

# Trevallyn Nature Recreation Area and Kate Reed Nature Recreation Area

## **Draft Track Strategy**

### **Main Report**

Prepared by Keith Ryan (Consultant), Sport and Recreation Tasmania

on behalf of the

**Parks and Wildlife Service**

February 2009

Cite as: Parks and Wildlife Service 2009, *Trevallyn Nature Recreation Area and Kate Reed Nature Recreation Area Track Strategy Main Report*, Parks and Wildlife Service, Department of Environment, Parks, Heritage and the Arts, Hobart.

© Parks and Wildlife Service  
Department of Environment, Parks, Heritage and the Arts, 2009

Apart from fair dealing for the purpose of private study, research, criticism or review, as permitted under the Commonwealth *Copyright Act 1968*, no part of this document may be reproduced for any means without written permission from the Department of Environment, Parks, Heritage and the Arts, GPO Box 1751, Hobart, Tasmania 7001.

### **Acknowledgements:**

The author would like to acknowledge the contribution of the following individuals:

- Lyn Jackson (SRT) and Melanie Botherill-James (DEDT) for assistance in on-line survey design, data entry and data processing.
- Richard Peck and Louis Marshall (GJ Walkem and Co) for the GIS mapping.
- Parks and Wildlife Service staff, particularly staff at the Tamar Field Centre, for assistance in the field audit of tracks, distribution of surveys, letters, reserve signs and neighbourhood letterbox flyers.
- Anthony Ross, Parks and Wildlife Service, for project management support, information and advice.
- The various stakeholders willing to give up their time to share their thoughts on the management of tracks at Trevallyn NRA and Kate Reed NRA.

# Invitation to comment

---

What do you think of the proposals in this draft track strategy? You are invited to have a say on how tracks in the Trevallyn and Kate Reed nature recreation areas will be managed in the future.

## *Making a submission:*

Please make your submission concise and, where possible, refer to the relevant section numbers in the draft strategy. Provide reasons and sources of information to support your comments and suggest alternatives where you disagree with proposals.

Submission should be addressed or emailed to:

[representations@parks.tas.gov.au](mailto:representations@parks.tas.gov.au)

or

Track Strategy

Parks and Wildlife Service (Northern Region)

GPO Box 46 Kings Meadows 7249

## *How much time do you have?*

This draft track strategy was released for public comment on 1 May, 2009. Your comments should be submitted to the Parks and Wildlife Service ('Parks') by close of business on 1 June, 2009.

## *How is your submission assessed?*

Parks will consider all submissions, prepare a report that outlines Park's opinion on the merit of each submission, and note whether the track strategy needs to be modified in response. **Please note that your submission may be made available for public viewing by Parks, as part of the assessment process.**

As a general guide, the draft strategy may be altered if a submission:

- provides new relevant information or demonstrates that proposed policies and actions may be misunderstood and need clarification;
- proposes new policies or changes to policies that would better achieve management objectives;
- demonstrates that particular issues have not been addressed through policies or actions or identifies errors, omissions or lack of clarity.

The draft strategy is not likely to be altered if a representation:

- contradicts proposals which have widespread support or conflicts with government policy;
- is contrary to relevant legislation, a national or international convention or agreement;
- is one of many divergent viewpoints on an issue, and has been addressed as such a viewpoint through proposed policies or actions; or
- addresses issues beyond the scope of the strategy or ignores or contradicts relevant established facts.

# Table of Contents

<b>INVITATION TO COMMENT</b> .....	<b>2</b>
<b>I EXECUTIVE SUMMARY</b> .....	<b>5</b>
1.1 CONTEXT.....	5
1.1.1 Trevallyn Nature Recreation Area.....	5
1.1.2 Kate Reed Nature Recreation Area.....	5
1.2 METHODOLOGY.....	5
1.3 TRACK USER SURVEY RESULTS .....	6
1.4 STAKEHOLDER CONSULTATIONS .....	7
1.5 FIELD AUDIT OF TRACKS .....	7
1.6 DECISION MAKING FRAMEWORK .....	8
1.7 ASSUMPTIONS AND CONSTRAINTS .....	9
1.8 TRACK NETWORK AND RECOMMENDATIONS.....	9
1.9 TRACK NETWORK DEVELOPMENT PLAN AND FUNDING ESTIMATES.....	9
1.10 TRACK MONITORING PLAN .....	10
1.11 COMMUNICATION AND SIGNAGE PLAN.....	10
1.12 RISK MANAGEMENT PLAN.....	12
<b>2 INTRODUCTION</b> .....	<b>13</b>
<b>3 PROPOSED TRACK NETWORK AND RECOMMENDATIONS</b> .....	<b>14</b>
3.1 INTRODUCTION .....	14
3.2 DECISION MAKING FRAMEWORK .....	14
3.3 ASSUMPTIONS AND CONSTRAINTS.....	16
3.4 SPECIFIC RECOMMENDATIONS AND RATIONALE FOR TREVALLYN NRA TRACK NETWORK.....	18
3.4.1 Horse Riding at Trevallyn NRA.....	18
3.4.2 Protection II Management Zone Walking Tracks at Trevallyn NRA.....	18
3.4.3 Paringa Archery Course .....	19
3.4.4 Dog Walking at Trevallyn NRA.....	19
3.4.5 Mountain Biking Tracks at Trevallyn NRA.....	20
3.4.6 Sealed accessible track for wheelchairs, children, elderly and potential cycling criterium circuit.....	21
3.4.7 Access tracks beside Reatta Road.....	22
3.4.8 Hoo Hoo Hut tracks.....	22
3.5 SPECIFIC RECOMMENDATIONS AND RATIONALE FOR KATE REED NRA TRACK NETWORK .....	23
3.5.1 Kate Reed NRA / Private Land and Boundary Definition.....	23
3.5.2 Dog Walking at Kate Reed NRA.....	23
3.5.3 Mountain Biking at Kate Reed NRA .....	24
3.5.4 Horse Riding at Kate Reed.....	24
3.5.5 Parking Outside Kate Reed NRA.....	25
<b>4 WHOLE OF RESERVE TRACK MANAGEMENT RECOMMENDATIONS</b> .....	<b>30</b>
4.1 INTRODUCTION .....	30
4.2 WHOLE OF RESERVE RECOMMENDATIONS .....	30
4.2.1 Track classification systems.....	30
4.2.2 Single Use or Multi-use.....	31
4.2.3 Directional tracks.....	32
4.2.4 Vehicle tracks and fire trails.....	32
4.2.5 Unauthorised tracks.....	33
4.2.6 Trail bikes, mini bikes and four wheel drives .....	34
4.2.7 Parks and Wildlife Service presence .....	34
4.2.8 Weeds and Phytophthora .....	35
4.2.9 Technical Trail Features.....	36
4.2.10 Impact of construction on fauna habitat .....	37
4.2.11 Aboriginal Heritage Protection.....	37
4.2.12 Group Size .....	38

4.2.13	<i>After Hours Use</i> .....	38
4.2.14	<i>Community Engagement and Volunteers</i> .....	39
4.2.15	<i>Events</i> .....	40
4.2.16	<i>Leave as is?</i> .....	41
4.2.17	<i>Trevallyn NRA and Cataract Gorge Reserve Boundary</i> .....	41
4.2.18	<i>Track Network and supporting Plans</i> .....	42
<b>5</b>	<b>LIST OF RECOMMENDATIONS</b> .....	<b>43</b>

# I Executive Summary

---

## 1.1 Context

The Trevallyn Nature Recreation Area (NRA) and Kate Reed NRA Track Strategy guides the future planning and management of track networks within both reserves. The Track Strategy, in part a recommendation of the Trevallyn NRA Management Plan 2008, aim to rationalise existing track systems, ensure tracks are environmentally sustainable, minimise conflict between different types of users and ensure activities are consistent with reserve management objectives.

The Track Strategy is comprised of three reports: the *Background Report*; *Main Report*; and *Implementation Plan*.

### 1.1.1 Trevallyn Nature Recreation Area

The Trevallyn Nature Recreation Area is located only four kilometres from Launceston's centre, is easily accessible to the city's residents and visitors, and borders the popular Cataract Gorge Reserve. The reserve's tracks offer a unique experience for many reserve visitors. Trevallyn has something for all track users, from wheelchair accessible trails leading to scenic lookouts, to multi-use tracks shared by walkers, mountain bikers, dog walkers, equestrians, orienteers and runners. It offers a network of over 25km of unsealed tracks and fire trails in a natural bush setting, where people can escape the city or exercise.

In addition to track based activities, Trevallyn NRA offers a broad range of other recreational opportunities while protecting diverse natural and cultural values. This complex mix of nature conservation and recreation provides a unique opportunity to demonstrate how sustainable recreation, particularly shared use, can be balanced with the conservation of natural and cultural values in an urban setting.

### 1.1.2 Kate Reed Nature Recreation Area

Kate Reed NRA is a relatively unknown reserve that offers considerable recreation potential for Launceston's residents. Kate Reed NRA is readily accessible from Launceston but does not have the same level of infrastructure (ie. signage, roads, parking, toilets, shelters, barbecues) present at Trevallyn NRA. Use of the reserve has previously been limited to locals living or working close to the reserve and environment groups passionate about the reserve's flora and fauna. As tracks, signs and fences have improved, so has the community's awareness of the area. A network of tracks has evolved to comprise over 15km of unsealed tracks, largely narrow 'single' tracks, along with fire trails and boardwalks. In recent years, mountain bike riders have recognised the potential of the reserve's tracks and have become the dominant users.

## 1.2 Methodology

Development of the track strategy involved detailed research and analysis of a wide variety of information, including:

- A literature review of over 90 different reports, books, documents and other written sources relating to the two reserves and the management of tracks and track based activities;
- A review of the Trevallyn NRA Management Plan and consideration of the relevant prescriptions impacting on tracks or track based activities;
- A review of the 40 separate submissions received on the Draft Trevallyn NRA Management Plan 2006;
- A review of the Kate Reed NRA Vegetation and Faunal Habitat Assessment 2008;

- A review of the Kate Reed Aboriginal Heritage Values Survey 2008;
- Undertaking two public ‘track user surveys’, with over 550 respondents, that provided a better understanding of the level of track use in the reserves, the extent and diversity of track users and their track preferences;
- Formal meetings and other discussions with 50 stakeholders, representing 25 different organisations, to gather information about reserve use patterns, track user preferences and expectations, management issues and potential solutions; and
- A detailed field audit of all authorised and unauthorised tracks within both reserves; 139 discrete track sections for Trevallyn NRA and 79 discrete track sections for Kate Reed NRA. The audits were undertaken to assess the current status and condition of all tracks from a sustainability perspective and to assess suitability for different track users and to identify potential hazards and other track management issues.

### **1.3 Track User Survey Results**

The response to the track user surveys was very positive with over 550 responses to both surveys combined (ie 354 for Trevallyn NRA and 203 for Kate Reed NRA). A brief summary of key results for each survey follows.

#### **Trevallyn NRA**

- 70% of respondents were males and 30% females with a spread across all ages.
- The two dominant track based activities at Trevallyn NRA were clearly mountain biking (51% of respondents) and dog walking (23% of respondents).
- The vast majority of users (74%) indicated they use the area weekly or more frequently.
- There is a long history of use with 58% of respondents using the area for 6 years or more, and 40% using the area for over 10 years.
- 90% of all respondents indicated ‘Fitness / Exercise / Health’ was a reason for visiting. The next most common motivation for visiting was ‘Fun / Enjoyment’ (64% of respondents).
- 79% of respondents reporting either ‘Frequently’ or ‘Always’ having positive experiences with other people they meet on the tracks.
- 88% of respondents reported either ‘Never’ or ‘Rarely’ having a negative experience with other people they have met on the tracks.
- 88% of track users rated the track experiences at Trevallyn NRA as ‘Excellent’ or ‘Good’.

#### **Kate Reed NRA**

- 80% of respondents were males and 20% females with the vast majority between 25-44 years.
- The dominant track based was clearly mountain biking (83% of respondents).
- 69% of mountain bikers indicated they used the area weekly or 2-3 times a week. Other users of Kate Reed NRA were less frequent.
- 73% of all users had been using Kate Reed NRA for 5 years or less.
- 94% of all respondents indicated ‘Fitness / Exercise / Health’ was a reason for visiting. The next most common motivation for visiting was ‘Fun / Enjoyment’ (69% of respondents).
- 82% of respondents reporting either ‘Frequently’ or ‘Always’ having positive experiences with other people they meet on the tracks.

