Ref.	Detail	Report / Action	Action Officer	Comments
1	HARRINGTON STREET PUBLIC TOILETS – PROPOSED DECOMMISSIONING AND REMOVAL Open Council 25/5/2015, Item 15	The Harrington Street public toilets be immediately decommissioned and a communication strategy, including signage, be developed to direct users to facilities located in the nearby Centrepoint Shopping Centre. The General Manager be authorised to proceed with the demolition of the Harrington Street public toilets and replacement with an appropriately designed wall, subject to: (i) a further report being provided detailing the proposed replacement wall, including opportunities for the creation of a public space, opportunities for public art, interpretation of the historical bridge and increased visual access to the Hobart Rivulet.	Director City Amenity	The toilet block has been demolished, with the slab currently still in place. Investigations are progressing in respect to the future of the site.
2	SOLDIERS MEMORIAL AVENUE – MANAGEMENT PLAN REVIEW Open Council 25/1/2016, item 13 Open Council 23/5/2016, item 18	A review of the Soldiers Memorial Avenue Management Plan 2004 be undertaken with the development of a new management plan, at an estimated cost \$15,000 to be funded from the Open Space Planning Function. (i) The management plan consider the utilisation of the 'Tree Widows' material for the interpretation and promotion of the Soldiers Memorial Avenue. The Friends of Soldiers Memorial Avenue be advised of the Council's decision.	Director City Amenity	Consultants engaged with a draft plan scheduled to be received early 2020

Ref.	Detail	Report / Action	Action Officer	Comments
	BATTERY POINT SHARED ACCESSWAY Open Council 25/1/2016,	That a report be prepared that details options available as a means of facilitating movement in and around Battery Point and its foreshore, and addresses the following:	Director City	This project is listed in years 2022/23 and 2023/24 of the City's 10 year Capital
	item 17	The implementation, in the short term, of the formalisation of an existing road route through Battery Point.		
	2.	2. Analysis of the options include detail on the following:		
		(i) estimated financial implications;		
3		(ii) planning and legal implications; and		
		(iii) how the proposal relates to the City of Hobart Strategic Plan 2015-2025.	Planning	Works Program.
	3. Analysis of any opportunity costs in respect to proceeding or not proceeding with a shared access way, including its impact with other planned projects.			
		Details on engaging the local and wider community in respect to the options.		

Ref.	Detail	Report / Action	Action Officer	Comments
	KUNANYI / MOUNT WELLINGTON - PROPOSED	The Springs Visitor Centre Concept as developed to date, not be progressed.		
	VISITOR CENTRE AT THE SPRINGS - ALTERNATIVE PROPOSAL Open Council 22/5/2017, item 19	Comprehensive assessment and feasibility assessment be undertaken into the Halls Saddle site to establish its potential role as the primary road-based gateway entrance facility for		
		servicing visitor access to the mountain.		
	Open Council 19/3/2018, item	This work to involve:		
	24	(i) Concept development – including confirming required site functions and feasibility assessment.		
	Open Council 23/9/2019, item 20	(ii) Site master planning to ensure any required functions can fit within the site.	Director	A report is being prepared for the Council
		(iii) A transport / access analysis – including the site's potential role in providing for a regular mountain bus service.		
4		(iv) Determination of infrastructure and services requirements at the site.		
		(v) Compliance with planning scheme, including bushfire risk requirements.		
		Preparation of a high level assessment of the financial investment required to develop the Halls Saddle site as proposed.		
		(vii) The identification of potential grant funding and other external funding opportunities that could provide the investment required to develop the Halls Saddle site.		
		The costs associated with the work to investigate the Halls Saddle concept, estimated to be in the order of \$100,000 be allocated from the 2019-2020 Bushland Capital Works budget.		
		A report be provided on the findings of the above for the Council's consideration by February 2020.		

