TENTERFIELD MOUNTAIN BIKE DESTINATION
CONCEPT PLAN

PREPARED FOR ANGRY BULL TRAILS LTD
JULY 2021

ANGRY BULL TRAILS

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Status	Changes	Author	Reviewer	Date
DRAFT V1		L Fox	G Patterson	April 2021
DRAFT V2	Interim draft reviewed by ABT	L Fox	G Patterson	May 2021
DRAFT V3	Final Draft	L Fox	G Patterson	July 2021

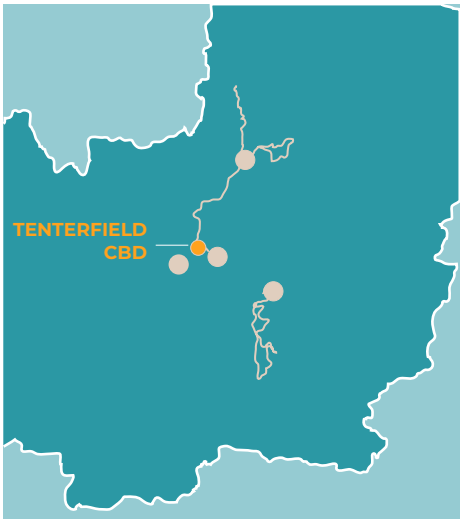
TENTERFIELD MOUNTAIN BIKE DESTINATION

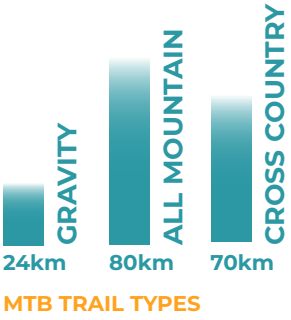
The Tenterfield Mountain Bike Destination has the potential to be the most accessible and extensive mountain bike trail network in Australia. This Concept Plan has been developed to propose and guide strategic development of exceptional mountain bike trail experiences surrounding Tenterfield. The trail and related infrastructure concepts have been developed to support a world class destination with potential to attract at least 35,000 visitors and $4.3M of additional tourism expenditure annually to the Tenterfield Shire (2020, Regional Development Australia).

Set amongst the New England Tablelands, Tenterfield is surrounded by some of Australia's most pristine and unique national parks and reserves. Thousands of hectares of native bushland lie on the doorstep, just a short bike ride or drive from the CBD.

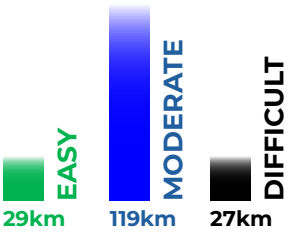
The proposed trails include 174km of new single track to attract a range of mountain bike visitors. More than 40km is easily accessible by bike from the CBD. Three remote back-country and adventure trails totalling 120km are located within a 15 minute drive or shuttle trip. Mt Mackenzie will feature of intermediate to advanced shuttle-able gravity trails.

Tenterfield's vibrant town centre with established accommodation, retail, food and beverage options, already has the key features of a trail town, and is the perfect setting to host a diverse mountain bike tourism market. Mountain biking and adventure tourism activities will make a positive contribution to the 'Tenterfield True' brand, allowing visitors to discover the humble, authentic and true experiences unique to the region.

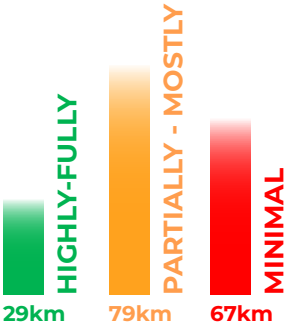




MTB TRAIL TYPES



MTB DIFFICULTY RATING



ADAPTIVE MTB ACCESSIBILITY RATING

ANGRY BULL TRAILS

Over a week of unique riding experiences

174km

of mountain bike trails within 15km of Tenterfield

3.5 hours drive from Brisbane or Gold Coast

174km **New singletrack**

Integrated with

58km **Existing fire trail, cycleways or country roads**

61% **Adaptive MTB Friendly (Partially - Fully Accessible)**

5 **Unique riding zones showcasing the best Tenterfield has to offer**

1. Trail Centre located in CBD
2. Bald Rock Adventure Ride
3. Basket Swamp Adventure Trail
4. Forest Land Back Country Trails
5. Mt Mackenzie Gravity Zone

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1 INTRODUCTION

TrailScapes Pty Ltd was engaged by Angry Bull Trails Ltd (ABT) to deliver a mountain bike trail concept plan for the Tenterfield mountain bike destination. The project aims to effect long term sustainable economic growth for Tenterfield, through creation of a 174km mountain bike trail network, which can be accessed from a central hub located in the Tenterfield CBD.

ABT have undertaken a range of planning activities to date, including consultation with key stakeholders and land managers, Tenterfield Shire Council (TSC), Forestry Corporation of NSW (FCNSW), NSW National Parks and Wildlife Service (NSW NPWS), Crown Lands and Local Land Services (LLS). The ABT Board of Directors and key stakeholders have collaborated to identify a selection of land parcels accessible from Tenterfield, which have potential for the development of mountain bike trails. Land managers have provided in principle support for mountain bike trail development on the parcels of land identified.

TrailScapes was engaged to investigate these land parcels, determine feasibility of mountain bike trail product development and to provide recommendations for 174km of mountain bike trails to be implemented in three Stages.

This concept plan includes proposed trail alignments to form the basis of further consultation with stakeholders, land managers and funding bodies.