- 83% of respondents reported either 'Never' or 'Rarely' having a negative experience with other people they have met on the tracks.
- 81% of track users rated the track experiences at Kate Reed NRA as either 'Excellent' or 'Good'. The most common rating of tracks among mountain bikers was 'Excellent' (49%).

## 1.4 Stakeholder Consultations

Consultation with key stakeholders has informed development of the track strategy. Some of the common themes in discussions with key stakeholders are briefly summarised below.

- Trevallyn NRA has a longer history of use and greater diversity of users than Kate Reed NRA.
- The track based experiences at each reserve are quite different and provide unique opportunities for different users.
- Track users indicated a strong desire to work in close partnership with Parks to manage tracks (ie. contributing to decision making, education, implementation and track monitoring). Many were keen to participate in future consultation or reference groups.
- Stakeholders believe a strong commitment from Parks, in regard to strategy implementation, and a visible presence of Parks staff 'on the ground', will be critical to the success of the track strategy.
- There is a strong demand for track maps and improved signage for the two reserves.
- Stakeholders on the whole believe conflict and issues between users are not as significant as media reports, and may be confined to isolated incidents.
- Unauthorised track development and construction was identified as a key issue with various management options proposed. Given the nature of the terrain and vegetation in both reserves it was recognised that unauthorised track closures will be difficult to enforce without support from track users for the proposed track network.
- Trail bikes and 4WD vehicles were seen as a significant threat to reserve values and most users expressed a willingness to report such activity.
- The majority of stakeholders supported the concept of shared use tracks in both reserves as a way of promoting positive interactions between different users, rather than a system that promotes separate single use tracks that may encourage conflict between user groups.

## 1.5 Field Audit of Tracks

The field audit of tracks revealed significant variation in the type and standard of tracks in the reserves. Tracks varied from well constructed boardwalks and sealed disability access tracks, through to eroded, rocky, 'single' tracks, which present potential obstacles and risks to users, depending on their mode of travel, skill level and experience.

### Trevallyn NRA

The field audit of tracks revealed that Trevallyn NRA has over 36 km of tracks and over 6 km of sealed roads within an area of 440 hectares. The 36 km of unsealed tracks included approximately 14 km of vehicle tracks and fire trails, 6 km of authorised tracks (ie tracks that appear to have been constructed by the land manager) and 16km of unauthorised single tracks that have largely developed through informal use of the reserve over a long period of time. Since January 2004 the network of unauthorised tracks has more than doubled, with 10km of 'single' tracks being developed in that period.

## Kate Reed NRA

Kate Reed NRA has over 16 km of tracks within an area of 123 hectares. The 16 km of tracks included approximately 4 km of vehicle tracks and fire trails, 2 km of authorised tracks and boardwalks, and 10km of unauthorised 'single' tracks. Since January 2004 the network of unauthorised tracks has increased dramatically, from less than 2km in Jan 2004 to over 10 km in 2008.

### 1.6 Decision Making Framework

The track strategy includes maps of the proposed track networks for Trevallyn NRA and Kate Reed NRA. These maps highlight existing tracks to be retained, re-routed or closed along with suggested alignments for new tracks to be developed. Additional maps provide further detail on the proposed function of tracks, by indicating which tracks are available in each reserve for different types of users.

A number of factors were considered in developing the proposed track network maps and associated recommendations. Decisions regarding the location of tracks and which users to allow on particular tracks were influenced by a need to:

- avoid sensitive and threatened vegetation communities;
- avoid known locations of threatened species;
- avoid culturally sensitive sites and recorded Aboriginal heritage sites;
- minimise the risk of spreading weeds and *Phytophthora cinnamomi*;
- provide some larger untracked areas as potential wildlife refuges where possible;
- minimise visual impacts on surrounding areas such as the Cataract Gorge Reserve;
- minimise erosion, mud formation and sediment runoff particularly near waterways;
- minimise impacts of track development and management, particularly within the Protection II Management Zone;
- avoid areas of high erosion potential where possible (such as fall line tracks that are not hardened);
- avoid wet or muddy areas where possible to avoid track widening, braiding and impacts on water quality;
- encourage shared use without compromising user safety;
- encourage a separation between different users (by type and ability) where possible, preferably through self selection of tracks or areas rather than prescription or over-regulation;
- avoid, where possible, roads, water bodies and other hazards or areas where the risk or consequences of a collision or accident are higher;
- consider sight lines, track corridor and track width, speed differential, track surface and difficulty, gradient relative to likely type, skill and experience of track users;
- provide a network of tracks with meaningful loops or circuits and remove unnecessary duplication or links in the system that offer limited value;
- provide a diversity of opportunities for a range different activities and abilities;
- consider user motivations;
- consider relative proportions of user types and demand for access to tracks;
- provide clear access points to the track network, particularly from core visitor service areas and major reserve entry points;
- communicate key messages such as codes of conduct;
- minimise the extent of directional signage and interpretation and simplify maps;

- increase safety at intersections;
- reduce new track formation and shortcutting;
- maintain a separation between users;
- integrate with tracks on adjacent Council land in the Cataract Gorge Reserve;
- incorporate tracks within larger long distance or regional trails;
- provide access for public authorities to infrastructure in the reserve;
- maintain a network of vehicle access tracks for fire management; and
- gain support from mountain bike riders for new track developments or upgrades to divert energy from unauthorised track development to authorised projects that offer some inspiration or excitement.

## **1.7 Assumptions and Constraints**

Some of the assumptions or constraints considered when making decisions, regarding the proposed track network, included:

- all existing vehicle access tracks and fire trails needing to be retained;
- the prescriptions in the Trevallyn NRA Management Plan 2008, regarding activities allowed in the different management zones;
- the prescriptions in the Trevallyn NRA Management Plan 2008 regarding the designated dog walking areas for 'off lead' and 'on lead' dog walking;
- some of the existing tracks to be retained will require maintenance, upgrading or minor reroutes either for the purposes of sustainability or risk management;
- the area is not a 'clean slate' and some existing track alignments are poor and established tracks will be difficult to close without support of users;
- tracks that are not used will rehabilitate naturally or with minimal intervention;
- multiple entry points make signage and other management strategies difficult to implement; and
- many tracks connect with tracks outside the reserve boundaries (ie outside of Parks control) and the need for consistency may present limitations.

## **1.8 Track Network and Recommendations**

This *Track Strategy Main Report* includes the proposed Track Network maps for the reserves, which identify existing tracks to be retained, tracks to be re-routed, track closures and proposed new tracks (refer Map 3a, Map 3b, Map 4a and Map 4b for Trevallyn NRA, and Map 5, Map 6 for Kate Reed NRA).

The *Main Report* also outlines reserve specific and generic recommendations, including rationale for each recommendation. These recommendations are integral to the successful implementation of the Track Network and the overall strategy. A quick list of all *Main Report* recommendations can be found in Section 5.

## **1.9 Track Network Development Plan and Funding Estimates**

Detailed Track Network Development Plans (refer *Track Strategy Implementation Plan*) provide recommendations for each discrete section of track within the two reserves. Where a particular action is proposed, an indication of the priority of such works is also provided. For the major new tracks, track reroutes or upgrades estimates of likely costs were calculated based on average costs per meter. These costs, along with estimates of costs for maintenance and upgrades, track closures, signage, counters for use monitoring and other measures, have been combined to provide a budget estimate for both reserves. Given the nature of the estimates, a

range of figures have been provided to allow for variations in the estimates. In the case of Trevallyn NRA the costs of implementation are estimated between \$290 000 and \$365 000. In the case of Kate Reed NRA the costs of implementation is estimated between \$200 000 and \$245 000.

A range of funding and resourcing options are identified and discussed, including the contribution of volunteers.

## **1.10 Track Monitoring Plan**

Track monitoring will be an important tool for examining the success of management strategies and actions. Monitoring must be practical, targeted and tailored to available resources, to ensure its effectiveness. As part of this track strategy, monitoring may assist in forward planning for track work, identify potential conflicts between users, and reduce any negative impacts of track use.

Three different types of monitoring are proposed at Trevallyn NRA and Kate Reed NRA as part of a Track Monitoring Plan (refer *Track Strategy Implementation Plan*), including monitoring track condition, track users and unauthorised activities.

A number of sites have been identified in Trevallyn and Kate Reed NRAs for ongoing monitoring of track condition. Parks staff will periodically measure erosion, track width, mud and report any other signs of degradation (e.g. braiding or widening) and take photographs to develop a photo record over time.

Track users, numbers, and possibly types of users, will be monitored via a system of rotating track counters depending on their intended purpose. Monitoring track users can be useful in identifying priority tracks for maintenance, signage, upgrades or allocation of resources. Monitoring track user numbers may also be used to measure the popularity of new tracks or to indicate if track closures or rehabilitation efforts have been successful. This type of monitoring can also help identify sites where crowding might impact on user experiences or impact on the physical condition of the track or surrounding environment.

It is proposed that monitoring of unauthorised activity will be undertaken in a less formal manner through observations by Parks staff and track users. To encourage track users to participate in such monitoring, Parks should develop an effective means for visitors to report unauthorised activity and hazards (eg. interactive website, recording at field centre, contact information on signs).

A key recommendation of this Plan is to work closely with mountain bike riders to establish a volunteer mountain bike 'patrol'. The patrol would have an education role with reserve users, while monitoring development and use of unauthorised tracks. Unauthorised track development can also be periodically monitored by Parks or the patrol using a hand held GPS to record data against baseline information held in Parks GIS systems.

## **1.11 Communication and Signage Plan**

Implementation of a Communication Plan (refer *Track Strategy Implementation Plan*) will be critical to the success of the track strategy. All communication with reserve visitors and track users should be timely, accurate, consistent and appropriate.

The Communications Plan includes 'experience statements' for each of the reserves' track networks, codes of use for users, key messages for communications between Parks, other stakeholders and users, and methods for the delivery of messages to different target audiences.

The experience statements are intended to quickly communicate what visitors can expect from their reserve visit, including activities, settings, experiences and the types of visitors likely to be present.

Key messages address types of activities and behaviours that are acceptable and unacceptable in each reserve, particularly through 'codes of use' and 'give way' rules. Messages also communicate to users the variety of values the reserves were established to protect, including recreational opportunities as well as the natural and cultural values. Users should be encouraged to value these areas and play an active role in their management where appropriate.

Other key recommendations of the Communications Plan include:

- Engaging the proposed 'track user reference group' and 'volunteer mountain bike patrol' to communicate key messages to track users, where appropriate.
- Including 'codes of use', key messages, secondary messages and other interpretation on reserve signs, maps and brochures.
- Undertaking media campaigns (ie radio, newspaper, TV, public displays and notices) to promote awareness of specific issues. An initial phase should coincide with completion of the track strategy to communicate key messages, such as the agreed track network and activities permitted on various tracks.
- Parks staff spending a day(s) undertaking different reserve activities with different users groups to promote mutual respect and understanding (e.g. spend a day orienteering, horse riding, mountain biking, walking, dog walking).
- Establishing a page on the Parks website or developing reserve specific web pages to communicate information to users about the reserves (ie. maps, codes of use, events, temporary closures, hazards, reporting of unauthorised activity, etc).
- Providing volunteer track workers and other volunteers with training on key messages, codes of use, and secondary messages to communicate with track users when undertaking volunteer work.

Reserve signs (including maps) will be a critical component of communications and the successful management of track based activities within Trevallyn NRA and Kate Reed NRA. A Signage Plan has been developed (refer *Track Strategy Implementation Plan*) and outlines a system of signs and track markers that will be used at Trevallyn NRA and Kate Reed NRA to:

- identify activities allowed on tracks and provide recommended codes of conduct for minimal impact on the environment and other track users;
- allow easy orientation and identification of reserve facilities and infrastructure;
- ensure that visitors are able to self select tracks suited to their comfort, skill level and mode of travel;
- identify any special management requirements to minimise conflict between different forms of recreation such as 'rights of way';
- provide information on potential hazards to track users;
- provide educational information and interpretation on natural and cultural values; and
- ensure consistency with overall reserve hierarchy of signs, communication or interpretive strategies.

## 1.12 Risk Management Plan

The proposed Risk Management Plan for the track networks at Trevallyn NRA and Kate Reed NRA (refer *Track Strategy Implementation Plan*), addresses risk management issues at the whole of reserve level. The development of the Plan involved identifying all the various risks related to tracks and their use generally (ie. through a detailed risk register) and then considering various management strategies and actions that could be taken to either eliminate or reduce the likelihood of the risk being realised or the extent or severity of the consequences if it is realised.

