



Clarence... a brighter place

Consultation Summary

Clarence Mountain Bike Park

Railway Abutment Trail Hub

November 2020

Project overview

The consultation received 123 contributors and the proposed changes were overall well supported.

Practice area by the hub

The development of the practice area had the highest level of support with more than 90 percent of respondents. Some people wanted to see more challenging drops and infrastructure for a greater range of skills progression. The design was based around feedback from coaches and is aimed at beginners/novices so they can practice skills without impeding more advanced riders. The Skills Park offers more progression for skills development. The slab area aims to be a step below the Skills Park level.

Pump track for little kids

Several parents liked the small pump track by the slab and felt that if it was removed, there was nothing quite as suitable for small children. Work will be carried out on the mini-me pump track by the picnic shelter to make it more child-friendly.

Dirt jumps

Additional and more advanced jumps was identified as strongly desired and currently lacking in the park. The original dirt jumps are degraded and worn and need complete refurbishment. Options for relocating the dirt jumps and creating a new dirt jump area with a variety of challenges are being considered before an investment is made into refurbishing the original dirt jumps. There is also potential to include jumps on High Line.

New green climb for XC loop

Eighty-four percent of respondents supported the green climb option (the current start of the XC loop is IMBA blue), with many indicating a preference for keeping the blue climb as an option while still providing a green line.

Fifteen percent indicated they did not think the change was necessary. Some thought it already easy enough although feedback from professionals who work with novice riders and other members of the public indicate that the current blue switchbacks are overly challenging for beginners, as their introduction to the park.

Return track to the hub

One in five respondents preferred Sidewinder was not incorporated into a return track to the hub. Ideally it is desired to keep Sidewinder as a blue track and potentially link it up to the other blue lines off the XC loop (C4 and C5) to create a longer blue option. The blue trail is back-country “Old School” style so some natural log drops or rocks in the right places to provide an interesting challenge would be suitable.

Only seven percent of respondents didn’t want a return track back to the hub. Investigation will be carried out to create a new green return track to the hub without utilising Sidewinder as a first priority and, if it is feasible, Sidewinder will be avoided.

XC loop lower return

Seventy-one percent of respondents supported modifications to the XC return to create a green, flowy track that maximises the descent back to the hub. Connecting it to MacKillop Track and High Line Track was supported.

There was concern from some respondents that any modifications would “spoil” the track already there, as it was rated by many as their favourite track in the Meehan. Some suggested having A lines and B lines, with blue standard jumps and features on the B lines.

A trail report prepared by a track consultant recommended an upgrade of the existing return descent track into a Green Flow trail that will accentuate turns with big berms, rhythm sections, altitude gain features and speed control design to keep beginner riders safe and simultaneously appeal to experienced riders.

Further consultation will be undertaken once a more detailed plan has been prepared.

Why are tracks being reviewed and potentially modified?

The Meehan Range mountain bike tracks have evolved over several years, with no masterplan and ad-hoc track development. This has resulted in:

- A disconnected network with undesirable two-way sections (Stringy Bark, Upper Corkscrew and K’s Choice).
- Inconsistent track standards along the length of an individual track.
- Parallel tracks of similar character and difficulty rating (and often devoid of features).
- Unsustainable tracks that erode and deteriorate quickly.
- A lack of features or flow within the network.
- A lack of easy or extremely difficult tracks, with most being blue (with some green and black sections).
- Poorly located tracks that prevent the development of other tracks in the area.

The overall goal is to create tracks that meet IMBA guidelines for their rating: black=black, blue=blue and green=green.

The Trailforks ratings don't always match the IMBA guidelines for rating tracks, which results in inconsistencies with on-ground trail ratings and the perception of the volume of tracks in each difficulty rating category.

A network plan has been drafted and will be used to guide the development of tracks in the park and consultation will be carried out as projects progress.