1.1 PROJECT BRIEF

The following tasks have been undertaken by TrailScapes, in order to prepare this report:

- Desktop analysis of available reference documents and spatial information relating to potential sites, including:
  - Land use, tenure and management considerations
  - Environmental and Cultural Heritage protection issues
  - Existing trail and trail related assets
  - Access requirements
  - Existing recreation use, demand, visitation, events and tourism
  - Landscape characteristics, such as topography, soil types, ground conditions, hydrology (drainage, water courses etc)
- Field investigation of potential sites and existing facilities on identified land parcels, to identify and discuss key opportunities and constraints, including:
  - Accessibility to visitors
  - Proximity to population and trail user markets
  - Connectivity to facilities, businesses and visitor services
  - Surrounding land uses, conflicts and impacts
  - Level and condition of existing infrastructure
  - Potential for events
  - Potential for mountain bike trail products and infrastructure development
- Concept planning of five development zones, including:
  - Identifying a variety of trails in a range of styles to suit the terrain and topography, and in line with the ABT project objectives for individual trail head sites
  - Identifying potential iconic / hero trail experiences, such as potential E-bike trail routes
  - Identifying potential points of interest and negative control points of potential routes
  - Identifying predominant soil types and terrain
  - Identifying needs for supporting infrastructure
  - Ensuring routes consider constructibility, visitor experience, safety, management and sustainability
  - Mapped alignments of proposed routes
  - Need for specific treatments and construction techniques
  - Identifying potential opportunities that may require further investigation and planning outside the scope of trail design and construction

1.2 REGIONAL CONTEXT

The following strategies, policies, guidelines and plans have been reviewed in the preparation of this report:

- Bald Rock and Boonoo Boonoo National Parks, Plan of Management (NSW National Parks and Wildlife Service, 2002)
- Basket Swamp National Park, Plan of Management (NSW National Parks and Wildlife Service, 2004)
- Currys Gap State Conservation Area, Mount Mackenzie Nature Reserve, and Doctors Nose Mountain Nature Reserve, Plan of Management (NSW National Parks and Wildlife Service, 2011)
- Managing our forests sustainably: Forest Management Zoning in NSW State Forests (Forestry Corporation, NSW)
- Angry Bull Mountain Bike Trails Business Case (Regional Development Australia, 2020)
- Angry Bull Trails Permits and Approvals Matrix (Angry Bull Trails, 2020)

1.3 TARGET MARKETS

The Angry Bull Mountain Bike Trails Business Case (Regional Development Australia, 2020) identified adventure tourists as the target market for the project, noting the following features of the development being essential to attract mountain bike tourists:

- At least 150km of world class mountain bike trails
- Ability to operate year-round, to differentiate from major competing destinations such as Blue Derby and Thredbo
- Trails close to the Tenterfield CBD, contributing to a vibrant location for visitors to enjoy the 'apres-activities' the town has to offer
- A diverse trail offering that appeals to both the enthusiast market and the non-core market who occasionally ride mountain bikes
- Inclusive trails catering for adaptive riders (in accordance with the Australian Adaptive MTB Guidelines) and the wider community

In order to attract the enthusiast market, a primary focus of the destination is provision of a wide variety of mountain bike single track opportunities that capitalise on the surrounding landscapes within close proximity to the CBD. A secondary focus is catering for local recreation opportunities. Physical off-road links to the surrounding trail networks will be critical in ensuring accessibility for tourists as well as younger local riders.

A prominent central mountain bike trail centre with a pump track, skills area and visitor information will serve as a gathering point, information hub and skills development area. The centre will not only provide for visiting riders beginning their Tenterfield experience, but will also activate and enhance an attractive community space with some existing infrastructure.

Nearby Mount Mackenzie, visible from the CBD and proposed central facilities, offers up to 400m of elevation, perfect for shuttle-assisted gravity trails.

Further afield, but still within a short 20 minute drive of the CBD, are the surrounding forestry and national parks lands, which offer scenic, back-country experiences. The focus of these will be on providing loop options that cater for enthusiast and non-core markets.

1.4 PRELIMINARY SITE ASSESSMENT

ABT identified a number of development locations that have potential to offer a variety of unique mountain bike trails. ABT have completed preliminary planning activities, to develop broad objectives for each. These locations have been assessed in detail, and the outcomes are presented in Appendix A - Site assessment outcomes.

The site assessments include details and commentary on:

- Site location context
- Site suitability for proposed development, listing opportunities and constraints for development
- Potential for proposed mountain bike trail development, including:
  - Type of user experience and character of the site
  - Suitable/compatible types of mountain bike trails
  - Potential for conflict
  - Connectivity to existing or proposed trails and related infrastructure
  - Points of interest and key features of the location
- Scoping of mountain bike trail opportunities, including:
  - Site maps identifying key trails and infrastructure proposed
  - Photos of site
  - Description of opportunities
  - Recommended trail model/s

- Recommended trail types and classifications
- Recommended scale and significance of development, including quantity of trails and related infrastructure required
- Further consultation and investigation required

Trail planning terminology and principles referenced throughout this report are detailed within the Australian Mountain Bike Trail Guidelines (Auscycling, 2018) and the Australian Adaptive MTB Guidelines (Break the Boundary Inc., 2018).

2 OPPORTUNITY FOR IMBA ACCREDITATION

2.1 IMBA RIDE CENTRES

A key objective of the Angry Bull Trails Destination is to become a Gold Level IMBA accredited Ride Centre, the designation which recognises the pinnacle of mountain biking communities. Ride Centres offer not only world class mountain bike trails, but a range of complementary off-trail experiences through the surrounding geography, community and businesses.

IMBA describes ride centres as follows:

"IMBA Ride Centers will be designed for every type of mountain biker, provide a positive mountain bike experience with progressive skill building, and include facilities that break down the barriers for entry with bike rentals, quality maps, clear signage, and available instruction or guiding. These model trail systems will broaden the demographic of the mountain bike community by providing a model beginner experience that is family friendly on the same site that will challenge an expert rider.

A Ride Center will demonstrate the best practices in mountain bike trail design and construction for grassroots replication. Ride Centers will also bring major economic benefits to their host communities."

Currently only one designated IMBA ride centre exists within Australia, at Mount Buller Victoria, and is a bronze level centre.

The ABT concept plan has been developed with an objective to ensure the trail opportunities comply with the requirements of a Gold Level accreditation. A self-assessment has been completed in accordance with the IMBA Ride Centre accreditation checklist and is provided in Appendix B.

2.2 IMBA EPICS

The IMBA Epic designation denotes a backcountry riding experience which meets certain specifications set out by IMBA. IMBA Epics are long distance, immersive trails that are technically and physically challenging in a natural setting. To qualify as an IMBA Epic, a trail must be:

- A true backcountry riding experience in remote settings
- Technically and physically challenging
- More than 80% singletrack
- At least 32km in length
- Mapped on mtbproject.com or other online mapping source

IMBA describes Epics as follows:

"The IMBA EPICS designation denotes a true backcountry riding experience. IMBA EPICS are what many mountain bikers live for and make travel plans around: immersive rides that are technically and physically challenging, beautiful to behold and worthy of celebration. EPICS are demanding, majority singletrack trail experiences in a natural setting and at least 20 miles in length."