In most cases the risks faced by track users at Trevallyn NRA and Kate Reed NRA are predictable for both users and Parks staff. On rough bush tracks, in a natural environment, there will always be a degree of risk that should be anticipated by track users or track workers (ie. rocks, loose or uneven surfaces, steps, fallen trees, wildlife, steep terrain, difficult access for emergency vehicles).

Individuals who choose to use the 'bush' tracks at Trevallyn NRA and Kate Reed NRA are obliged to accept responsibility for the risks they might face. This is supported by law through the *Civil Liability Act 2002* which provides for no liability where the risk is 'obvious' and no liability for risks that result from participation in 'dangerous recreational activities'.

The *Act* also offers provisions for protection of public authorities recognising the 'real world' of finite budgets, large responsibilities, and public good. Public authorities (ie Parks) are exempt from liability arising from the materialisation of a risk associated with a recreational activity for which a risk warning has been given (e.g. through signage and codes of use).

## 2 Introduction

---

The Trevallyn Nature Recreation Area (NRA) and Kate Reed NRA Track Strategy guides the future planning and management of track networks within both reserves. In part a recommendation of the Trevallyn Nature Recreation Area Management Plan 2008, the track strategy aims to rationalise track systems, ensure tracks are environmentally sustainable, minimise conflict between different types of users and ensure activities are consistent with reserve management objectives.

This document contains the *Track Strategy Main Report*. Readers are also encouraged to review the *Background Report* and the *Implementation Plan* when considering the recommendations and other information contained within this report. All documents are available on-line from the Parks and Wildlife Service website ([www.parks.tas.gov.au](http://www.parks.tas.gov.au)).

The *Background Report* contains the background research and information that was considered in the development of the *Track Strategy Main Report* and *Implementation Plan*. The *Background Report* provides important contextual information both in summary form and in more detailed reports contained within various attachments. This *Main Report* provides the high level strategies and policy recommendations for the two reserves. The *Implementation Plan* provides the detailed actions and specific recommendations required to achieve the strategies contained within this *Main Report*.

This document is comprised of five sections that relate to different aspects of the management of tracks or track based activities in the two reserves.

- Section 1: Executive Summary – a brief overview of the key components of the *Background Report*, *Main Report* and *Implementation Plan*,
- Section 2: Introduction (this section).
- Section 3: Proposed Track Network Plans – includes maps showing the proposed track networks for both reserves and outlines the decision making process and rationale behind specific decisions and recommendations.
- Section 4: Whole of Reserve Track Management Policies – provides a discussion on some of the broader track management issues that apply to all tracks across both reserves. Various recommendations are provided to form the basis of Parks policies on specific issues.
- Section 5: List of Recommendations – collates all the recommendations contained in this document into one table for quick reference.

## 3 Proposed Track Network and Recommendations

---

### 3.1 Introduction

Map 3a and Map 3b highlight the proposed track network for Trevallyn NRA showing existing tracks to be retained, tracks to be re-routed, track closures and proposed new tracks. Map 4a and Map 4b highlight the proposed track network within the Trevallyn NRA, showing the tracks available to different types of users.

Map 5 highlights the proposed track network for Kate Reed NRA showing existing tracks to be retained, tracks to be re-routed, track closures and new tracks. Map 6 highlights the tracks available to different types of users.

The process used to develop these maps and associated recommendations was based on consideration of a wide variety of factors. Much of the information considered is detailed in the *Background Report*, however, the major sources of information included:

- Prescriptions of the Trevallyn NRA Management Plan 2008;
- Submissions on the draft Trevallyn NRA Management Plan 2006;
- Kate Reed Vegetation and Faunal Habitat Assessment 2008;
- Kate Reed Aboriginal Heritage Values Survey 2008;
- Field audit of tracks;
- Consultations with key stakeholders;
- Stakeholder surveys;
- Track user surveys; and
- Literature review.

### 3.2 Decision making framework

A number of factors were considered in developing the proposed track network maps and associated recommendations. Decisions regarding which tracks to retain, reroute, or close and which activities to allow on any particular track, involved an assessment of:

- ***Natural and cultural values identified in the Trevallyn NRA Management Plan and the Vegetation, Faunal Habitat and Aboriginal Heritage Assessments of Kate Reed NRA and potential impacts of track based activities on these values, including the need to:***
  - avoid sensitive and threatened vegetation communities;
  - avoid known locations of threatened species;
  - avoid culturally sensitive sites and recorded Aboriginal heritage sites;
  - minimise the risk of spreading weeds and *Phytophthora cinnamomi*;
  - provide some larger untracked areas as potential wildlife refuges where possible;
  - minimise visual impacts on surrounding areas such as the Cataract Gorge Reserve;
  - minimise erosion, mud formation and sediment runoff particularly near waterways; and

- minimise impacts of track development and management, particularly within the Protection II Management Zone.
- **Existing track conditions from a sustainability perspective, including the need to:**
  - avoid areas of high erosion potential where possible (such as fall line tracks that are not hardened); and
  - avoid wet or muddy areas where possible to avoid track widening, braiding and impacts on water quality.
- **Risks and hazards and potential conflicts between users, including the need to:**
  - encourage shared use without compromising user safety;
  - encourage a separation between different users (by type and ability) where possible, preferably through self selection of tracks or areas rather than prescription or over-regulation;
  - avoid, where possible, roads, water bodies and other hazards or areas where the risk or consequences of a collision or accident are higher; and
  - consider sight lines, corridor and track width, speed differential, track surface and difficulty, gradient relative to likely type, skill and experience of track users.
- **Type of experiences sought by different users, including the need to:**
  - provide a network of tracks with meaningful loops or circuits and remove unnecessary duplication or links in the system that offer limited value;
  - provide a diversity of opportunities for a range different activities and abilities;
  - consider user motivations; and
  - consider relative proportions of user types and demand for access to tracks.
- **Connectivity and key track nodes to assist in:**
  - providing clear access points to the track network, particularly from core visitor service areas and major reserve entry points;
  - communicating key messages such as codes of conduct;
  - minimising the extent of directional signage and interpretation and simplifying maps;
  - increasing safety at intersections;
  - reducing new track formation and shortcutting;
  - maintaining a separation between users;
  - integration with tracks on adjacent Council land in the Cataract Gorge Reserve;
  - incorporating tracks within larger long distance or regional trails;
- **Management considerations and resources, including the need to:**
  - avoid duplication of tracks;
  - provide access for public authorities to infrastructure in the reserve; and
  - maintain a network of vehicle access tracks for fire management .
- **Likely support from users and the potential for further unauthorised track development, including the need to:**

- Gain support from all users, particularly mountain bike riders, for proposed new track developments or upgrades to divert energy away from unauthorised track development towards authorised projects that offer some inspiration or excitement.

### 3.3 Assumptions and constraints

Some of the assumptions or constraints considered when making decisions regarding the proposed track network included:

- ***all existing vehicle access tracks and fire trails needing to be retained***  
Parks are currently reviewing the condition and requirement for fire trails in reserves across the state. This process may identify fire trails within Trevallyn NRA and Kate Reed NRA that are no longer required and could be closed and rehabilitated, or trails that should be upgraded and better maintained. It is likely that most sections of fire trails will need to be retained in these two reserves and the track strategy assumes this to be the case.
- ***The prescriptions in the Trevallyn NRA Management Plan regarding the activities allowed in the different management zones***  
There is an expectation that bicycles, dogs and horses will be confined to the Recreation and Visitor Service Zones (and suitable activities within each).
- ***The prescriptions in the Trevallyn NRA Management Plan regarding the designated dog walking areas for off lead and on lead dog walking***  
The Trevallyn NRA Management Plan clearly identifies areas where dog walking is allowed, either 'on lead' or 'off lead'. The proposed track network relating to dog walking has accommodated these prescriptions.
- ***Some of the existing tracks to be retained will require maintenance, upgrading or minor reroutes either for the purposes of sustainability or risk management***  
While the maps are very specific regarding which existing tracks are to be retained and which are to be closed, there will be tracks retained that will need upgrading or maintenance work to ensure they are environmentally sustainable and suitable for the intended users. Unless major reroutes were recommended, the existing track alignments have been used in the production of the proposed track network maps. Any upgrades, maintenance work and minor reroutes have been identified in the track network development plans (see section 2 of the *Implementation Plan*). The final alignments on the ground should be determined by Parks in close consultation with track construction experts and user groups.
- ***The area is not a 'clean slate'***  
One of the difficulties in developing a proposed track network is that both reserves have a well established network of vehicle tracks, authorised tracks and a well established network of informal or unauthorised tracks. As indicated previously many of these tracks are poorly located and unsustainable, and if there were no tracks in either reserve, many existing alignments would not be included in a track network if planned today. However, given the nature of the vegetation and terrain it will be very difficult to 'close' a track without totally rehabilitating and revegetating the former track corridor. If the majority of the original track remains and an entrance point or intersection is closed or blocked off, in most cases it is too easy for users to bypass

and continue using the track. Therefore, all existing tracks, whether authorised or unauthorised, will be difficult to close and rehabilitate without the support of track users. The key to successful track closures will be to provide suitable and more desirable track alternatives.

- ***Tracks that are not used will rehabilitate naturally or with minimal intervention***

The vegetation communities in both reserves are quite robust and resilient to disturbance. Therefore if a track is no longer used, the corridor will revegetate in a short period of time and, within the space of a few years, the former track route may be difficult to identify. This is confirmed through the field audit where tracks have been blocked by fallen trees or other obstructions and previous alignments are difficult to identify. Similarly the Parks rangers and the track consultant are familiar with tracks or sections of tracks that existed previously in both reserves and have for a range of reasons ceased being used and are now difficult to locate. Therefore there is the assumption that track closures will require minimal rehabilitation and revegetation.

- ***Multiple entry points***

One of the constraints in developing a proposed track network and associated plans (eg. monitoring, communication, signage and risk management) is the extensive number of possible entry points into both reserves. Track planning and management is considerably easier where there is a single entry point into a reserve, a single defined visitor service node and a clear entry and exit points to all tracks. This is not the case at Trevallyn NRA and Kate Reed NRA, and many compromises and adjustments have had to be made when considering the range of different ways track users could enter and exit the reserves.

- ***Many tracks connect with tracks outside reserve boundaries***

One of the constraints in planning for the track networks in both reserves is that many tracks connect directly to tracks on land under the control of other management authorities (ie Launceston City Council, Department of Infrastructure Energy and Resources, Department of Economic Development and Tourism, West Tamar Council and private landowners). Recommendations have been made based on an understanding of the management policies of relevant agencies or landowners. This is a significant issue in regard to the large area of private land, adjacent Kate Reed NRA, and the section of Launceston City Council (LCC) land west of Gorge Road in the Cataract Gorge Reserve. If private ownership changes adjacent Kate Reed NRA, then recommendations may need to be revisited in light of changes in the new owner's position on track user access.

In regard to tracks on Launceston City Council land at the back of the Cataract Gorge Reserve, it is difficult to make recommendations and links in network without more detailed investigations which were outside the scope of this strategy. If LCC track management policies change then recommendations may need to be revisited. A strong relationship with LCC must be maintained to ensure a consistent and coordinated approach to any proposed new track work, reroutes, closures, rehabilitation, along with consistent approaches to signage, access and volunteer facilitation.

## **3.4 Specific recommendations and rationale for Trevallyn NRA track network**

An outline of reserve specific recommendations for Trevallyn NRA's tracks follows, including rationale for each recommendation. These recommendations are additional to the general decision making framework applied to both reserves.

### **3.4.1 Horse Riding at Trevallyn NRA**

The Trevallyn NRA Management Plan 2008 states that a 'general authority' is granted for horse riding within the reserve, subject to a range of conditions. A key condition is that "horse riding is only allowed in the Recreation Zone and Visitor Zone on roads and tracks identified for that purpose in a reserve sign (to be designated through the track strategy...) or in a written authority".

Discussions with key stakeholders and analysis of survey responses indicated that there is a very low level of track use by horse riders. Most equestrian activity is confined to the equestrian area (eg dressage and cross-country jumps). Most equestrian use of general reserve tracks is by pony club members riding from nearby properties to the equestrian area.

Given the low demand, potential conflicts with other users, and availability of the designated equestrian area, horse riding outside the equestrian area will be limited. Riding is confined to vehicle tracks and fire trails where there are adequate sight lines and a clear corridor (height and width) for safe passing by other visitors and limiting potential 'spooking' of horses.

#### **Recommendations:**

- 1. Horse riding is only allowed on tracks within the equestrian area, prescribed in the Trevallyn NRA Management Plan 2008, and on tracks identified in the proposed network track (map 4a and 4b).***

### **3.4.2 Protection II Management Zone Walking Tracks at Trevallyn NRA**

The Trevallyn NRA Management Plan 2008 has prescriptions regarding the provision of 'walking only' tracks. These tracks "provide an opportunity for a contemplative walking experience away from other activities" within the Protection II Zone. The Plan's rationale for this prescription relates to the following.