Ref.	Detail	Report / Action	Action Officer	Comments
	PROPOSED EXTENSION OF THE INTERCITY CYCLEWAY - REGATTA GROUNDS THROUGH MACQUARIE POINT TO EVANS STREET	That the City work in partnership with the Macquarie Point Development Corporation to enable the construction of the extension of the Intercity Cycleway, from McVilly Drive, Hobart Regatta Grounds, through Macquarie Point to Evans Street and include any bicycle infrastructure work that may be required into traffic flows with all sections being built concurrently.		
5	Open Council 22/5/2017, item 20 Open Council 24/7/2017, item 29	The City's financial contribution of an estimated \$400,000 to construct approximately 400m of the cycleway from McVilly Drive to the boundary of the Macquarie Point development site, be approved. The approval be provided on the condition that the Macquarie Point Development Corporation fund construction of the cycleway through its site to Evans Street (approximately 600 metres). The General Manager be authorised to progress all required negotiations with the Macquarie Point Development Corporation and to lodge development applications for the works, as may be required. Design of the final alignment and detail of the cycleway be undertaken in consultation with relevant stakeholders, to the	Director City Amenity	The Macquarie Point Development Corporation has completed works within its site. Concept design completed. Has been finalised Consultation process with TasPorts is progressing
	satisfaction of the Hobart Bicycle Advisory Committee. Should there be variation in the cost of the build, by 20 per cent or more, the project must be referred back to Committee. A joint media release be issued together with the Macquarie Point Development Corporation at the appropriate time.			

Ref.	Detail	Report / Action	Action Officer	Comments
Ref.	Detail The Missing Link, Wellington Park - Results of Community Engagement and Endorsement of Recommendations Open Council 20/8/2018, item 18	That the 'Missing Link' track plan be approved for implementation, including: (i) the 'Unnamed Track' be classified as a single use, dual direction track (for bicycles only), (ii) the Drops Track be formalised and classified as a single use, single black diamond, downhill mountain bike track, and (iii) the Rivulet Crossing Track be classified as a dual direction, shared use track. The community be consulted to help determine formal names		Comments
6		for both the 'Unnamed Track' and the Rivulet Crossing Track. (i) The preferred names be submitted to the Wellington Park Management Trust and the Nomenclature Board for endorsement. The ongoing maintenance costs of approximately \$3,000 per annum be considered in the 2019/20 budget to ensure the asset's longevity. Project costs estimated at \$252,000 be funded from:	Director City Amenity	A report is attached to the Agenda
		(i) the Bushland Infrastructure Function at \$65,000, and (ii) the Tasmanian Government Cycle Tourism Grant at \$187,000. Respondents to the Missing Link survey be notified of Council's resolution via the website, the City of Hobart Your Say page, the Bushcare Facebook page and newsletters. The Wellington Park Management Trust be advised of the Council's decision.		

Ref.	Detail	Report / Action	Action Officer	Comments
7	Swan Street, North Hobart - Replacement Public Toilets Open Council 19/2/2018, item 18	That the General Manager be authorised to finalise the design of the proposed new replacement public toilet facility, located in Swan Street, North Hobart, to secure all statutory permits and approvals and to negotiate and secure a new licence from Australia Post to accommodate the new facility on its land.	Director City Amenity	Works are complete and the facilities open to the public Complete
8	Installation of Outdoor Gym Equipment at Long Beach Reserve Open Council 19/3/2018, item 12 Open Council 17/9/2018, item 26	That the in-principle approval be granted for the provision of outdoor gym equipment at Long Beach Reserve, Lower Sandy Bay (a regional park with a broad catchment of users) to allow for community engagement to be undertaken in respect to the proposed location and nature and range of the equipment options proposed. (i) The current preferred site be that area located between Sandown Oval II and the Sailing Club car park. An appropriate budget allocation be considered as part of the City's consideration of the 2019/20 – 2020/21 capital works program.	Director City Amenity	A report is attached to the agenda
9	Draft Queens Domain Summit Plan 2018 Open Council 19/3/2018, item 21 Open Council 20/8/2018, item 17 Open Council 21/1/2019, item 24	That the Queens Domain Summit Plan 2018 be approved Officers investigate the possibility of lowering the speed limit on the Summit Road. Respondents be notified of the Council's decision and the key amendments to the Summit Plan. The final Queens Domain Summit Plan will be made publically available through the City's website and other platforms. Implementation of the Queens Domain Summit Plan be undertaken at a cost of \$1.2M as allocated in the Capex Program (\$900,000) and \$300,000 from the Queens Domain Parking Fund.	Director City Amenity	Detailed design is now being progressed to reflect changes in layout and incorporate retention of the motorsports event. The Access Advisory Committee have been consulted with only minor refinements proposed.