Currently only one designated IMBA Epic exists within Australia, part of the Mount Buller Ride Centre in Victoria.

The Basket Swamp Adventure Trail and Bald Rock Adventure Trail have been developed to achieve IMBA Epic status.

3 TRENDS AND OPPORTUNITIES

3.1 ADAPTIVE MOUNTAIN BIKING

Adaptive Mountain Biking (AMTB) is an emerging and growing category of mountain biking, which includes riders who use adapted equipment, such as off-ride trikes, handcycles, recumbent leg-cycles and tandem bikes to access a range of mountain bike trails. AMTB riders can often access and use existing standard mountain bike trails that are designed and constructed to AusCycling TDRS classifications. However, there are some barriers associated with standard trail designs and supporting infrastructure that can inhibit some users.

Suitable trail planning and design can include a range of considerations to accommodate AMTB usage to expand accessibility without negatively impacting on technical challenge or user experience. A key objective of the ABT mountain bike destination is to promote trails as inclusive for AMTB where possible.

The Australian Adaptive MTB Guidelines (Break the Boundary Inc., 2018) have been referenced to guide development of this concept plan, and the guidelines should be followed as required for future stages of development.

Some opportunities have been identified to ensure a wide range of the ABT trails are suitable for AMTBs:

- Trail difficulty ratings include equivalent AMTB ratings
- Trail signage to include AMTB ratings
- Shuttle operations to consider requirements for adaptive riders and equipment
- Supporting trailhead infrastructure such as toilets, bike repair stations and picnic facilities to consider accessibility requirements
- Trail centre design to consider accessibility requirements

3.2 E-MOUNTAIN BIKES

E-mountain bikes (eMTBs) are becoming increasingly popular, particularly in tourism destinations where they can be hired by users. An eMTB is a mountain bike with an integrated pedal-assist motor (no throttle), which generally provides assistance up to a certain speed limit.

Trails should be planned, designed and constructed with e-bikes in mind. While there are no particular standards for accommodating e-bikes, the following opportunities have been considered to accommodate eMTBs in the ABT mountain biking destination:

- The Angry Bull Trail Centre will include an e-bike charging station
- Local businesses will be encouraged to provide e-bike hire and charging stations

4 CONSTRUCTION STANDARDS

This section provides an overview of construction standards that must be adhered to, to ensure long term sustainability of mountain bike trails. The construction methodology will ensure high quality single track minimises adverse environmental, cultural heritage and social impacts. New mountain bike trails should be constructed in accordance with IMBA guidelines and the Australian Mountain Bike Trail Guidelines (Auscycling, 2018).

4.1 SUSTAINABLE TRAIL PRINCIPLES

Well designed and constructed trails will withstand erosion and are more enjoyable to use. Poorly designed trails will create an unpleasant experience for walkers as well as a financial and resource drain. Designing and building successful sustainable trails requires a high level of expertise and understanding of the five core elements of sustainable trails.

An ideal trail will simultaneously incorporate the five sustainable trail principles:

- Maximum sustainable grade
- The 10% average guideline
- The half rule
- Grade reversals
- Outslope or crossfall

The five core elements of a sustainable trail need to be balanced equally in the development of a trail and if any one element is over or underemphasised at the expense of the other, there could be significant damage to the environment, an unsafe or negative experience, or financial or practical impacts on trail maintenance. Sustainable trails should have very little impact on the environment; resist erosion through proper design, construction and maintenance and blend with the surrounding area.

The most sustainable trails are those that have a low overall grade (less than 10%, or a one in 10 change in elevation) to minimise the potential for water erosion. Combined with an outslope, or 'crossfall' on the trail path which slopes gently away from the high side, and regular grade reversals or undulations, this will ensure that water flows across and not along the trail.

If steeper sections are unavoidable, they should be as short as possible (not exceeding 20 metres in length) and have a maximum gradient no more than 50% of the fall line gradient (the half rule). Steep sections should be preceded and followed by a grade reversal to shed water away from the trail. Steeper sections should utilise existing rock sections or be armoured with rock to minimise the potential for erosion.

Please see the Glossary for meanings of other terminology used in the report.

4.2 REVEGETATION AND REHABILITATION

A key objective for this project is to undertake revegetation and rehabilitation in areas that were severely affected by bushfires in 2019. Angry Bull Trails will work with agencies to regenerate bushfire degraded lands during construction.

4.3 CONSTRUCTION COMPLEXITY LEVEL

Cost estimates for the construction of trails are dependent on the level of complexity involved, as a result of ground and vegetation conditions, terrain and access. The complexity level for each trail is contained in the trail descriptions in the Concept Plan.

Across the ABT Destination, there are a range of different geographies with unique environmental characteristics that will determine the level of complexity of trail construction. A summary of the specific site characteristics and factors used in determining the construction complexity levels for each trail is contained in Appendix A - Site assessment outcomes. Note, complexity levels will need to be reviewed during the ground-truthing and detailed design stage.

4.4 TRAIL CLASSIFICATIONS

4.4.1 AUSCYCLING TRAIL DIFFICULTY RATING SYSTEM

The Australian Mountain Bike Trail Difficulty Rating System (TDRS) was developed and published by Auscycling (formerly Mountain Bike Australia, MTBA) to address a number of identified needs:

- Requests from land managers for a formal and 'approved' Australian trail classification standard, as a risk mitigation strategy.
- The need to further clarify aspects of the existing IMBA International TDRS to account for additional trail characteristics such as exposure, suitability and a range of gradients or widths.

A clear and easy to understand TDRS is critical to:

- Help trail users make informed decisions
- Encourage visitors to use trails that match their skill level
- Manage risk and minimise injuries
- Improve the outdoor experience for a wide variety of visitors
- Aid in the planning of trails and trail systems

For the purpose of the concept planning, only Easy, Moderate and Difficult trails have been specified. It is anticipated that through the detailed design stage, the full range of classifications will be utilised.