- A desire by some visitors to enjoy at least part of the reserve, without having to encounter dogs and bikes.
- Dogs and bikes are not compatible with objectives of the Protection II Zone and the need for sensitive management to minimise impacts on landscape and natural values.
- Potential for increased use of the Zone's tracks by tourists (eg. South Esk Track, Daffodil Walk), particularly those entering from Cataract Gorge Reserve who may not be expecting to encounter bikes or dogs.
- The narrowness, steepness, poor sightlines and side slopes of some sections of track and concerns that barriers and widening (ie required for safe shared use) may impact on the setting.

Stakeholder consultations and track user surveys, undertaken to inform this strategy, indicated that a considerable number of dog walkers and mountain bike riders still wished to use tracks within the Protection Zone. Some argued that resourcing 'walking only' tracks is inequitable, particularly if demand for this experience is lower. Some riders and dog walkers also questioned

excluding dogs and bikes on the grounds of direct environmental impacts. This was not a key rationale for excluding these track uses under the Management Plan.

In any case, the Management Plan clearly does not allow bike riding and dog walking within the Protection II Zone. The Management Plan went through an extensive community consultation process and was independently reviewed by the Resource Planning and Development Commission (RPDC). Therefore, the proposed track network maps have been developed consistent with Plan prescriptions.

#### **Recommendations:**

- 2. Provide tracks for 'walking only' in the Protection II Zone, as prescribed in the Trevallyn NRA Management Plan 2008, and identified in the proposed track network map (map 4a and 4b).**

### **3.4.3 Paringa Archery Course**

The field audit of tracks noted 'bush' archery targets in close proximity to one of the tracks at Trevallyn NRA, along with permanent signs highlighting the presence of the archery facility. From a safety perspective, these issues present concerns for track users. The archery area should have suitable buffers to ensure that no arrows escape the lease area. To avoid complacency among other users, key signs should only be in place when archery is in progress, to clearly highlight that risks are greater during this period.

Discussions with Parks staff indicates that the Paringa Archery Club, as part of their lease, intend to submit a risk management plan which sets out methods for notifying other users that archery is in progress, ensures that targets are a safe distance from the edge of the lease area, and generally mitigates hazards to other users outside the fence line. Therefore, tracks along the boundary of the archery course have not been re-routed.

#### **Recommendations:**

- 3. Ensure the archery club has strategies in place to mitigate risks to visitors using tracks outside the archery facility, particularly adjacent the archery 'bush' course.**

### **3.4.4 Dog Walking at Trevallyn NRA**

Dog walking is a highly contentious issue at Trevallyn NRA. It is not common for areas managed by Parks to allow dogs, and even less common to allow dogs 'off lead'. In this context, the provision of a large 'off lead' area (ie. the largest in the Launceston area) is positive for dog walkers. To some extent the prescriptions of the Management Plan, which provide for 'off lead' use, are a response to the long history of use by this group. However, given the potential impacts on wildlife and other users, it is highly unlikely that there would ever be support for the whole reserve becoming an 'off lead' area. If this point is accepted, the debate then concerns which areas dogs are allowed, and whether they are allowed 'off' or 'on lead'.

Several users argued for access to the equestrian area for 'off lead' dog walking, citing the flat open nature, high visibility and the already disturbed nature of the area. In any case, the track strategy is limited by the prescriptions in the Trevallyn NRA Management Plan 2008. The Plan does not permit dogs 'off lead' in this area, primarily due to the risk of accidents with horses using this area and the many access point to the area that would need to be managed.

Other dog walkers indicated the southern end of the South Esk Track was desirable because it provided a relatively smooth, well constructed surface that provided a useful part of a loop between the old 'horse paddock' and the Hoo Hoo Hut. As noted, the track strategy is limited by the prescriptions of the Trevallyn NRA Management Plan 2008.

#### **Recommendations:**

- 4. Provide tracks for dog walking 'on lead' and 'off lead', consistent with management zones specified in the Trevallyn NRA Management Plan 2008, and outlined in the proposed track network map (map 4a and 4b).***

#### **3.4.5 Mountain Biking Tracks at Trevallyn NRA**

Most mountain bike riders, interviewed in developing the strategy, indicated the South Esk Track and Deadman's Knob Track provide the type of 'single' track experience that many riders seek. Because mountain bike riding is not allowed on the South Esk Track (as prescribed in the Trevallyn NRA Management Plan 2008), this type of experience needs to be replicated elsewhere in the reserve. If not provided, there is a real risk that some riders will continue to build such tracks without Parks support. Unfortunately, many existing unauthorised tracks are poorly constructed and/or poorly aligned for sustainability (ie to avoid erosion or widening) and, in some cases, offer poor riding experiences or 'flow'. While several of these unauthorised tracks have been 'retained' in the proposed networks, the exact alignment will need to be reviewed to ensure better flow and sustainable construction.

This strategy recommends some tracks as 'mountain bike preferred' and, on these tracks, normal give way rules do not apply and riders have 'right of way' over all others. Horses and dogs will be excluded on these tracks to reduce the risk of collision. The intent of these purpose built tracks for mountain biking, is to separate users and reduce real or perceived conflict between users. These more 'exciting' tracks are also intended to capture rider's interest, encourage volunteers to work on them and, in turn, minimise unauthorised track building or unauthorised riding on tracks such as the South Esk Track. Where possible, these 'mountain bike preferred' tracks connect with other such tracks, or tracks and loops popular with mountain bikers. It is evident from unauthorised track building patterns, that if popular tracks do not link well, then new links will soon be established.

The hill behind New World Avenue has an extensive network of interlinking tracks that are unsustainable in their current form. The tracks offer duplicated experiences, have clear impacts on visual and natural values, and the experiences of other track users. The track network proposed in Map 4a aims to rationalise these tracks, with the aim of providing three separate and distinctly different 'single' track routes up and down this hill.

The proposed 'mountain bike preferred' track on this hill is currently an unsustainable 'fall line' track that heads into the Cataract Gorge Reserve. The retention of this track may appear to contradict this strategy's decision making framework (in section 3.2), in regard to which tracks to retain or close. However, it is proposed that this track would be hardened and developed as a 'single direction', technical mountain bike track. This track is likely to attract mountain bike riders with a greater interest in 'downhill' riding. It is also hoped that track modifications will help reduce unauthorised track building, by focussing the attention of potential track builders in a positive manner. The proposal for the track to be single direction only (ie. the only single direction track in the proposed network), responds to the associated risk levels.

There is potential for conflict where 'mountain bike preferred' tracks meet or intersect with shared use tracks. At these intersections, the design of mountain bike preferred tracks will require special attention to reduce rider speeds and increase their awareness, thereby reducing the risk of collision with other users.

Given the 'mountain bike preferred' track is likely to be a technically difficult track, and will be signed accordingly, an alternative route has been proposed that will be developed through a major reroute of an existing track to the north. It is proposed that this alternate route will be an easier standard track that follows the contours up and down the slope, through a series of switchbacks. The track will be available for mountain bikers, dog walkers, walkers and runners to use in both directions. It provides a single track route, up and down the hill, for those users who do not want a rough track with a lot of obstacles and technical features.

The third route is to the south of the 'preferred mountain bike' track, and largely follows the alignment of an existing track along an old fire trail alignment. Parks have indicated that this track is unlikely to be maintained for fire management. Therefore, it is proposed that this track is actively narrowed to create a 'single' track experience. This track will retain a natural surface and provide a rougher, more technical route, up and down the hill.

#### **Recommendations:**

- 5. Provide a range of tracks for mountain biking within the Recreation Zone, as prescribed in the Trevallyn NRA Management Plan 2008, and outlined in the proposed track network map (map 4a and 4b).**
- 6. Develop a series of 'mountain bike preferred' tracks, as outlined in the proposed track network map (map 4a and 4b).**
- 7. Develop a 'mountain bike preferred' track that is also a single direction (downhill) track, in the area at the back of the Cataract Gorge Reserve, on the hill behind New World Avenue, as identified in the proposed track network map (map 4a).**
- 8. Rationalise the network of unauthorised tracks in the area at the back of the Cataract Gorge Reserve, on the hill behind New World Avenue, to provide three distinctly different and separate 'single' tracks as identified in the proposed track network map (map 4a).**

#### **3.4.6 Sealed accessible track for wheelchairs, children, elderly and potential cycling criterium circuit**

Consultations with some local cyclists revealed demand for a sealed loop or criterium circuit that could be used for off road criterium races. Cyclists indicated that the redundant motor cycle training circuit is not long enough, but if extended would provide an ideal circuit for cyclists to ride in the absence of vehicle traffic. Some survey respondents and key stakeholders indicated the sealed motor cycle track is popular among families with young children. There were also some suggestions for greater disability access and smooth surfaced tracks for the elderly. Given these suggestions, an extension to the sealed motor cycle training circuit, to form a loop extending to the boom gate at the old cattle grid, could prove a popular track. At this stage, it is only proposed that this route be improved as an unsealed track. Pending demand and resources, the opportunity to seal this loop would be worth re-assessing over the longer term.

#### **Recommendations:**

- 9. Extend the redundant motor cycle training track to form a loop starting at the boom gate, near the old cattle grid, as outlined in the proposed track network map (map 4a and 4b).**
- 10. In the long term, consider sealing the loop track to provide a wheelchair accessible track, to increase safety for the elderly and young track users, and to provide a potential off road cycling criterium circuit for cyclists.**

### **3.4.7 Access tracks beside Reatta Road**

Several submissions on the Draft Trevallyn NRA Management Plan 2006, and some responses to the track user survey, indicated that a route along side Reatta Road was popular for walking but potentially unsafe. An off road track has been proposed to run parallel to Reatta Road, as an extension to the new gravel track near the reserve entrance (ie. near Esk Water). It will continue past the archery area to link with the existing fire trail system, near the Lake Trevallyn Road turnoff. This track should be a wide, flat gravel surface, free from obstacles (ie. at least W2 standard for walking tracks), providing increased safety by separating visitors from the road. The final alignment will depend on available space, logistics of construction and the potential for the existing wire fence to be removed.. The track will provide a safe route for walkers, dog walkers, runners, inexperienced bike riders and pony club members en route to the equestrian area.

In the long term, it is recommended that Parks work with the West Tamar Council to extend this track along Reatta Road, beyond the reserve entry, to connect with the existing gravel track entering the reserve adjacent Way FM radio station. Along with other proposed track upgrades, this extension would provide a loop track around Esk Water.

Similarly, a lower priority track is proposed from the intersection of Lake Trevallyn Road, running parallel to Reatta Road in front of the Parks Field Centre, and linking with the fire trail which starts opposite Duck Reach Road (the road to the Hoo Hoo Hut). An old, overgrown fire trail already provides an alignment for this track. Although this track is contained within the Protection II Zone, it is proposed to allow use of this track by club based horse riders travelling from a local riding school/agistment area to the equestrian area. These users enter the reserve through a private gate, ride off road and then cross Reatta Road to link up with routes leading to the equestrian area. In the long term, this track could also be extended along the side of Lake Trevallyn Road, to form a walking loop with the existing fire trail.

#### **Recommendations:**

- 11. Extend the gravel track at the main reserve entry, beside Reatta Road, to a point near the intersection of Lake Trevallyn Road, as identified in the proposed track network map (map 4a).***
- 12. Upgrade and gravel existing tracks in the northern end of the Trevallyn NRA and work with West Tamar Council to provide an off road gravel track loop around Esk Water.***
- 13. Provide a new shared use access track beside Reatta Road, in front of the Parks Field Centre, to provide a safe access route for horse riders travelling from a local riding school/agistment to the equestrian area, as identified in the proposed track network map (map 4a).***

### **3.4.8 Hoo Hoo Hut tracks**

There a number of tracks originating from the area around the Hoo Hoo Hut, including those leading to recognised tracks (e.g. Deadman's Knob Track, South Esk Track, Deadman's Hollow Look Out Track) and those between toilets, shelters, the Village Green and other infrastructure in the area. It is proposed to rationalise and re-route some tracks in the area, particularly Deadman's Knob Track and the track beside Duck Reach Road. These changes will provide better connections and funnel users to one or two key points to access maps, signage and interpretive material. They will also provide an off road loop that avoids the need for users to cross the roads or car parks in the vicinity of the Hoo Hoo Hut, thereby reducing the risk of conflict with motor vehicles.