Ref.	Detail	Report / Action	Action Officer	Comments
	kunanyi/Mount Wellington - Organ Pipes Open Council 19/12/2018, item 12 Open Council 19/3/2019, item	The below report was deferred at the Council meeting on 19 March 2019 to allow an opportunity to discuss with the State Government its level of support for the proposed listing of the eastern face of kunanyi / Mount Wellington onto the National Heritage Register. That a report be prepared to consider the merits or otherwise; (i) Of seeking national heritage listing for the Organ Pipes of kunanyi/Mount Wellington and/or (ii) An extension of the South West World Heritage area to include the Wellington Park; and (iii) The report to also investigate and ascertain who is the correct party to formally make the nomination to seek a national heritage listing or inclusion in the South	Director City Amenity	The Council decision is being actioned with advice sought from the Minister to confirm the State government position on a nomination.

Ref.	Detail	Report / Action	Action Officer	Comments
11	Girrabong Park, Lenah Valley Open Council 19/12/2018, item 13 Open Council 18/3/2019, item 17 Open Council 21/10/2019, item 21	That the Council endorse the revised concept plan for Girrabong Park, Lenah Valley, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 10 October 2019. Feedback be sought from the local community on the revised concept plan for the Park, noting the Council's recent determination of the Park as a shared-use area (being an offlead dog exercise area between 9am and 7pm, but with dogs prohibited outside those hours) to inform the finer detailed design of the Park as part of the implementation. Subject to positive feedback from the community, funding for the staged implementation of the Girrabong Park revised concept plan be considered when the Council determines the 2020-21 and 2021-22 Capital Works Programs and Annual Budgets at an estimated cost of \$160,000 over two years, with an estimated increased annual operational expense of \$10,000 per annum. In respect to TasNetworks' proposed upgrade of the substation located within the Park, the General Manager be delegated the authority to negotiate and finalise the terms of a subsequent new easement, including seeking from TasNetworks any costs in relation to works required to accommodate the new substation and its impact on other Park infrastructure.	Director City Amenity	Park improvements are scheduled for 2020/21 and 2021/22 of the City's 10- Year Capital Works Program

Ref.	Detail	Report / Action	Action Officer	Comments
	Review of the Dog Management Strategy 2014- 2018	Further discussions be undertaken between Council officers and the Hobart Dog Training Club into the possible promotion of the free dog training classes for new dog ownership in certain circumstances.	Director City Planning	
12	Open Council 19/12/2018, item 19 Open Council 20/5/2019, item 29 Open Council 19/9/2019, item	A review of the dog walking area maps, currently available on the City of Hobart website be undertaken and ascertain if improvements can be implemented to provide a more interactive and user friendly resource for dog owners. Council 23 August 2019 That pursuant to section 24 of the Dog Control Act 2000, the Council notes the public submissions received during the public consultation period and provided under separate cover. Pursuant to section 20 of the Dog Control Act 2000 the Council declare the areas in Attachment B as modifications to the areas already declared contained in Attachment A. The Council endorse notification of the declared areas in Attachment B, pursuant to section 25 of the Dog Control Act 2000 by public notice on 24 August 2019 to take effect on 23 September 2019 and to remain in force until 23 June 2023.		The Council decision is being actioned.

Ref.	Detail	Report / Action	Action Officer	Comments
	New Town Sports Precinct - Draft Master Plan Open Council 19/12/2018, item 22 Open Council 17/6/2019, item	That the New Town Sporting Precinct Master Plan, dated 29 May 2019 and marked at Attachment A to item 6.7 of the Open Parks and Recreation Committee agenda of 6 June 2019, be approved as a tool for guiding the future planning and development of the precinct.		
	31	The following actions in the Implementation Plan be progressed:		
		(i) The City continue to monitor the potential for any future site options and the feasibility for relocating the New Town Croquet Club;		
		(ii) The City undertake a local area traffic management plan, including an initial assessment of the potential benefits or implications arising from implementation of the Master Plan;		Development of a local area traffic management plan is
13		(iii) Sporting clubs initiate feasibility assessments for the proposed new sports facilities within the precinct;	Director City Amenity	complete and referred to stakeholders An underground services plan is being prepared for referral to stakeholders
		(iv) The City and the clubs seek funding support and grants to support implementation of the Master Plan on a staged basis; and		
		(v) Should funding become available for the project, the City take a lead role in facilitating the staged implementation of the Master Plan.		
		The City undertake development of a local area traffic management plan and progress additional planning for the site, at an estimated cost of \$50,000 to be funded within Parks and Recreation Management Function within the 2019-20 Annual Plan.		
		The City continue to work with stakeholders in the management of the site.		