Table 1: AusCycling Trail Difficulty Rating System

Rating / Symbol	Rating Description
	**Very easy** - wide trail with a gentle gradient smooth surface and no obstacles. Suitable for beginner cyclists with basic bike skills, and most bikes
	**Easy** - Wide trail with a gentle gradient smooth surface, some obstacles such as roots, logs and rocks. Suitable for beginner cyclists with basic mountain bike skills and off-road bikes.
	**Easy with Intermediate Sections** - Likely to be single track with a moderate gradient, variable surface and some obstacles. Some obstacles such as roots, logs and rocks. Suitable for mountain bikers with mountain bikes.
	**Intermediate** - Single trail with moderate gradients, variable surface and obstacles. May include steep sections. Suitable for skilled mountain bikers with mountain bikes.
	**Intermediate with Difficult Sections** - Suitable for competent mountain bikers, accustomed to physically demanding routes. Expect large and unavoidable obstacles and features. Challenging and variable with some steep climbs or descents and loose surfaces.
	**Difficult** - Suitable for experienced mountain bikers, accustomed to physically demanding routes. Navigation and personal survival skills are highly desirable. Expect large, dangerous and unavoidable obstacles and features. Challenging and variable with long steep climbs or descents and loose surfaces. Some sections will be easier to walk.
	**Extreme** - Suitable for highly experienced mountain bikers, accustomed to physically demanding routes. Navigation and personal survival skills are highly desirable. Severe constructed trails and/or natural features. All sections are challenging. Includes extreme levels of exposure and risk. Expect large and unavoidable obstacles and features. Some sections will be easier to walk.

Source: AusCycling TDRS Classifications and symbols (Auscycling, 2016)

4.4.2 ADAPTIVE TRAIL RATING SYSTEM

The Adaptive trail rating system was developed by 'Break the Boundary Inc' as a resource for users, mountain bike clubs, government departments and land managers in Australia. The ratings are broken down into two components - trails and amenities, which are both of equal importance to users of adaptive mountain bikes. Assignment of a suitable rating for a trail considers the trail width, turning radius, technical features, gradient and camber. Amenities consider signage, parking, toilets, walkways and other supporting facilities.

The images and content of the adaptive trail rating system are protected by copyright laws and cannot be reproduced within this document. A summary of the ratings referred to in this concept plan is provided below.

Table 2: Adaptive Trail Rating System

Rating	Description
Green / 5	Fully Accessible / Available (91 - 100%)
Green / 4 - 4.5	Highly Accessible / Available (81 - 90%)
Orange / 3 - 3.5	Mostly Accessible / Available (61 - 80%)
Orange / 2 - 2.5	Partly Accessible / Available (41 - 60%)
Red / 1 - 1.5	Minimally Accessible / Available (21 - 40%)
Red / 0 - 0.5	Not Accessible / Available (0 - 20%)

5 NEXT STEPS

This section provides an overview of the key activities required to progress the Concept Plan through to Detailed Design and Construction.

Development Stage	Key activities
Corridor Evaluation	■ Cultural Heritage and European Heritage studies ■ Ecological studies ■ Consultation with key stakeholders, community, land managers, private property owners, Native Title Working Party, Traditional Owners and other relevant Government Agencies ■ Access negotiations and agreements ■ Relevant approvals and permits required ■ Stakeholder approval of proposed corridors
Detailed Design	■ Ground truthing and flagging / marking of trail corridors ■ Adjustment of trail alignments in response to Cultural and European Heritage and ecological protection recommendations ■ Inclusion of structures, platforms, bridges and technical trail features ■ Document trail alignments, Trailheads and supporting infrastructure designs, and signage plan ■ Stakeholder consultation and approval of detailed design
Construction	■ Establish workforce including specialist trail construction contractors, local contractors, local trainees and land managers ■ Procurement and tendering ■ Implementation of construction standards
Commissioning and Handover	■ Stakeholder and land manager consultation regarding maintenance and operations requirements ■ Trail testing and sign off ■ Development of maintenance manuals and schedules ■ Handover activities

CONCEPT PLAN

6 OVERVIEW

The ABT Mountain Bike Destination includes a variety of trail experiences, with some located in close proximity to the township, and others offering a back-country style opportunity a short drive from Tenterfield. Tenterfield is ideally positioned among some unique and stunning landforms, which offer excellent potential for a range of mountain biking trails and styles.

The character of Tenterfield lends itself to an adventure tourism oriented destination for visitors, with a range of established accommodation options, retail, food and beverage outlets and complementary visitor attractions. The existing amenities, combined with some fit for purpose infrastructure, services and world class trails will entice mountain bike travellers to visit Tenterfield for the mountain bike experiences. The addition of mountain biking experiences will encourage general visitors to extend their stay in Tenterfield by offering unique visitor experiences.

The proposed concept plan for the mountain bike destination includes five key development zones, which are based on the initial ABT proposal and the outcomes of the site assessments. Each of the proposed development zones offers a unique mountain biking experience, and combined together offer a diverse and exciting destination, which would cater for up to a week of unique riding for the enthusiast market.

6.1 DEVELOPMENT ZONES

The five proposed development zones include quantities of trail as follows, and their locations are shown on Figure 1 and Figure 2.

Table 3: Trail Development Zones Overview

Network Overview - Total existing and new trails			
	Existing	New	Total
Zone 1 - Tenterfield Town Trails	10.4	40.2	**50.6**
Zone 2 - Bald Rock Adventure Trail	26.6	23.1	**49.7**
Zone 3 - Basket Swamp Adventure Trail	10.9	45.9	**56.8**
Zone 4 - Forest Land Back Country Trails	9.8	50.5	**60.3**
Zone 5 - Mt Mackenzie Gravity Zone	0.0	14.7	**14.7**
Totals	**57.7**	**174.4**	**232.1**

Table 4: Lengths of New Trail

Length of new trail (km) by classification (Auscycling TDRS / Adaptive TRS)				
Zone	**Easy / Green**	**Moderate / Orange**	**Difficult / Red**	**Total**
Zone 1 - Tenterfield Town Trails	28.6	9.5	2.2	**40.3**
Zone 2 - Bald Rock Adventure Trail		23.1		**23.1**
Zone 3 - Basket Swamp Adventure Trail		35.1	10.9	**46.0**
Zone 4 - Forest Land Back Country Trails		40.2	10.2	**50.4**
Zone 5 - Mt Mackenzie Gravity Zone		11.0	3.7	**14.7**
Totals	**28.6**	**118.8**	**27.0**	**174.4**

Length of new trail (km) by type				
	Gravity	**All mountain**	**Cross country**	**Total**
Zone 1 - Tenterfield Town Trails	14.6	2.9	22.7	**40.2**
Zone 2 - Bald Rock Adventure Trail		23.1		**23.1**
Zone 3 - Basket Swamp Adventure Trail			46.0	**46.0**
Zone 4 - Forest Land Back Country Trails		50.5		**50.5**
Zone 5 - Mt Mackenzie Gravity Zone	9.4	4.0	1.3	**14.7**
Totals	**24.0**	**80.4**	**70.0**	**174.4**

6.2 DEVELOPMENT STAGES

The proposed trails will be developed in three separate stages, to complete 109km of trail in Stage 1, 50km in Stage 2 and 15km in Stage 3. Table 5 below identifies the quantity of trail to be delivered in each stage. A staging map is provided on the following page.