## **Recommendations:**

- 14. Rationalise and reroute tracks in the vicinity of the Hoo Hoo Hut, to direct users to key interpretive nodes and to improve safety by avoiding the need to cross roads or car parks, as outlined in the proposed track network map (map 4b).***

## **3.5 Specific recommendations and rationale for Kate Reed NRA track network**

As for Trevallyn NRA, there were a range of reserve specific decisions that guided development the proposed track network maps for Kate Reed NRA. The recommendations, and associated rationale behind decisions, are outlined in the following.

### **3.5.1 Kate Reed NRA / Private Land and Boundary Definition**

A large area of private land adjacent Kate Reed NRA has been actively used by mountain bike riders also using reserve tracks. Many riders are not aware this is private land as the boundary is poorly defined. The land owner has indicated he is currently unable to support use of his property by mountain bike riders and other track users, and he intends to reinstate the boundary fence. If ownership of the land changes, or the owners change their view, the recommendations could be revisited. Track users groups, such as mountain bike clubs, may also independently seek to negotiate access with the private landowner.

## **Recommendations:**

- 15. In the short term, work with the landowner adjacent Kate Reed NRA to better define the boundary (eg. better fencing or signs), ensuring reserve visitors understand that the area is private land and they are not permitted to enter.***
- 16. Where possible reroute tracks to divert users away from entry points to private land and look for alternative loops to replace routes on the private land, as outlined in the proposed track network map (map 6).***
- 17. If ownership of the adjacent private land changes, or the owners change their view, investigate options for track users to access part of the land, in association with their use of Kate Reed NRA.***

### **3.5.2 Dog Walking at Kate Reed NRA**

Dog walking is currently not allowed at Kate Reed NRA, with signs indicating pets are not permitted. Despite the presence of some signs, there is still a low level of dog walking occurring in the reserve. It is difficult to anticipate whether dog walking would increase if permitted or whether there is only a low local demand for the activity. Given the low use, it is also unclear whether dog walkers typically walk dogs 'on lead' or 'off lead' in Kate Reed NRA.

Given the current prohibition of dogs at Kate Reed NRA, and a large 'off lead' dog walking area nearby at Trevallyn NRA, it would be reasonable to make this area 'on lead' only. This policy would also be supported by recommendations in North Barker 2008, which indicate there are no highly sensitive fauna habitat areas at Kate Reed NRA. Given the narrow, 'tight and twisty' nature of many tracks and the high level of use by mountain bike riders, there is also potential for conflict between dog walkers and riders. While the 'on lead' requirement will help limit conflict, it is also recommended that 'on lead' dog walking be limited to tracks deemed to be safe for shared use.

## **Recommendations:**

- 18. Provide a general authority (through a reserve sign) for dog walking 'on lead' on some tracks within Kate Reed NRA, as identified in the proposed track network map (map 6).***

### **3.5.3 Mountain Biking at Kate Reed NRA**

Mountain bikes are defined as 'vehicles' under the *National Parks and Reserved Land Regulations* 1999 and riders must be authorised if they wish to ride in the area. Despite this regulation the Kate Reed NRA has become popular for mountain biking, with the use of the area increasing in recent years. Parks staff have been active in enforcing these regulations in regard to unauthorised use of the area by motorised vehicles (eg. trail bikes).

Kate Reed NRA offers a different mountain bike experience to Trevallyn NRA. The reserve is more suitable for less experienced riders or those with lower levels of fitness. The low level of use by other users causes less conflict or safety concerns than at Trevallyn NRA, where there is a large mix and high numbers of different user types. Allowing mountain bikers to use Kate Reed NRA, and designing new tracks or track upgrades with mountain bikes in mind, will create much goodwill among mountain bike riders, and potentially alleviate some of the issues at Trevallyn NRA. The proximity of the area to the Silverdome, the Tasmanian Institute of Sport and National mountain bike programs, has also been cited as another reasons to support mountain bike riding at Kate Reed NRA.

As with Trevallyn NRA, there are a series of 'mountain bike preferred' tracks proposed for Kate Reed NRA where dog walking will not be permitted and mountain bike riders will have right of way over all other users. It is also intended that these tracks be designed for mountain bike use as 'single' tracks, with some technical features built into the track corridor. As at Trevallyn NRA, these tracks are intended to provide separation between users, to encourage cooperation and involvement within the mountain bike community to discourage use or development of unauthorised tracks, and to replace track experiences 'lost' by proposed closures of unauthorised tracks. Many of the major reroutes, which include 'mountain bike preferred' tracks, also aim to increase the distance of tracks and larger loops to compensate for the loss of a significant portion of tracks on private land. In some cases short 'fall line' sections have been replaced with track sections that cross the same hillside, creating a much longer section of track than previous.

## **Recommendations:**

- 19. Provide a 'general authority' (ie. through reserve sign) for mountain biking within Kate Reed NRA, subject to recommendations regarding which tracks mountain biking is permitted on, as outlined in the proposed track network map (map 6).***
- 20. Develop a series of 'mountain bike preferred' tracks as outlined in the proposed track network map (map 6).***

### **3.5.4 Horse Riding at Kate Reed**

Horse riding is not allowed at Kate Reed NRA and there is no indication that the reserve has been used for this activity. Given the narrow, tight and twisty nature of many tracks within Kate Reed NRA, and the sensitive vegetation communities, it is recommended that the current prohibition on horse riding be maintained.

**Recommendations:**

- 21. Horse riding should continue to be prohibited within Kate Reed NRA.***

**3.5.5 Parking Outside Kate Reed NRA**

There is no parking within the reserve boundaries like at Trevallyn NRA, although parking is available within the Silverdome and under the highway overpass, adjacent Kate Reed NRA. Parks should work with the Launceston City Council, the Department of Economic Development and Tourism (who have responsibility for the Silverdome) and the Department of Infrastructure, Energy and Resources (who have responsibility for highways and some road reserves) to assess whether further parking areas could be formalised for reserve visitors (eg. outside boom gate over the highway overpass leading to the Silverdome and at the Kings Meadows Connector). Formalising reserve car parking and entry points would help direct users to reserve maps, signs and interpretation to encourage appropriate behaviour. Establishing formal parking areas may also discourage unauthorised use of the reserve (eg. trail bikes) by increasing the perception that the area is under surveillance and active management.

**Recommendations:**

- 22. Work with DIER, LCC and DEDT to assess the potential to formalise car parking areas for reserve visitors.***

Map 3a and 3B: Proposed Track Network Showing Existing Tracks Retained, Re-routes or New Tracks and Track Closures (Trevallyn NRA)

(SEE SEPARATE DOCUMENT FOR ALL DRAFT TRACK STRATEGY MAPS)

Map 4a and 4b: Proposed Track Network Showing Types of Tracks by Users (Trevallyn NRA)

(SEE SEPARATE DOCUMENT FOR ALL DRAFT TRACK STRATEGY MAPS)

Map 5: Proposed Track Network Showing Existing Tracks Retained, Re-routes or New Tracks and Track Closures (Kate Reed NRA)

(SEE SEPARATE DOCUMENT FOR ALL DRAFT TRACK STRATEGY MAPS)

Map 6: Proposed Track Network Showing Types of Tracks by Users (Kate Reed NRA)

(SEE SEPARATE DOCUMENT FOR ALL DRAFT TRACK STRATEGY MAPS)

## 4 Whole of Reserve Track Management Recommendations

---

### 4.1 Introduction

The Trevallyn NRA Management Plan 2008 identified which activities (eg. dogs, bicycles, horses) would be allowed in different areas of the reserve, based on management zones. However, the Plan did not aim to identify which existing or new tracks would be available to each activity within these zones. At Kate Reed NRA, legislation and general Parks policy has guided use and management of the reserve to date. Hence, some community uncertainty remains as to what is or is not permitted within each reserve and, more specifically, on which tracks.

This track strategy provides the detailed answers to these questions and outline how tracks will be sustainably managed over the long term. Clear and consistent communication of these issues will be critical to the success of the strategy.

Where issues are not covered by existing Parks legislation or policy, a proposed policy recommendation is outlined in the following. These recommendations have been used as a basis for the development of the proposed track network maps (refer Section 3.1). Some policy recommendations apply to both reserves, while others are reserve specific and are identified as such. The maps of the proposed track networks, in the previous sections, have been developed on the basis that the following policy recommendations will be adopted.

A number of 'plans' have been developed to support the development and implementation of the track network, including a Track Network Development Plan, Track Monitoring Plan, Communication and Signage Plan and Risk Management Plan. These plans, available in the *Track Strategy Implementation Plan*, provide actions that will compliment the following recommendations.

### 4.2 Whole of reserve recommendations

#### 4.2.1 Track classification systems

There are currently no widely accepted 'shared use' classification systems in Australia or overseas. Other states generally appear to identify the major, or target, users and then classify and sign all tracks according to the dominant type of use. At Mt Wellington, Hobart, a combined system is used which provides different classification systems for different user groups.

A similar approach is proposed for Trevallyn NRA and Kate Reed NRA, using different track classification systems for the three main track activities: 1) walking (including dog walking and jogging); 2) mountain biking; and 3) horse riding. Application will therefore depend on the particular use(s) proposed for each track. Some tracks may therefore be classified in three ways, while other tracks will simply be classified according to one standard (ie. 'walking only' tracks).

When considering which classification systems to apply, and how to apply them, it is important to understand the intended purpose of the different track classification systems. Some systems are developed as prescriptive tools for management purposes, while other systems tend to have a broader focus and are largely descriptive of the conditions track users can expect to encounter.

In the case of walking tracks, the most common classification system used in Australia is the Australian Standard for walking tracks part 1 (AS 2156.1- 2001: classification and signage) and

part 2 (AS 2156.2-2001: Infrastructure design). There is wide acceptance and understanding of the Australian Standards for Walking Tracks. Parks have developed their own system based on the AS 2156, modifying it for the Tasmania context and to provide a more prescriptive management tool. Given both reserves are managed by Parks, the classification for walking should be developed using the Parks system. However, given that this track strategy may have implications for reserve neighbours, more familiar with the Australian Standard, it is desirable to make reference to the Australian Standards, which are more widely understood (ie. by Local Government). It is possible to do a direct comparison between the Parks classes and the six Australian Standard track classes, allowing consistency across reserve boundaries.

All the mountain biking clubs in Tasmania are affiliated with Mountain Bike Australia (MTBA), which has a partnership with the International Mountain Bicycling Association (IMBA). Therefore, clubs tend to endorse the IMBA mountain bike standards. MTBA have recently adapted the IMBA classification system to suit the Australian context. As a result of several visits by Joey Klein and other IMBA representatives to various parts of Australia, the IMBA classification system has become the unofficial national standard by default and is used by various land managers in other states. There are other systems in use internationally, with the UK model used in Scotland and Wales being similar to the IMBA system. However, due to the wide acceptance by Australian land managers, and also MTB clubs, it is difficult to go past the IMBA system on the basis of consistency and ease of use for visitors.

The only Australian equestrian classification system, identified through background research, was developed by Horse South Australia. This uses a colour coded system of symbols based on the IMBA system. This system has been recommended for use in the South Australian Trail Manual. In the absence of a suitable alternative, this system should be applied at Trevallyn NRA.

#### **Recommendations:**

- 23. Adopt the Parks and Wildlife Service track classification system for walking tracks, classifying all tracks consistent with this system.**
- 24. Cross reference the Parks and Wildlife Service walking track classifications to the six classes in the Australian Standard, to encourage consistency and shared management with local government across reserve boundaries.**
- 25. Adopt the IMBA classification system for mountain bike tracks, classifying all relevant tracks consistent with this system.**
- 26. Adopt the Horse SA classification system for equestrian tracks, classifying all relevant tracks consistent with this system.**

#### **4.2.2 Single Use or Multi-use**

Where possible the majority of tracks within both reserves have been designated as 'shared use' rather than single use tracks. With appropriate track design, clear 'give way' rules and well communicated codes of conduct, the potential risks and conflicts between users can be reduced considerably. Encouraging 'shared use' promotes an environment of understanding and cooperation between users, rather than conflict. Evidence from other track systems around the world, suggests that the more familiar different users become with each other, the less conflict exists.

The notable exceptions to the shared use philosophy are the 'walking only' tracks at Trevallyn NRA and the 'mountain bike preferred' tracks in both reserves. There are two types of 'walking only' tracks at Trevallyn NRA. Tracks leading into Cataract Gorge Reserve (eg. Daffodil Walk), where dogs and bikes are not allowed, and tracks located within the Protection II Zone defined in the Trevallyn NRA Management Plan 2008. The Management Plan clearly indicates that dogs,

bikes and horses are not permitted in the Protection Zone, without specific written authority from Parks. The strategy is bound by the Management Plan's prescriptions. See Recommendations 3 and 6 in this regard.