Ref.	Detail	Report / Action	Action Officer	Comments
	Swan Street Park, North Hobart - Proposed Refurbishment	That the Council approve the revised refurbishment plan for Swan Street Park, North Hobart, marked as Attachment A to item 6.7 of the Open Parks and Recreation Committee agenda		
	Open Council 19/12/2018, item 23	of 9 May 2019, to enable detailed planning and construction to proceed.		
	Open Council 20/5/2019, item	Funding of an estimated \$375,000 be provided as follows:	Director	Statutory approvals are
14	34	(i) \$320,000 from the existing allocation within the 2019/2020 Capital Works Program.	City Amenity	being sought and landlord approvals are progressing.
		(ii) \$55,000 from the 2019/2020 asset renewal budget.		
		The General Manager be authorised to secure all necessary statutory approvals for the works, proceed with the upgrade and finalise lease arrangements with the landowner.		
	Bicycle and Pedestrian Bridge over Brooker Avenue - Proposed Name 'Rose Garden Bridge'	That 'Rose Garden Bridge' be submitted as the Council's recommended name for the new bicycle and pedestrian bridge across Brooker Avenue, located between Bathurst Street and the University Rose Gardens on the Queens Domain, to the	Director	The Nomenclature Board has accepted the name for the Bridge
15	Open Council 18/3/2019, item 18	Nomenclature Board of Tasmania, pursuant to the Survey Coordination Act 1944 (Tasmania).	City Planning	
	Open Council 19/8/2019, item 16	The City explore ways to commemorate persons and groups of significance with strong connections to the development of the University Rose Gardens, including Kitty Henry and TT Flynn.		

Ref.	Detail	Report / Action	Action Officer	Comments	
	Sanitary Product Vending Machines in Council Bathrooms	That the Council support a three month trial of the provision of free sanitary items in the Kemp Street public female toilets, through the installation of a Pinkbox Vending Machine.			
16	Open Council 15/4/2019, item 17	 (i) The organisation Share the Dignity be engaged to provide, install and manage the Pinkbox Vending Machine during the trial period and to provide the City with usage data for consideration. (ii) A further report will be provided at the end of the trial to 	Director Community	A Vending Machine has been installed with the trial period to soon conclude A report will be provided in early 2020.	
		consider the future of this type of program The City also promote, as an alternative option, the availability of free menstrual cups through the not-for-profit organisation StopPeriodPoverty.org The Council write to the State and the Federal governments to lobby for the provision of menstrual products in all Tasmanian public schools.	Life		
	Marieville Esplanade – Derwent Sailing Squadron – Extension of Lease Area	That the Derwent Sailing Squadron's request to lease an adjoining portion of public land located in Marieville Esplanade, Sandy Bay, be declined.	Director City Amenity	The DSS has been advised of the Council's decision Planning is progressing for surface improvement and line marking works	
17	Open Council 20/5/2019, item 32	The City undertake surface improvement and car park line marking works on the site.			
		Longer term options for the land be considered as part of a masterplan development for the Marieville Esplanade location planned to be undertaken during the 2019-20 financial year.			

Ref.	Detail	Report / Action	Action Officer	Comments
18	Franklin Square Amenities Building - Proposal to Install Luggage Lockers Open Council 17/6/2019, item 28	That the proposal to provide luggage lockers for the travelling public be endorsed. Approval be provided for the General Manager to enter negotiations with 'ezy Lockers' for a partnership facilitating the provision of lockers at Franklin Square on a revenue sharing arrangement.	Director City Innovation	This project is being progressed in alignment with Connected Hobart Action Plan Initiative CVI05 Smart Locker Trials: To establish services that recognise the growing role of Hobart as a visitor centre and commuter city within the Greater Hobart metropolitan area. To help commuters, shoppers, visitors, tourists and students are able to spend more time in the city. Product / Result: Facilities for commuters, including CPTED-compliant smart lockers and services. Community benefits: Improved economic opportunities in our retail precincts. Enhanced national and international reputation as an inviting and convenient place to spend time.