Table 5: Development Stages

Development stages				
Stage 1		**Existing (km)**	**New (km)**	**Total**
Zone 1 - Tenterfield Town Trails		10.4	40.2	**50.6**
Zone 2 - Bald Rock Adventure Trails		26.6	23.1	**49.7**
Zone 3 - Basket Swamp Adventure Trails		10.9	46.0	**56.9**
	Stage 1 subtotal	**47.9**	**109.3**	**157.2**
Stage 2				
Zone 4 - Forest Land Back Country Trails		9.8	50.4	**60.2**
Stage 3				
Zone 5 - Mt Mackenzie Gravity Zone		0.0	14.7	**14.7**
	Total	**57.7**	**174.4**	**232.1**

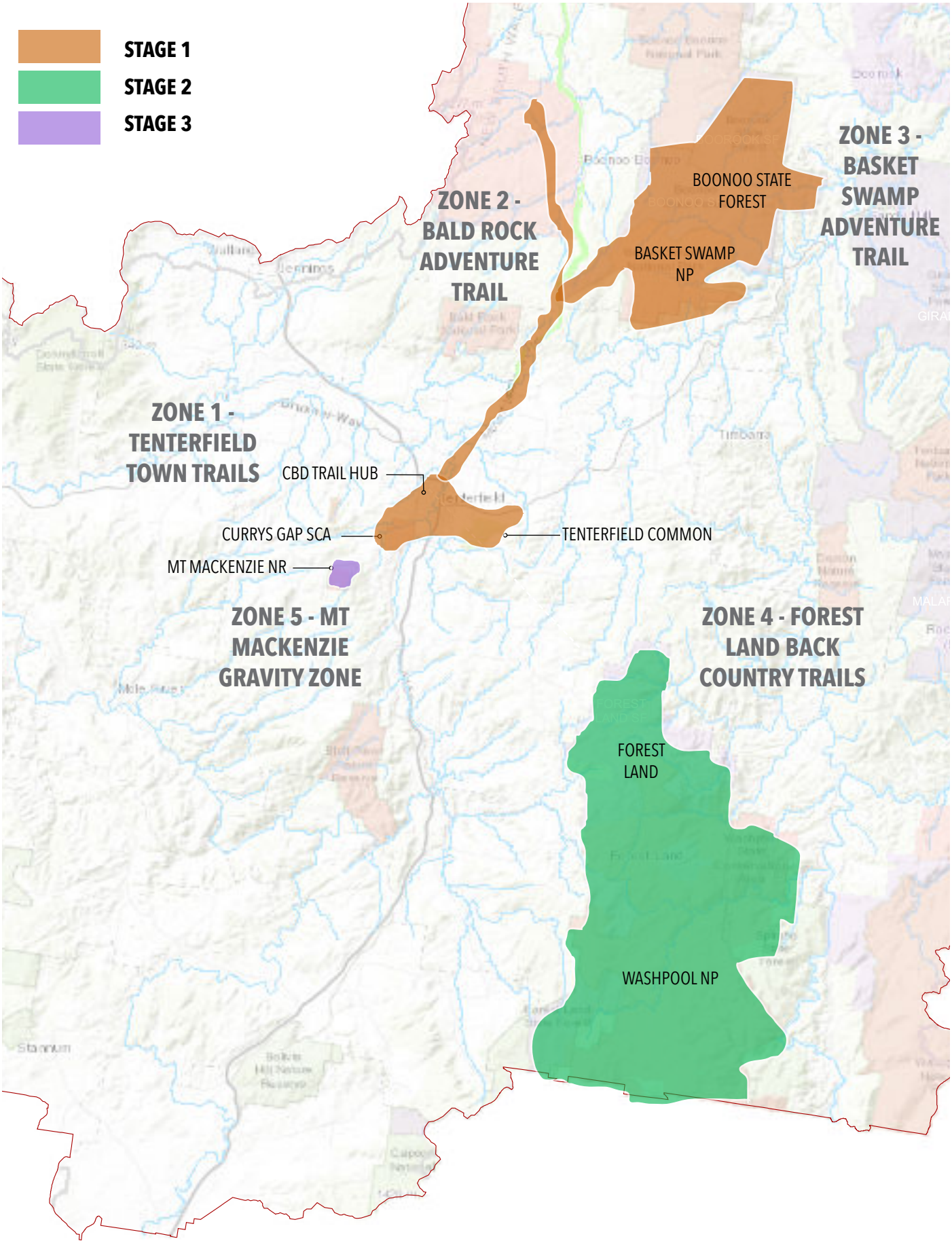


Figure 1: Proposed development zones and stages

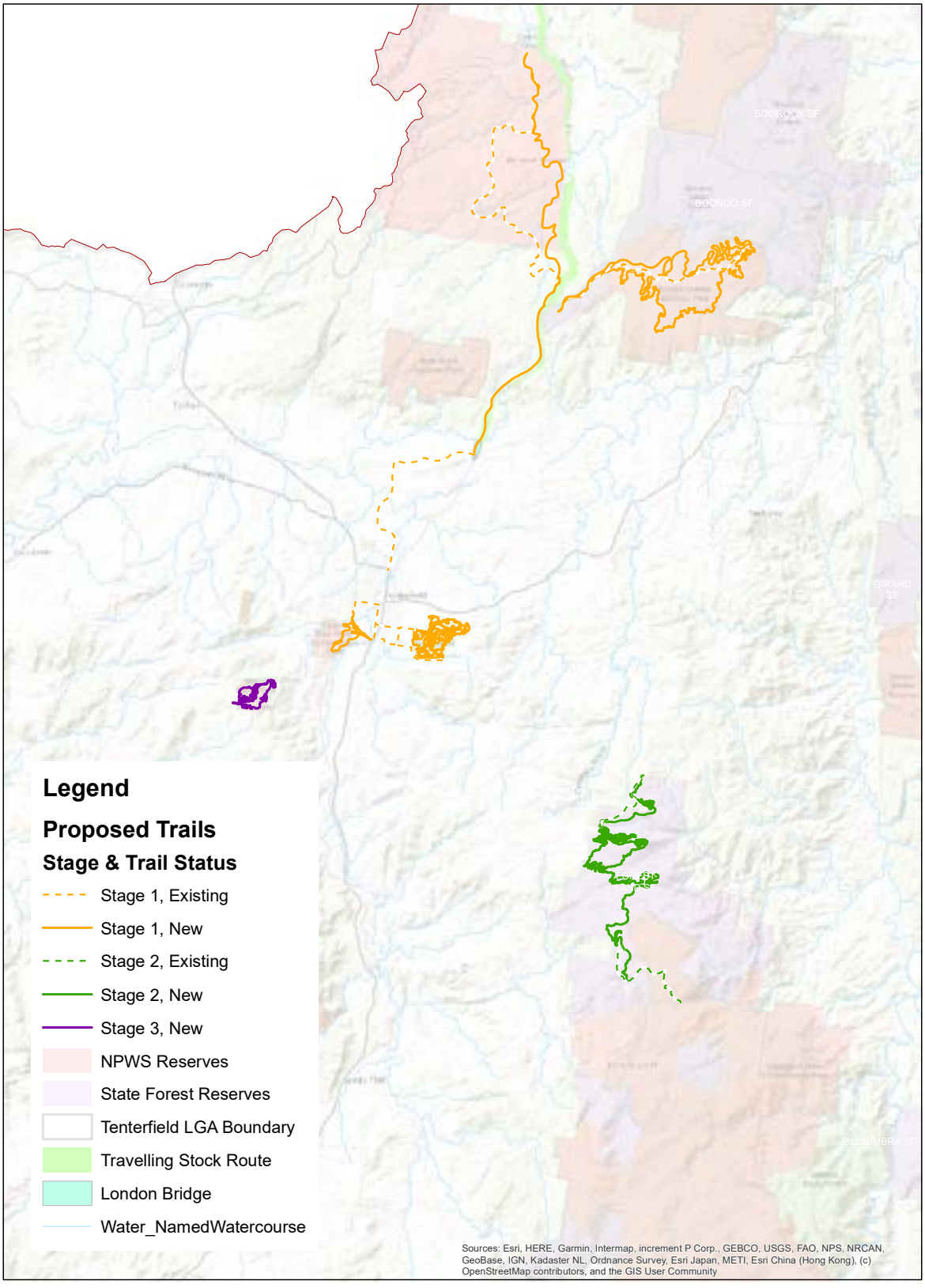


Figure 2: Trails Staging Plan

STAGE 1

ZONE 1: TENTERFIELD TOWN TRAILS
ZONE 2: BALD ROCK ADVENTURE TRAIL
ZONE 3: BASKET SWAMP ADVENTURE TRAIL

6.3 ZONE 1: TENTERFIELD TOWN TRAILS

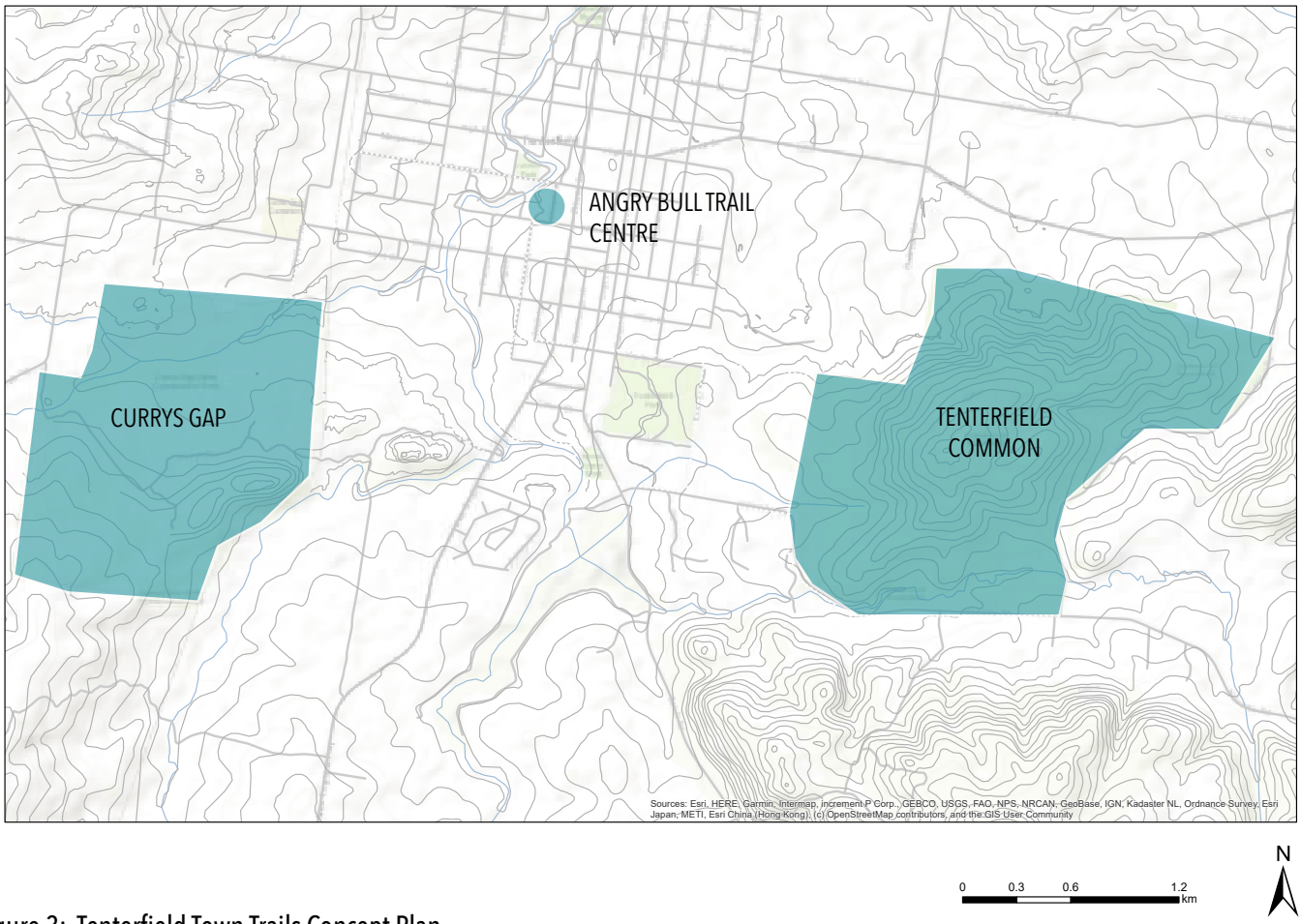


Figure 3: Tenterfield Town Trails Concept Plan

6.3.1 ZONE OVERVIEW

The proposed Tenterfield Town Trails zone includes a total of approximately 40km of purpose built single track, which is a mix of gravity, all mountain and cross country style trails, with the majority suitable for adaptive riders. The Angry Bull Trail Centre is intended to serve as the official gateway to the Angry Bull Trails destination, and features a large asphalt surfaced pump track and natural surface skills track, as well as a range of visitor facilities.

Within riding distance of the Trail Centre are the Tenterfield Common (the 'Common') and Currys Gap trail networks. The Common includes over 30km of single track, focusing on intermediate to advanced riders, whilst also offering several easy loops and descending trails suitable for novice riders. The network encourages progression, with a range of flow and technical gravity trails originating from a central peak.

Currys Gap provides an 8km loop trail, with potential to be expanded to the south-east in future. Its primary focus is introductory trails for novice riders and the non-core market, which may include tourists hiring e-bikes in town seeking a quick adventure.