The 'mountain bike preferred' tracks differ from 'shared use' tracks, as 'give way' rules are different and dogs and horses are not permitted. Mountain bike riders also have 'right of way' over walkers and runners on these tracks. The decisions to provide 'mountain bike preferred' tracks is driven by a need to encourage separation between different users, to encourage riders to engage in track building projects that capture their imagination and hopefully decrease unauthorised track building, and to provide tracks that more experienced riders can use at higher speeds with reduced risk of collisions.

#### **Recommendations:**

- 27. Any additional tracks developed in the future should be 'shared use' where possible and only single use where there is clear evidence of differential impacts or intractable risk management or conflict issues.***

#### **4.2.3 Directional tracks**

'Single direction' tracks are sometimes used in track management strategies, with the aim of managing risk (ie. reduced chance of collisions), environmental protection (ie. minimise spread of disease) or minimising conflict (ie. reduced contact between users). However, single direction regulations can be difficult to enforce and it may be more effective (ie in the case of mountain bikers) to use track design to encourage the riding of a track in a particular direction.

Single direction tracks effectively halve the distance of available tracks or, conversely, double the amount of track needed to provide the same length of track for users. This is because a track that can be used in both directions is the equivalent of two single direction tracks. A track walked or ridden one way offers a very different experience, views, and even difficulty to the same track used in the other direction. Therefore, tracks within both reserves shall be available to users in both directions, unless there is a strong reason to designate a track as single direction.

#### **Recommendations:**

- 28. Unless otherwise specified in track network maps, all tracks within Trevallyn NRA and Kate Reed NRA will be two-way tracks.***

#### **4.2.4 Vehicle tracks and fire trails**

Most vehicle tracks in the reserves were developed for a clear management purpose. However, in terms of recreational activities, the vehicle tracks and fire trails at Trevallyn NRA and Kate Reed NRA are considered undesirable by many users. Vehicle tracks are typically wide with a large open corridor. Many are in poor condition, have significant erosion or are poorly located (eg. steep fall line routes). These qualities make vehicle tracks unappealing to track users who prefer narrow tracks, providing a more natural experience. In some areas maintenance work, such as water bars and drainage works, presents a hazard or safety risk to users.

Parks have advised that nearly all existing vehicle access tracks and fire trails are likely to be retained, particularly for fire management. Parks are currently reviewing vehicle tracks in all their reserves for fire management, and this process may identify some fire trails at Trevallyn NRA and Kate Reed NRA that could be closed and rehabilitated. Alternatively, some trails may need improvement or maintenance work.

## **Recommendations:**

- 29. If future maintenance or upgrades to vehicle tracks are proposed, Parks should consult with the track user reference group to consider the popularity among users and the potential impacts of any works on the safety or experience of track users.**
- 30. Parks and Wildlife Service should review the track network plans following the statewide review of fire trails, in consultation with track users, to determine any potential impacts on recreational values.**

### **4.2.5 Unauthorised tracks**

Unauthorised track building has escalated in both reserves in recent years, coinciding with the growth in mountain biking. Track building may be evidence of a lack of opportunities for mountain biking elsewhere in the Launceston area. While the network of tracks has certainly increased dramatically in recent years, most of the tracks are poorly designed, constructed or located. Unmanaged expansion of the track network cannot continue, as it is impacting on the reserves' natural values (eg. vegetation removal, erosion, silt run-off, disturbance to wildlife) and increasingly on the experience of other users. Some inappropriately sited or designed tracks will need to be rerouted or closed and may need to be actively rehabilitated.

However, such actions in isolation will not deal with the problem and could contribute to further unauthorised track building. Put simply, riders need to see there is something to 'gain' from any strategies and that they are not just 'loosing' access to tracks they have previously used. The most successful approach will be to work in partnership with mountain bike riders to design new authorised tracks, reroutes or upgrades of existing tracks. This will encourage riders to 'do the right thing' and, through peer pressure, discourage others who want to continue 'doing the wrong thing'.

There is also a role for track users in notifying Parks when new unauthorised tracks are being formed. In this regard, refer to recommendations in the Track Monitoring Plan (section 3 of the *Implementation Plan*).

In the initial stages of track strategy implementation, the focus should be on education and user self regulation rather than enforcement. However, over time as the track strategy and track networks become well known among users, Parks should adopt a stricter approach towards unauthorised track construction, with a greater focus on enforcement. This approach will need to be communicated to reserve visitors.

## **Recommendations:**

- 31. Establish an 'amnesty' period where previously unauthorised track builders can freely communicate with Parks and Wildlife Service staff. Communications should aim to understand the needs of riders building unauthorised tracks, educate builders of the environmental and other impacts, and explore ways to maximise involvement in authorised track building and maintenance activities, consistent with the proposed track networks.**
- 32. Finalise detailed track alignments, specified in the proposed track network maps, by working closely with groups or individuals skilled in sustainable mountain bike track construction. Supervision of works and volunteers should also involve people with track building experience.**

- 33. Work with the Launceston Mountain Bike Club to encourage local riders to volunteer to assist in track construction, upgrades, re-routes, closures and rehabilitation.**
- 34. Facilitate establishment of a volunteer group, focussed on track construction, maintenance and monitoring activities in the reserves.**

#### **4.2.6 Trail bikes, mini bikes and four wheel drives**

Unauthorised use by off road motor vehicles (eg. trail bikes, four wheel drives and mini bikes) appears to be a greater issue at Kate Reed NRA than Trevallyn NRA. However, their use poses a threat to the natural and cultural values of both reserves, and potentially the safety of reserve users. Despite the difficulties in preventing access and apprehending these users, it is important that Parks continue to take action to minimise the impacts of these activities on the reserves and other visitors. Ideally, a regional or state approach to the problem, with designated areas for these activities, would minimise problems. However, finding a suitable location close to population centres is difficult. The proximity of Kate Reed NRA to large housing sub divisions is part of the reserves attraction for these users. A variety of different approaches, including signage, fencing and barriers, targeted enforcement, monitoring and track design will all be required to tackle the issue.

#### **Recommendations:**

- 35. Ensure signs prohibiting vehicles and trail bikes are maintained and clearly visible.**
- 36. Provide clear means for visitors to report unauthorised activities (eg. new tracks, trail bikes) to encourage user surveillance. (Also refer reporting under risk management)**
- 37. Continue to work with Tasmania Police, Launceston City Council, and other enforcement agencies, to undertake enforcement during peak visiting times in the reserves. Use the media to communicate these activities.**
- 38. Improve, monitor and maintain boundaries (eg. fencing, logs, ditches, barriers) adjacent key reserve access points, to minimise the entry of unauthorised off-road vehicles.**
- 39. Design new tracks to make them less attractive to trail bikes (eg. obstacles, tight twists and turns), particularly near reserve boundaries.**

#### **4.2.7 Parks and Wildlife Service presence**

Interviews with stakeholders suggested that Parks need to maintain a strong presence in the reserves to actively manage unauthorised activities. Otherwise, a perception of limited management presence may encourage some users to ignore regulations, particularly where management decisions are unpopular (eg. track closures or restrictions on certain activities). The more visitors see Parks staff in the reserves, the more likely they are to comply with regulations, policies and codes of use.

The Track Monitoring Plan and Risk Management Plan, within the *Track Strategy Implementation Plan*, indicate that Parks staff will be required to periodically inspect tracks to assess risk and to monitor track condition in terms of sustainability. Parks staff may also be required to check track counters to monitor track user numbers and patterns of track use. Parks staff should be encouraged to undertake some of these track inspections on foot or bike, to minimise the damage caused by motor vehicles and to increase appreciation of the experiences available to

track users. Where possible these inspections should be undertaken during peak periods of track use, to maximise encounters with visitors.

**Recommendations:**

- 40. Parks and Wildlife Service rangers should inspect reserve tracks, based on scheduled asset maintenance regimes, to monitor risk and track condition and to encourage interaction with track users.**
- 41. Where possible, track monitoring should be undertaken on foot or bicycle, avoiding motor vehicle use.**
- 42. Parks and Wildlife Service should consider acquiring mountain bikes for rangers to use during track monitoring and patrols.**

#### **4.2.8 Weeds and Phytophthora**

Natural values assessments at Kate Reed NRA and Trevallyn NRA identified the presence of a range of exotic species and potential sources of weed entry and spread throughout each reserve. Recreational track users, management vehicles and machinery used on tracks, provide potential vectors for the introduction and spread of weeds. Potential also exists for track users, vehicles and machinery to introduce or spread the root rot fungus *Phytophthora cinnamomi*.

The Trevallyn NRA Management Plan includes prescriptions for reducing the risk of spreading weeds and Phytophthora and these would apply to the development, management and maintenance of tracks within the reserves. There may also be value in providing specific interpretation regarding the causes and risks associated with the spread of *Phytophthora cinnamomi* (see figure 1). Given mountain bikes may carry dirt and mud from different riding areas, there may be value in providing targeted bike wash down stations at key entry points to both reserves (eg Gorge Road top carpark).

**Recommendations:**

- 43. To reduce the risk of spreading *Phytophthora cinnamomi* and weeds, the use of vehicles on tracks and machinery, equipment and materials associated with track building or maintenance, will adopt the associated prescriptions in the Trevallyn NRA Management Plan 2008**
- 44. Provide interpretation at key locations regarding the causes and effects of the spread of *Phytophthora cinnamomi* and weeds**
- 45. Consider providing wash down station(s) at key entry points for mountain bikes.**

Figure 1: Phytophthora interpretation and wash down station South Australia



#### 4.2.9 Technical Trail Features

Some more experienced mountain bikers are seeking obstacles and technical features which make tracks interesting and challenging to ride. Features can be as simple as retaining (or replacing) rocks and fallen logs on tracks, through to more constructed features such as tight 'bermed' corners, jumps, drops, 'rock gardens', 'log rides', bridges, see-saws and other timber constructions. While some walkers, runners and riders prefer smooth gravelled tracks, there is a clear demand among riders, bushwalkers and dog walkers for rough tracks that offer a challenge and have a 'natural' appearance.

Any 'constructed' technical features should aim to blend with the natural environment. While the use of natural materials (eg. rocks, logs, soil) will provide minimal visual impact, there is also a need to minimise impacts on natural values (e.g. rocks may provide habitat for threatened skinks or invertebrates). Impacts will be minimised by using these materials where they are found. Deliberately constructed or developed technical trail features should be largely confined to the 'mountain bike preferred' tracks and be strategically located along these tracks. Building of unauthorised technical trail features should be discouraged and removed by Parks staff or volunteer groups as soon as possible.

#### Recommendations:

46. **To provide technical features, tracks should be aligned to use natural features in situ (e.g. reroute a track over a rock slab or fallen tree), where possible.**
47. **Where technical features are to be deliberately constructed, they should be confined to 'mountain bike preferred' tracks and should preferably use natural materials (eg. rocks, logs, soil) sourced locally. However, materials**

***should not be used if there is potential to impact on threatened species or to spread weeds or disease.***

***48. Wooden bridges, duck boards and similar 'north shore' style features should only be constructed for the purposes of environmental protection (e.g. creek crossings and low lying marsh/wetland areas) and where alternate routes are not possible.***

***49. On more difficult mountain bike tracks, consider providing alternate lines around more technical trail features, where consistent with track classification and IMBA standards.***

***50. Parks and Wildlife Service staff or volunteer groups should remove unauthorised technical features as soon as possible.***

#### **4.2.10 Impact of construction on fauna habitat**

The Trevallyn NRA Management Plan 2008 provides fauna management related prescriptions, relevant to track construction, including:

- Educate visitors about the harmful effects of feeding wildlife, collecting firewood and disturbing or removing rocks, logs, sticks and other organic material;
- Ensure that any rock taken from and used for construction within the reserve does not impact on skink and other significant reserve fauna habitat and is approved by the Parks and Reserves Manager;
- Give preference to utilising rock from the base of the redundant quarry, adjacent to Reatta Road, for any track or facility construction;
- Any improvements or increased use of the South Esk Track must not impact on species dependent on mossy boulder habitat.