Ref.	Detail	Report / Action	Action Officer	Comments	
	Waterworks Reserve - Master Plan Development	That the draft Waterworks Reserve Master Plan be reviewed to guide future development and asset replacement in the Waterworks Reserve.			
19	Open Council 19/8/2019, item 17	A community engagement process and collation and review of relevant survey and user data be undertaken to determine the values and user experiences of the Waterworks Reserve.	Director City Amenity	Planning is underway to undertake the review	
		The draft Waterworks Reserve Master Plan be presented back to the Council in 2021 for endorsement to release for public exhibition and feedback.			
	Recreational Vehicle Black Water Dump Point - Proposed Installation	That funding and development of a Recreation Vehicle black water dump point (proposed for installation in Selfs Point Road, in the vicinity of Rugby Park and the 10 Lives Cat Centre) be		The Council decision is being actioned including an	
	Open Council 19/8 2019, item 18	considered when the Council determines the 2020-21 Capital Works Program and annual budget at an estimated cost of \$51,000 with an estimated annual operational expense of \$6,500 per annum.	Director being actioned approach to Amenity seek a funding		
20		Should the project proceed, the contribution to the project by the Campervan and Motorhome Club of Australia (CMCA) (being the supply of the Dump-Ezy 'lid' of the proposed system) be acknowledged in the promotion of the project in the media at the appropriate time.		approach to TasWater to seek a funding contribution to the project.	
		Should the project proceed, the General Manager be authorised to secure all necessary approvals for the project.			

Ref.	Detail	Report / Action	Action Officer	Comments
21	Proposal to Lease Crown Land - Ross Rivulet, South Hobart and Rear of Summerhill Road, West Hobart Open Council 19/8/2019, item 19	That approval be granted for the Council to enter a 30 year lease agreement with Crown Land Services (Department of Primary Industries, Water and Environment) for public and recreational purposes of the following properties: a. An approximate area of 945m² of Reserved Road that is ungranted Crown land located between 51A Summerhill Road and Knocklofty Reserve b. An approximate area of 1,000m² of Reserved Road that is ungranted Crown land located between Lot 1, Stevens Farm Drive, West Hobart (folio reference CT 173390/1) owned by the Council as public open space (folio reference CT 171950/1), and the adjacent eastern portion of the Ross Rivulet creek bed vested in the Crown The General Manager to be authorised to negotiate the terms and conditions of the lease agreements. Transfer of the title of these Crown land parcels to the Council be pursued in the longer term.	Director City Amenity	The matters are being progressed
22	Domain Athletic Centre - Proposed Athletics Tasmania Master Plan Open Council 23/9/2019, item 21	That the Draft Domain Athletic Centre Master Plan, as prepared by Athletics Tasmania, marked as Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 12 September 2019 be endorsed to allow key user groups and wider community engagement to be undertaken. (i) Following community engagement and feedback, the draft master plan for the site be referred back for the Council's approval to allow Athletics Tasmania to seek to secure external grant funding for the development.	Director City Amenity	Community engagement has been completed with feedback being reviewed by Athletics Tas

Ref.	Detail	Report / Action	Action Officer	Comments
23	Queens Walk, New Town - Request for Lease Renewal - The Friends School Open Council 21/10/2019, item 24	That approval be granted for The Friends School to renew its lease over 3,217m2 of City-owned land, located adjacent to the Brooker Highway within the Queens Walk precinct, New Town for a period of five (5) years, at a nominal annual rental. (i) Should a new lease be approved, the value of the reduced rental to the Friends School be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'. The General Manager be authorised to negotiate and finalise the terms of the lease including addressing weed management of the site.	Director City Amenity	Lease papers are being progressed
24	Kayak Wash-Down Facilities at Long Beach, Sandy Bay - Proposal for Site Improvement Works Open Council 21/10/2019, item 25 That the report on the proposed formalisation of the Kayak Wash down area at Long Beach, Sandy Bay located adjacent to the Sandy Bay Bathing Pavilion, be received and noted. Funding for site improvement works in relation to the kayak wash down area at Long Beach, Sandy Bay (located adjacent to the Sandy Bay Bathing Pavilion) be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$18,000 with an estimated annual operational expense of \$1,600 per annum. The General Manager be authorised to seek to secure any planning or heritage approvals for the works, should they be required.		Director City Amenity	Improvements are scheduled during 2020/21 of the City's 10-Year Capital Works Program
25	Legacy Park, Queens Domain - Request for Installation of a Naming Stone - Hobart Legacy Inc Open PRC 10/10/2019, item 6.5	That the request from Hobart Legacy Inc for a naming stone to be installed within Legacy Park, Queens Domain in light of the recently approved naming of the park, be approved. In accordance with the 'Memorial Plaques and Tree Plantings in Parks, Bushland and Reserves' policy, the final location of the plaque be to the satisfaction of the Director City Amenity.	Director City Amenity	Preparation of the stone is with the proponent to progress