The following maps and tables provide details of proposed trails at the individual sites.

6.4 ANGRY BULL TRAIL CENTRE

The Angry Bull Trail Centre (ABTC) will be a prominent site in a highly visible location that is easily accessible from the CBD - only one block away from Rouse Street. This will be the central primary trail head for the ABT destination, and will include a range of visitor amenities.

All town trails can be accessed by bike on existing bike paths and back-roads from the ABTC, with waymarking signage provided to direct riders. The link to Currys Gap is approximately 1.6km, and the Common is approximately 4km to the east.

A conceptual site plan is provided in Figure 4 on the following page. It will include an asphalt surfaced pump track as the main feature, as well as a complementary bike skills area on the south east corner of the site. The pump track will be contained within a footprint of approximately 2500m2 and include at least 1,000sqm of asphalt surfaced riding area, of suitable size and quality for events.

Combined with the existing town-based visitor facilities (such as cafe, parklands, bike shop, retail etc), the following site-based user services and facilities will be provided at the ABTC site, to support the proposed nationally significant mountain bike destination:

- Shuttle parking
- Skate park (existing)
- Formalised carparking (gravel surface, demarcated)
- Coach parking
- Bike lanes painted on public roads to enable safe access to / from Trail Centre
- Waymarking signage to direct bikes to trailhead
- Loading bays
- Visitor centre
- Pump track and skills track suitable for events
- Spectator viewing area / event staging area
- Shelters with BBQ / picnic facilities
- Bike racks
- Bike repair station
- E-bike charging station
- Potable water
- Bike biosecurity wash (optional pay for use)
- Additional public toilets (optional pay for use)
- Showers (optional pay for use)
- Lighting
- Landscaping
- Prominent branded trailhead sign / entry statement