#### **Recommendations:**

***51. During construction, upgrading or rerouting of tracks, minimise disturbance to fauna habitat (eg through removal of rocks, logs and sticks) where possible, and implement other relevant prescriptions contained within the Trevallyn NRA Management Plan 2008.***

#### **4.2.11 Aboriginal Heritage Protection**

The Trevallyn NRA Management Plan 2008 contains prescriptions relating to the recording, conservation and monitoring of aboriginal heritage places at Trevallyn NRA. It is proposed that these prescriptions also be applied to the management of any Aboriginal heritage within Kate Reed NRA. In addition, the Aboriginal Heritage Consultant who undertook the Aboriginal Heritage Values Survey of the Kate Reed NRA made recommendations which could be applied to both reserves including:

- Those individuals doing the track works should complete a free Aboriginal site identification course available through Parks Community Programs, TALSC or through another individual named in the report.
- One worker who has been through a site identification course should be present during any works that occur in the future within the reserve.

## **Recommendations:**

- 52. Protect Aboriginal heritage at Trevallyn NRA and Kate Reed NRA, by adopting prescriptions within the Trevallyn NRA Management Plan 2008 and recommendations of the Kate Reed NRA Aboriginal Heritage Values Survey.**
- 53. At least one track worker who has been completed an Aboriginal heritage site identification course should be present during any track construction, upgrading or rerouting works within the reserves.**
- 54. Parks and Wildlife Service staff and volunteer track workers should be encouraged to complete an Aboriginal site identification course, prior to undertaking track work in Trevallyn NRA or Kate Reed NRA.**

### **4.2.12 Group Size**

Stakeholders did not consider group size (ie large groups impacting on others) to be an issue. However, it could become an issue if use of the reserves by large groups increases dramatically. Any recommendations regarding group size should encourage user self regulation and splitting of large groups, rather than prescribing and enforcing a limit. Given limits on group size that have already been set on commercial operators, and current practices among users, a recommended maximum group size of 10 is likely to be favourably received.

## **Recommendations:**

- 55. Encourage track users, through signs and codes of use, to limit group size to minimise impacts on others.**
- 56. If a recommended maximum group size is desirable in the future, then groups above 10 should split into two, to ensure consistency with guidelines for commercial operators.**

### **4.2.13 After Hours Use**

Anecdotal evidence and reports from key stakeholders indicate that some users access both reserves outside of normal business hours (when the boom gate to the Silverdome may be closed) or after sunset (when the boom gates at Trevallyn NRA are closed). This needs to be a consideration when it comes to providing suitable parking areas. However, the use of the reserves, when vehicle access is limited, poses potential safety implications in the event of an emergency.

More recently, both reserves have seen an increase in the number of mountain bike riders using the reserves at night during the winter months (ie. in the dark using lights). While anecdotal evidence suggests the level of night time use is low, the numbers may be increasing. There are various pros and cons of night time use by mountain bikers that need to be considered.

The field audit of tracks, which considered safety and risk management issues, was undertaken during the day and did not assess risks at night time. While the lighting technology has improved dramatically in recent years, the risks of an accident may be higher at night due to reduced visibility, particularly around corners where the focus of lighting systems may not be on the track surface. Depending on the quality of the lights in use, small overhanging branches, sticks or other obstacles may not be detected by riders posing a risk of collision or crash. Another possible risk is that there is likely to be a higher collision potential with wildlife along with greater potential to disturb nocturnal wildlife. There may also be some concerns with neighbours unaware of what is happening when they see groups of lights travelling through the bush at night!

An alternative view of night riding is that the risk of collision or conflict with other users is reduced, because there are fewer people around and lights alert of approaching riders. There is also increased casual surveillance of both reserves at night time, which may help to reduce unauthorised activity.

Parks will need to develop a policy around night time use, considering whether certain tracks should be off limits for safety reasons or to minimise wildlife disturbance. The strategy's scope has not included detailed consideration of whether reduced visibility translates to increased rates of accident and injury. The current recommendations 'allow' night riding, by not actively seeking to exclude it. However, there needs to be a strong emphasis on riders accepting responsibility for any increased risk. Parks should aim to establish a more formal position on night riding, with any policy based on clear evidence and an objective assessment of risks or impacts, not on perceptions or subjectivity.

#### **Recommendations:**

- 57. Signs, maps and other documents should warn that track classifications are based on day time conditions and fine weather and difficulty and risks may increase in poor weather or low light conditions.***
- 58. Mountain bike 'codes of use' should warn of the increased risks of night time riding and discourage night time use by inexperienced riders.***
- 59. In the long term, Parks and Wildlife Service should develop a clear policy on night riding, based on clear, objective evidence.***

#### **4.2.14 Community Engagement and Volunteers**

Community consultation has indicated a strong willingness among users to actively engage with Parks staff to manage Trevallyn and Kate Reed NRAs. Users want to be consulted and involved in decision making as well as 'hands on' activities. If users feel a sense of ownership through this process, they will play an active role in 'social marketing' and communicating key messages within the community.

Volunteers can play an important role in reserve management, including advising Parks on the implementation of this strategy, assisting with labour for track management (ie monitoring, construction, maintenance, closures and rehabilitation) and reporting unauthorised activity, maintenance or risk management issues to Parks. Participation in such volunteer roles will increase the 'ownership' of the reserve by users, encouraging these groups to value the areas, to assist in protecting them and to encourage appropriate visitor behaviours. Also see Recommendation 36.

A user reference group, with representation from key user groups (ie. dog walkers, horse riders, bike riders, walkers, orienteers, 'Friends' groups, etc) would provide an important forum to assist decision making, strategy implementation and dissemination of information. It also allows different user groups to have an improved understanding of each others needs and aspirations. Such a group may also inform Parks on event management, signage, codes of use and experience statement.

Mountain bike patrols have been successful in other countries, consisting of dedicated volunteers partnering with land managers to assist, educate and inform all track users to enhance their recreational experience and ensure their safety. This may include assisting in medical and mechanical emergencies, educating track users on codes of use, monitoring track conditions and informing Parks and track users. The roles and responsibilities of such patrols needs to be clearly documented and understood.

For further information on how community engagement will contribute to communications, including the roles of the proposed 'track user reference group' and volunteer mountain bike patrol, see the Communication and Signage Plan in the *Track Strategy Implementation Plan*.

#### **Recommendations:**

- 60. Establish a 'track user reference group' for both reserves, including terms of reference, and engage this group to advise Parks and disseminate key messages to user groups.**
- 61. Establish a 'volunteer mountain bike patrol' to work in partnership with Parks to assist, educate and inform all track users, and to communicate key messages.**
- 62. Work with the track user reference group to identify opportunities for volunteers to contribute their skills and knowledge to assist management of the two reserve, including manual labour where appropriate.**

#### **4.2.15 Events**

Events can place a lot of pressure on reserve infrastructure (eg. parking, toilets, waste management) and, if not managed appropriately, have potential to impact on natural, cultural and social values.

The Trevallyn NRA has a long history of community and sporting events, with several clubs using the reserve as a base for regular competitions and events. Events have been run by the Launceston Pony and Riding Club, Paringa Archery Club, Northern Aquatic Club (skiing) and Esk Valley Orienteering Club. Trevallyn NRA has also hosted more occasional or informal events that attract participants outside of these clubs, including mountain biking, multi-sport events (eg. Mark Webber Challenge), skiing, equestrian and orienteering events. More recently Kate Reed NRA has been used for orienteering events and some mountain bike events, largely training and skill development days.

With the exception of clubs with lease agreements incorporating event activities, other event organisers must apply to Parks for written authority to hold particular events. The Trevallyn NRA Management Plan 2008 only allows written authority to be granted for events that meet certain conditions. The Plan indicates that the primary focus of recreation activities should be local level use and tourism oriented activities should not compromise the local community's enjoyment and experience of the reserve.

There has been some concern that this track strategy will result in Trevallyn NRA, in particular, being 'opened up' to a whole range of events, particularly mountain biking. Given the popularity of the two reserves for mountain biking, and previous requests to use both areas by the Launceston Mountain Bike Club (LMBC), it is expected that the LMBC will seek permission to hold events at either Trevallyn NRA or Kate Reed NRA once the track networks have been finalised. Parks may wish to establish a formal licence agreement or other arrangement with the LMBC regarding events. If entering into such an agreement, Parks need to be clear about what types of events will be allowed (eg. short races, endurance races, training/skill development days, multi-sport events, mountain bike orienteering) and what tracks will be available. Given the greater number and diversity of users at Trevallyn NRA, compared with Kate Reed NRA, Kate Reed NRA may be a more desirable venue to minimise the risks and potential conflicts with other users. However, the lack of support infrastructure at Kate Reed NRA (ie. toilets, water, parking and access) may be problematic for events.

The Launceston Pony and Riding Club have sought access to the Village Green for some events, and also uses overflow parking in other areas. These issues will be negotiated through the pony club's lease agreement and future lease reviews. Given the extensive area being leased to the pony club (ie. cross country jumps and dressage arenas), it is recommended that the current conditions be retained.

#### **Recommendations:**

- 63. Develop an agreed annual calendar of reserve events, in consultation with the track user reference group and other interest groups.**
- 64. In regard to regular track based events at Kate Reed NRA or Trevallyn NRA (ie. where a calendar of events can be provided), PWS should enter a licence agreement with the relevant clubs or groups (ie. the Launceston Mountain Bike Club), with conditions addressing communications with other visitors, signage, risk management and other operational matters.**
- 65. In regard to infrequent track based events at Trevallyn NRA and Kate Reed NRA, PWS should permit these events through a written authority, consistent with the prescriptions of the Trevallyn NRA Management Plan 2008.**
- 66. Pony club activities should continue to be confined to areas outlined in their lease or license agreement.**

#### **4.2.16 Leave as is?**

Some survey respondents indicated that both reserves are "fine as they are" and should be left alone. While 'doing nothing' is a valid management strategy in some situations, as a general approach to both reserves, it is unlikely to be desirable from an environmental, user conflict and risk management perspective. What these respondents are probably saying, is that they would like the experience and setting to remain largely unchanged. However, doing nothing from a management perspective, is likely to significantly change the setting and experience for all users in the long term.

#### **4.2.17 Trevallyn NRA and Cataract Gorge Reserve Boundary**

Most visitors entering Trevallyn NRA via the Cataract Gorge Reserve, would not know where the reserve boundary is or where management responsibilities change. Fortunately, Launceston City Council (LCC) and Parks have a positive relationship, working in partnership to manage the area as an open space resource (eg. cooperative arrangements for fire management and vehicle access). In terms of track management, there has been an attempt by the agencies to ensure cross boundary consistency in regard to permitted track use (ie. 'walking only' or dog walking and mountain biking permitted).

LCC do not permit dog walking and cycling within the main 'tourist area' around the First Basin. This policy is understandable, given the range of visitors and popularity of the area as a tourist destination. LCC are therefore keen to ensure that any tracks leading into the First Basin area are classified as 'walking only'. However, LCC do allow mountain biking and dog walking on fire trails on the Trevallyn side of the Cataract Gorge Reserve. As this policy reflects that of Parks at Trevallyn NRA, many visitors perceive this whole area as part of the Trevallyn NRA.

There is also a need to coordinate the use of signs across boundaries. As Parks and LCC have very different signage policies and templates, there is potential for users on cross boundary tracks to be confused by different sign styles and content. It is recommended that a consistent sign template (ie. the Parks format) be used in areas that are perceived as part of the Trevallyn

NRA (ie the Western side of the Gorge Road, the northern side of Duck Reach and the Western section of the Daffodil walk). These signs may contain LCC logos and information indicating the area is under LCC, joint management or similar.

**Recommendations:**

- 67. The Park and Wildlife Service should work with Launceston City Council to place 'PWS style' signs at strategic points throughout the Cataract Gorge Reserve, near the boundary with Trevallyn NRA.***

**4.2.18 Track Network and supporting Plans**

As previously noted, a number of 'plans' have been developed to support the development and implementation of the track network, including a Track Network Development Plan, Track Monitoring Plan, Communication and Signage Plan and Risk Management Plan. These plans, available in the *Track Strategy Implementation Plan*, provide actions that will compliment the proceeding recommendations.

**Recommendations:**

- 68. Implement Plans aimed at supporting the proposed track network, including the Track Network Development Plan, Track Monitoring Plan, Communication and Signage Plan and Risk Management Plan, as resources allow.***

## 5 List of Recommendations

The following is a list of recommendations taken from the previous sections to allow quick reference and enable the implementation of recommendations to be easily reviewed. Recommendations should be read in the context in which they were presented, and as such the headings from the *Main Report* have been included to allow direct referencing.