Ref.	Detail	Report / Action	Action Officer	Comments
26	McAulays Reserve, Sandy Bay - Proposed Track Upgrade Open Council 18/11/2019, item 18	That the report seeking to upgrade the McAulays Reserve, Sandy Bay walking track, between Manning Avenue and McAulay Road, and its extension through to the boundary of Waimea Heights Primary School, be received and noted. Funding for track improvement and extension works be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$50,000 with an estimated annual operational expense of \$1,500 per annum.	Director City Amenity	Track works are scheduled during 2020/21 of he City's 10-Year Capital Works Program

Ref.	Detail	Report / Action	Action Officer	Comments
	188A Lenah Valley Road, Lenah Valley - Lease Renewal - Lenah Valley RSL and Community Club Over Parts of Haldane Reserve	That a new lease be executed with the Lenah Valley RSL and Community Club over portions of the City's Haldane Reserve, Lenah Valley, as shown as Lot 1 and Lot 2 on Plan F-930-40 marked as Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 7 November 2019.		The Council decision is being actioned
	Open Council 18/11/2019, item 19	(i) The lease include a licence for unrestricted access to Area 1 and Area 2, and a licence to use Lot 3 for overflow parking on special occasions with prior approval of the General Manager.		
		(ii) The lease term be for 5 years (with the option of for a further 5 years) at nominal rental value.		
		Community engagement be undertaken pursuant to Sections 178 and 179 of the Local Government Act 1993.	Director	
27		(i) Upon conclusion of the community engagement process;	City	
		Should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively	Amenity	3
		(b) Should objections be received, a further report be provided to the Council on the matter.		
		Should a new lease be approved, the value of the reduced rental to the Club be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'.		
		The Club be encouraged to negotiate with the Department of Health to access the rear of the adjoining Child Health Clinic property at 186 Lenah Valley Road, for potential development of additional car parking.		

Ref.	Detail	Report / Action	Action Officer	Comments
28	Draft City to Gardens Way Connectivity and Wayfinding Plan - Community Engagement Open Council 16/12/2019, item 20	That the Draft City to Gardens Way Connectivity and Wayfinding Plan, marked as Attachment A to item 6.2 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for release for community engagement for a four week period commencing early 2020. A further report be provided detailing the outcome of community engagement and presenting the final City to Gardens Way Connectivity and Wayfinding Plan, including an implementation plan. (i) The implementation plan to outline future and ongoing maintenance funding requirements.	Director City Amenity	The Council decision is being actioned
29	Wilson Street, North Hobart - Proposed Upgrade to Pocket Park Open Council 16/12/2019, item 21	That the landscape plan for the Wilson Street Pocket Park, North Hobart, marked as Attachment A to item 6.3 of the Open Parks and Recreation Committee agenda of 5 December 2019 be endorsed. Funding for site improvement works be considered when the Council determines the 2020-21 Capital Works Program and Annual Budget at an estimated cost of \$21,100 with an estimated annual operational expense of \$1,000 per annum.		Implementation is subject to Council approval of its Capital Works Program
30	Long Beach Reserve, Lower Sandy Bay - Proposed Replacement Public Toilet Facilities - Community Consultation Outcomes Open Council 16/12/2019, item 22	That the concept designs for replacement public toilet facilities located at Long Beach Reserve, Lower Sandy Bay, marked at Attachment A to item 6.4 of the Open Parks and Recreation Committee agenda of 5 December 2019, be approved. The General Manager be authorised to submit a development application for the development and to secure all statutory approvals for construction to commence in 2019/2020.	Director City Amenity	The Council decision is being actioned

Ref.	Detail	Report / Action	Action Officer	Comments
31	Tolmans Hill Park - Concept Plans for Public Toilets and Barbecue Facilities - Community Engagement Open Council 16/12/2019, item 23	That the Concept Plans for the development of new toilets and barbecue facilities at Tolmans Hill Park, Tolmans Hill, marked as Attachment A to item 6.5 of the Open Parks and Recreation Committee agenda of 5 December 2019, be endorsed for public release to enable community engagement to be undertaken. A further report be provided to the Council following community engagement for approval of the plan, to allow a development application to be lodged.	Director City Amenity	The Council decision is being actioned
32	Garrington Park - Installation of New Barbeque facilities Open Council 28/1/2020, Item 12,	TThe Draft Concept Plan for the development of a barbeque and shelter facility at Garrington Park, New Town, marked as Attachment A to item 6.1 of the Open Parks and Recreation Committee agenda of 16 January 2020, be endorsed for public release to enable community engagement to be undertaken. (i) The Draft Concept Plan incorporate bicycle parking infrastructure within the site. A further report be provided following completion of the community engagement process.	Director City Amenity	The Council decision is being actioned