Tenterfield Mountain Bike Destination - Concept Plan

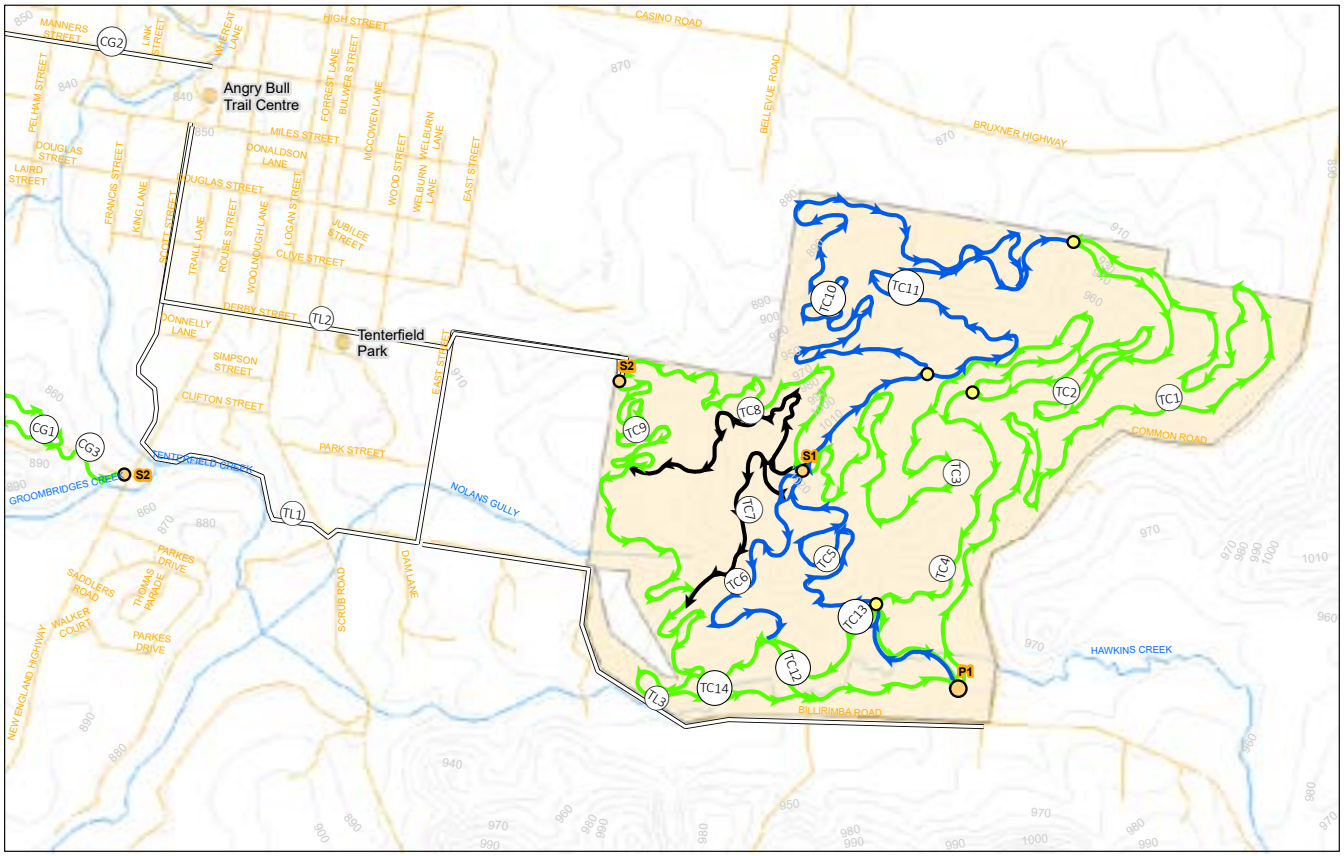
Angry Bull Trails

Figure 4: Angry Bull Trail Centre Plan

ASPHALT PUMP TRACKS AND SKILLS TRACK EXAMPLES

The following images provide examples of high quality pump tracks and skills tracks.

6.5 TENTERFIELD COMMON



Legend

Trail classifications

- Easy
- Moderate
- Difficult
- Trailhead
- Trail node
- Crown Land
- —100— Contour
- Public roads
- Waterways

Figure 5: Tenterfield Common Trail Plan

NETWORK OVERVIEW

Tenterfield Common contains a 32km network of diverse single track, providing for all abilities, but with a key focus on progression for the intermediate to advanced riders. From the primary trailhead P1, riders can take the longer green climbing trails (TC1, TC2, TC3) to reach the top of the hill, or a shorter alternative blue climb (TC5). From the top, riders have a choice of 5 main gravity descents, ranging from green to black classifications. These descents link into a range of other loop trails on the lower part of the hill before returning to P1. There is excellent potential to include some unique hand built trail, and incorporate some 'signature' man-made trail features to provide good photo / promotional opportunities.

The primary trailhead, P1 is located at the main entry point to the network on the corner of Billirimba and Common Roads. P1 will include a formalised car park for riders travelling by car to access the network, as well as prominent trail head signage and entry statement, toilets, picnic facilities and bike racks. Riders will also be able to access the Common through a secondary trailhead, S2, from the ABTC via several route options utilising existing bike paths and back roads.

Infrastructure at the secondary trailhead should be limited to minimal trailhead and waymarking signage, as riders should be encouraged to access the park by bike, rather than by car.

Table 6: Tenterfield Common Network Overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	8.9	32.0	**40.9**

Network Overview - classifications (Auscycling TDRS / ATRS)				
	Easy / 4-5	**Moderate / 2-3**	**Difficult / 0-1.5**	**Total**
No. of trails	8	4	2	**14**
Length of trails (km)	20.3	9.5	2.2	**32.0**

Network Overview - trail types				
	Gravity	**All mountain**	**Cross country**	**Total**
No. of trails	6	3	5	**14**
Length of trails (km)	14.6	2.9	14.5	**32.0**

Table 7: Proposed Tenterfield Common trailheads and recommended infrastructure

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