Ref.	Recommendation
<b>3.4.1</b>	<b>Horse Riding at Trevallyn NRA</b> <i>Horse riding is only allowed on tracks within the equestrian area, prescribed in the Trevallyn NRA Management Plan 2008, and on tracks identified in the proposed network track (map 4a and 4b).</i>
<b>3.4.2</b>	<b>Protection II Management Zone Walking Tracks at Trevallyn NRA</b> <i>Provide tracks for 'walking only' in the Protection II Zone, as prescribed in the Trevallyn NRA Management Plan 2008, and identified in the proposed track network map (map 4a and 4b).</i>
<b>3.4.3</b>	<b>Paringa Archery Course</b> <i>Ensure the archery club has strategies in place to mitigate risks to visitors using tracks outside the archery facility, particularly adjacent the archery 'bush' course.</i>
<b>3.4.4</b>	<b>Dog Walking at Trevallyn NRA</b> <i>Provide tracks for dog walking 'on lead' and 'off lead', consistent with management zones specified in the Trevallyn NRA Management Plan 2008, and outlined in the proposed track network map (map 4a and 4b).</i>
<b>3.4.5</b>	<b>Mountain Biking Tracks at Trevallyn NRA</b> <i>Provide a range of tracks for mountain biking within the Recreation Zone, as prescribed in the Trevallyn NRA Management Plan 2008, and outlined in the proposed track network map (map 4a and 4b).</i>
6	<i>Develop a series of 'mountain bike preferred' tracks, as outlined in the proposed track network map (map 4a and 4b).</i>
7	<i>Develop a 'mountain bike preferred' track that is also a single direction (downhill) track, in the area at the back of the Cataract Gorge Reserve, on the hill behind New World Avenue, as identified in the proposed track network map (map 4a).</i>
8	<i>Rationalise the network of unauthorised tracks in the area at the back of the Cataract Gorge Reserve, on the hill behind New World Avenue, to provide three distinctly different and separate 'single' tracks as identified in the proposed track network map (map 4a).</i>
<b>3.4.6</b>	<b>Sealed accessible track for wheelchairs, children, elderly and possible cycling criterium circuit at Trevallyn NRA</b> <i>Extend the redundant motor cycle training track to form a loop starting at the boom gate, near the old cattle grid, as outlined in the proposed track network map (map 4a and 4b).</i> <i>In the long term, consider sealing the loop track to provide a wheelchair accessible track, to increase safety for the elderly and young track users, and to provide a potential off road cycling criterium circuit for cyclists</i>
<b>3.4.7</b>	<b>Access tracks beside Reatta Road</b> <i>Extend the gravel track at the main reserve entry, beside Reatta Road, to a point near the intersection of Lake Trevallyn Road, as identified in the proposed track network map (map 4a).</i> <i>Upgrade and gravel existing tracks in the northern end of the Trevallyn NRA and work with West Tamar Council to provide an off road gravel track loop around Esk Water.</i>
13	<i>Provide a new shared use access track beside Reatta Road, in front of the Parks Field Centre, to provide a safe access route for horse riders travelling from a local riding school/lagistment to the equestrian area, as identified in the proposed track network map (map 4a).</i>
<b>3.4.8</b>	<b>Hoo Hoo Hut Tracks</b>

14	Rationalise and reroute tracks in the vicinity of the Hoo Hoo Hut, to direct users to key interpretive nodes and to improve safety by avoiding the need to cross roads or car parks, as outlined in the proposed track network map (map 4b).
<b>3.5.1</b>	<b>Kate Reed NRA / Private Land and Boundary Definition</b>
15	In the short term, work with the landowner adjacent Kate Reed NRA to better define the boundary (eg. better fencing or signs), ensuring reserve visitors understand that the area is private land and they are not permitted to enter.
16	Where possible reroute tracks to divert users away from entry points to private land and look for alternative loops to replace routes on the private land, as outlined in the proposed track network map (map 6).
17	If ownership of the adjacent private land changes, or the owners change their view, investigate options for track users to access part of the land, in association with their use of Kate Reed NRA.
<b>3.5.2</b>	<b>Dog Walking at Kate Reed NRA</b>
18	Provide a general authority (through a reserve sign) for dog walking 'on lead' on some tracks within Kate Reed NRA, as identified in the proposed track network map (map 6).
<b>3.5.3</b>	<b>Mountain Biking at Kate Reed NRA</b>
19	Provide a 'general authority' (ie. through reserve sign) for mountain biking within Kate Reed NRA, subject to recommendations regarding which tracks mountain biking is permitted on, as outlined in the proposed track network map (map 6).
20	Develop a series of 'mountain bike preferred' tracks as outlined in the proposed track network map (map 6).
<b>3.5.4</b>	<b>Horse Riding at Kate Reed</b>
21	Horse riding should continue to be prohibited within Kate Reed NRA.
<b>3.5.5</b>	<b>Parking Outside Kate Reed NRA</b>
22	Work with DIER, LICC and DEDT to assess the potential to formalise car parking areas for reserve visitors.
<b>4.2.1</b>	<b>Track Classification Systems</b>
23	Adopt the Parks and Wildlife Service track classification system for walking tracks, classifying all tracks consistent with this system.
24	Cross reference the Parks and Wildlife Service walking track classifications to the six classes in the Australian Standard, to encourage consistency and shared management with local government across reserve boundaries.
25	Adopt the IMBA classification system for mountain bike tracks, classifying all relevant tracks consistent with this system.
26	Adopt the Horse SA classification system for equestrian tracks, classifying all relevant tracks consistent with this system.
<b>4.2.2</b>	<b>Single Use or Multi-use</b>
27	Any additional tracks developed in the future should be 'shared use' where possible and only single use where there is clear evidence of differential impacts or intractable risk management or conflict issues.
<b>4.2.3</b>	<b>Directional Tracks</b>
28	Unless otherwise specified in track network maps, all tracks within Trevallyn NRA and Kate Reed NRA will be two-way tracks.
<b>4.2.4</b>	<b>Vehicle tracks and fire trails</b>
29	If future maintenance or upgrades to vehicle tracks are proposed, Parks should consult with the track user reference group to consider the popularity among users and the potential impacts of any works on the safety or experience of track users.
30	Parks and Wildlife Service should review the track network plans following the statewide review of fire trails, in consultation with track users, to determine any potential impacts on recreational values.
<b>4.2.5</b>	<b>Unauthorised tracks</b>
31	Establish an 'amnesty' period where previously unauthorised track builders can freely communicate with Parks and Wildlife Service staff. Communications should aim to understand the needs of riders building unauthorised tracks, educate builders of the environmental and other impacts, and explore ways to maximise involvement in authorised track building and maintenance activities.

	consistent with the proposed track network..
32	Finalise detailed track alignments, specified in the proposed track network maps, by working closely with groups or individuals skilled in sustainable mountain bike track construction. Supervision of works and volunteers should also involve people with track building experience.
33	Work with the Launceston Mountain Bike Club to encourage local riders to volunteer to assist in track construction, upgrades, re-routes, closures and rehabilitation.
34	Facilitate establishment of a volunteer group, focussed on track construction, maintenance and monitoring activities in the reserves.
<b>4.2.6</b>	<b>Trail bikes, mini bikes and four wheel drives</b>
35	Ensure signs prohibiting vehicles and trail bikes are maintained and clearly visible.
36	Provide clear means for visitors to report unauthorised activities (eg trail bikes, new tracks) to encourage user surveillance.
37	Continue to work with Tasmania Police, Launceston City Council, and other enforcement agencies, to undertake enforcement during peak visiting times in the reserves. Use the media to communicate these activities.
38	Improve, monitor and maintain boundaries (eg. fencing, logs, ditches, barriers) adjacent key reserve access points, to minimise the entry of unauthorised off-road vehicles .
39	Design new tracks to make them less attractive to trail bikes (eg. obstacles, tight twists and turns), particularly near reserve boundaries.
<b>4.2.7</b>	<b>Parks and Wildlife Service presence</b>
40	Parks and Wildlife Service rangers should inspect reserve tracks, based on scheduled maintenance regimes, to monitor risk and track condition and to encourage interaction with track users.
41	Where possible, track monitoring should be undertaken on foot or bicycle, avoiding motor vehicle use.
42	Parks and Wildlife Service should consider acquiring mountain bikes for rangers to use during track monitoring or patrols.
<b>4.2.8</b>	<b>Weeds and Phytophthora</b>
43	To reduce the risk of spreading <i>Phytophthora cinnamomi</i> and weeds, the use of vehicles on tracks and machinery, equipment and materials associated with track building or maintenance, will adopt the associated prescriptions in the Trevallyn NRA Management Plan 2008
44	Provide interpretation at key locations regarding the causes and effects of the spread of <i>Phytophthora cinnamomi</i> and weeds
45	Consider providing wash down station(s) at key entry points for mountain bikes.
<b>4.2.9</b>	<b>Technical Trail Features</b>
46	To provide technical features, tracks should be aligned to use natural features in situ (e.g. reroute a track over a rock slab or fallen tree), where possible.
47	Where technical features are to be deliberately constructed, they should be confined to 'mountain bike preferred' tracks and should preferably use natural materials (eg. rocks, logs, soil) sourced locally. However, materials should not be used if there is potential to impact on threatened species or to spread weeds or <i>Phytophthora</i> .
48	Wooden bridges, duck boards and similar 'north shore' style features should only be constructed for the purposes of environmental protection (e.g. creek crossings and low lying marsh/wetland areas) and where alternate routes are not possible.
49	On more difficult mountain bike tracks, consider providing alternate lines around more technical trail features, where consistent with track classification and IMBA standards.
50	Parks and Wildlife Service staff or volunteer groups should remove unauthorised technical features as soon as possible.
<b>4.2.10</b>	<b>Impact of construction on fauna habitat</b>
51	During construction, upgrading or rerouting of tracks, minimise disturbance to fauna habitat (eg through removal of rocks, logs and sticks) where possible, and implement other relevant prescriptions contained within the Trevallyn NRA Management Plan 2008.
<b>4.2.11</b>	<b>Aboriginal Heritage Site Protection</b>
52	Protect Aboriginal heritage at Trevallyn NRA and Kate Reed NRA, by adopting prescriptions within the Trevallyn NRA Management Plan 2008 and recommendations of the Kate Reed NRA Aboriginal Heritage Values Survey.
53	At least one track worker who has been completed an Aboriginal heritage site identification course should be present during any track construction, upgrading or rerouting works within the reserves.
54	Parks and Wildlife Service staff and volunteer track workers should be encouraged to complete a free Aboriginal site identification course, prior to undertaking track work in Trevallyn NRA or Kate Reed NRA.

<b>4.2.12</b>	<b>Group Size</b>
55	Encourage track users, through signs and codes of conduct, to limit group size to minimise impacts on others.
56	If a recommended maximum group size is desirable in the future, then groups above 10 should split into two, to ensure consistency with guidelines for commercial operators.
<b>4.2.13</b>	<b>After Hours Use</b>
57	Signs, maps and other documents should warn that track classifications are based on day time conditions and fine weather and difficulty and risks may increase in poor weather or low light conditions.
58	Mountain bike 'codes of use' should warn of the increased risks of night time riding and discourage night time use by inexperienced riders.
59	In the long term, Parks and Wildlife Service should develop a clear policy on night riding, based on clear, objective evidence.
<b>4.2.14</b>	<b>Community Engagement and Volunteers</b>
60	Establish a 'track user reference group' for both reserves, including terms of reference, and engage this group to advise Parks and disseminate key messages to user groups.
61	Establish a 'volunteer mountain bike patrol' to work in partnership with Parks to assist, educate and inform all track users, and to communicate key messages.
62	Work with the user reference group to identify opportunities for volunteers to contribute their skills and knowledge to assist management of the two reserve, including manual labour where appropriate.
<b>4.2.15</b>	<b>Events</b>
63	Develop an agreed annual calendar of reserve events, in consultation with the track user reference group and other interest groups.
64	In regard to regular track based events at Kate Reed NRA or Trevallyn NRA (ie. where a calendar of events can be provided), PWS should enter a licence agreement with the relevant clubs or groups (ie. the Launceston Mountain Bike Club), with conditions addressing communications with other visitors, signage, risk management and other operational matters.
65	In regard to infrequent track based events at Trevallyn NRA and Kate Reed NRA, PWS should permit these events through a written authority, consistent with the prescriptions of the Trevallyn NRA Management Plan 2008.
66	Pony club activities should continue to be confined to areas outlined in their lease agreement.
<b>4.2.16</b>	<b>Trevallyn NRA and Cataract Gorge Boundary</b>
67	The Park and Wildlife Service should work with Launceston City Council to place 'PWS style' signs at strategic points throughout the Cataract Gorge Reserve, near the boundary with Trevallyn NRA.
<b>4.2.17</b>	<b>Track Network and supporting Plans</b>
68	Implement Plans aimed at supporting the proposed track network, including the Track Network Development Plan, Track Monitoring Plan, Communication and Signage Plan and Risk Management Plan