	Bushland Track Naming Confirmation	That	•	cks have names a	ssigned to them as			
	Open Council 28/1/2020, item 13		RESERVE	TRACK	PROPOSED NAME]		
	Rem 13		Queens Domain	Domain Athletics Centre Area	Bandicoot Track			
			Queens Domain	Grassland Gully Tracks	Grassland Gully Track			
			Queens Domain	Pinetum Tracks	Pinetum Track			
			Bicentennial Park	Churchill Avenue to Nelson Road	Lambert Rivulet Track			
			Bicentennial Park	Churchill Ave to Mt Nelson Signal Station	Signal Station Track		Diversala	The City's submission has
33			Bicentennial Park	Lambert Avenue to Churchill Avenue	Lambert Rivulet Track		Director City Amenity	The City's submission has been referred to the Nomenclature Board
			Waterworks	Gentle Annie Falls access	Gentle Annie Falls Track		·	
			Knocklofty	Mt Stuart Track to Northern Access FT	Woodmans Track			
			Knocklofty	Salvator Track to Excells FT	Salvator Rosa Glen Track			
			Knocklofty	Reservoir to Fielding Drive	Brickworks Track			
			McRobies Gully	Lower Slides Track	McRobies Gully Track			
			McRobies Gully	Slides Connector	Jurassic Shark			
	subr		sement by the cou nenclature Board c	incil, the names will f Tasmania for	l be			

Ref.	Detail	Report / Action	Action Officer	Comments
Ref.	Tasmanian Hockey Centre - Request for Extension of Lease Open Council 28/1/2020 Item 14	Report / Action That in-principle approval for a ten (10) year lease extension with a further ten (10) year option to Hockey Tasmania for a lease over the Tasmanian Hockey Centre be granted, from the expiry of their current lease in 2029, at a nominal annual rental. (i) Should a new lease be approved, the value of the reduced rental to the Association be recorded in the City's Annual Report in accordance with the Council Policy 'Grants and Benefits Disclosure'. Community engagement be undertaken pursuant to Sections 178 and 179 of the Local Government Act 1993. (i) Upon conclusion of the community engagement process, should no objections be received, the General Manager be authorised to finalise the terms and conditions of the lease; or alternatively; (ii) Should objections be received, a further report be provided to the Council on the matter. A sub-lease to Telstra matching the same extended lease period be approved. An appropriate clause be incorporated within the lease		The Council decision is being actioned
		agreement with Hockey Tasmania, providing the council with the ability to amend the footprint of the leased area, if required in the future.		

Ref.	Detail	Report / Action	Action Officer	Comments
35	Ember Attack Strategy Open Council 28/1/2020, item 11	That the Council requests a report on whether there is value in the City developing an 'Ember Attack Strategy' for Hobart. As a prerequisite to the preparation of the report, the Tasmania Fire Service be consulted in respect to strategies that it currently has in place in relation to ember attacks. The report also address other appropriate actions that the City of Hobart could take to build maximum resilience in respect to bushfire preparedness through changes to planning schemes and local area plans. An elected member briefing be convened to provide an update on bushfire preparedness, at the appropriate time.	Director City Amenity	A briefing is scheduled prior the March meeting.

8. RESPONSES TO QUESTIONS WITHOUT NOTICE

Regulation 29(3) Local Government (Meeting Procedures) Regulations 2015.

File Ref: 13-1-10

The General Manager reports:-

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the Local Government (Meeting Procedures) Regulations 2015, the Chairman is not to allow discussion or debate on either the question or the response."

8.1 Hazard Reduction Burns on kunanyi / Mount Wellington File Ref: F20/8218

Memorandum of the Director City Amenity of 6 February 2020.

8.2 Bushfire Mitigation

File Ref: F20/9253; 13-1-10

Memorandum of the Director City Amenity of 6 February 2020.

Delegation: Committee

That the information be received and noted.



Memorandum: Lord Mayor

Deputy Lord Mayor Elected Members

Response to Question Without Notice

HAZARD REDUCTION BURNS ON KUNANYI / MOUNT WELLINGTON

Meeting: Parks and Recreation Committee Meeting date: 16 January 2020

Raised by: Lord Mayor Councillor Anna Reynolds

Question:

Queries have been received asking why hazard reduction burns have not been undertaken in the vicinity of the pinnacle of kunanyi / Mount Wellington.

Could the Director please advise if these burns are under the jurisdiction of the Tasmania Fire Service and if so could you please advise of their response to why the hazard reduction burns in this vicinity have not been undertaken?

Also, could the Director please advise if there are any other potential methods for hazard reduction?

Response:

The Tasmania Fire Service is not responsible for hazard reduction burning within Wellington Park however it may assist the relevant land manager to conduct a hazard reduction burn if requested to do so.

Hazard reduction burns in Wellington Park should be confined to the dry forest types on the lower slopes of the Park in the Hobart and Glenorchy Council areas. Fuel loads in these locations should generally be maintained at less than 8 tonnes per hectare. The Pinnacle being a low heath, alpine community is unlikely to exceed that figure and therefore will not trigger treatment.

Alpine and sub-alpine communities such as those surrounding the Pinnacle area are relatively fire sensitive and would be damaged by frequent burning. In addition, frequent burning in these areas may adversely affect water quality in the water catchment areas.

The alternative methods for reducing fuel load in a natural environment include manual removal using cut and paint or brush cutting methods which are possible in these alpine and sub-alpine communities if this treatment were deemed necessary.

Grazing using cattle or sheep could also be used but this would normally favour grasslands or herb lands rather than the alpine heath and sub alpine communities of the Pinnacle. The rocky nature of this area would preclude either of these grazers as it is not suited for such animals.

Goats could be used as they are more a browser which allows them to eat a broader range of the alpine heath vegetation. They are also more agile and able to cope with the steep, rocky terrain. Restraining them to a treatment area would be challenging.

Mechanical treatment can also be used to treat vegetation to reduce bushfire risk. However the use of mulchers or slashers would not be possible given the steep and rocky terrain on the Pinnacle.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Glenn Doyle

DIRECTOR CITY AMENITY

Date: 6 February 2020

File Reference: F20/8218



Memorandum: Lord Mayor

Deputy Lord Mayor Elected Members

Response to Question Without Notice BUSHFIRE MITIGATION

Meeting: Parks and Recreation Committee Meeting date: 16 January 2020

Raised by: Deputy Lord Mayor Burnet

Question:

Could the Director please advise what proportion of the City's budget is attributed to bushfire management, and could the Director advise the total expenditure each of the last three financial years?

Response:

The following table outlines the City's expenditure attributed to bushfire management:

BUSHFIRE MITIGATION	2016/17	2017/18	2018/19	2019/20 Budgeted Expenditure
Operational Expenditure				
Fire & Biodiversity Program	\$1,064,124	\$903,075	\$1,088,052	\$1,168,562
Bushland Infrastructure Program	\$103,628	\$79,371	\$84,232	\$117,741
Asset Maintenance Program	\$77,703	\$185,679	\$307,217	\$427,336
Total	\$1,245,457	\$1,168,124	\$1,479,501	\$1,713,639
Proportion of total City Budget	1.13%	1.03%	1.24%	1.38%
Capital Expenditure				
Expenditure	\$341,156	\$249,920	\$898,547	\$741,000
Proportion of City Budget	1.02%	0.85%	2.37%	2.55%

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Glenn Doyle
DIRECTOR CITY AMENITY

Date: 6 February 2020 File Reference: F20/9253; 13-1-10

9. QUESTIONS WITHOUT NOTICE

Section 29 of the Local Government (Meeting Procedures) Regulations 2015.

File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

- The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
- 2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations except so far as may be necessary to explain the question.
- 3. The Chairman must not permit any debate of a question without notice or its answer.
- 4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
- 5. The Chairman may require a question to be put in writing.
- 6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
- 7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

10. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures)*Regulations 2015 because the items included on the closed agenda contain the following matters:

• responses to questions without notice

The following items are listed for discussion:-

Minutes of the last meeting of the Closed Portion of the Council Meeting
Consideration of supplementary items to the agenda
Indications of pecuniary and conflicts of interest
Responses to Questions Without Notice
Opportunities for Social Housing
LG(MP)R 15(2)(f)
Telecommunications Tower Lease
LG(MP)R 15(2)(f)
Committee Action Status Report
Committee Actions - Status Report
LG(MP)R 15(2)(g)
Questions Without Notice