P1	Main entry point, Cnr Billirimba and Common Roads	Primary trailhead	Branded major trailhead signage, car parking, toilets, shade structures and picnic equipment, bench seating, bike racks
S1	Start of gravity trails	Secondary trailhead	Branded minor trailhead signage
S2	Entry from CBD link	Secondary trailhead	Branded trail signage (minimal)

Table 8: Town to Tenterfield Common proposed link trails

Proposed links between Town and Common (using existing roads and paths)		
Trail	**Length**	**Description**
TL1	3.9km	TL1 starts at the ABTC uses the existing cycle path travelling south on Scott Street. Passes under the highway, and continues east along the northern bank of Tenterfield Creek, through Road Reserve DP113552 Lot 7312, continues to Billirimba Rd, up East St and into the Road Reserve to connect to Trailhead S2 in the Common.
TL2	2.5km	TL2 starts at the ABTC and uses the existing cycle path down Scott Street. It then turns to the east onto Derby Street, continues past Tenterfield Park, follows the road reserve into Trailhead S2 in the Common.
TL3	2.5km	TL3 uses the same route as TL1, but continues along Billirimba Rd to connect to Trailhead P1 in the Common.

Table 9: Tenterfield Common Proposed Trails

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class (TDRS / ATRS)**	**Type**	**Style**	**Direction**
TC1	Climb 1	4582	-0.44%	940	920	-20	Easy / Green 4-5	Cross country	Open	Descending
TC2	Climb 2	2508	1.99%	920	970	50	Easy / Green 4-5	Cross country	Open	Ascending
TC3	Climb 3	3709	1.62%	970	1030	60	Easy / Green 4-5	Cross country	Open	Ascending
TC4	Loop 1 Return	1809	-1.66%	970	940	-30	Easy / Green 4-5	Cross country	Open	Descending
TC5	Blue short climb	1995	4.01%	950	1030	80	Moderate / Orange 2-3	All mountain	Flowy climb	Ascending
TC6	Summit Descent 1	1247	-7.22%	1030	940	-90	Moderate / Orange 2-3	Gravity	Flow	Descending
TC7	Summit Descent 2	888	-10.14%	1030	940	-90	Difficult / Red 0-1.5	Gravity	Flow	Descending
TC8	Summit Descent 3	1324	-7.55%	1030	930	-100	Difficult / Red 0-1.5	Gravity	Technical	Descending
TC9	Summit Descent 4	4941	-1.82%	1030	940	-90	Easy / Green 4-5	Gravity	Flow	Descending
TC10	Summit Descent 5	4209	-2.85%	1030	910	-120	Moderate / Orange 2-3	Gravity	Technical	Descending
TC11	Summit Descent 6	2018	-3.96%	1000	920	-80	Moderate / Orange 2-3	Gravity	Flow	Descending
TC12	Creek trail green link	304	-3.29%	940	930	-10	Easy / Green 4-5	All mountain	Open	Descending
TC13	Creek trail green link 2	613	-3.26%	950	930	-20	Easy / Green 4-5	All mountain	Open	Descending
TC14	Green Exit trail	1866	0.00%	940	940	0	Easy / Green 4-5	Cross country	Open	Descending

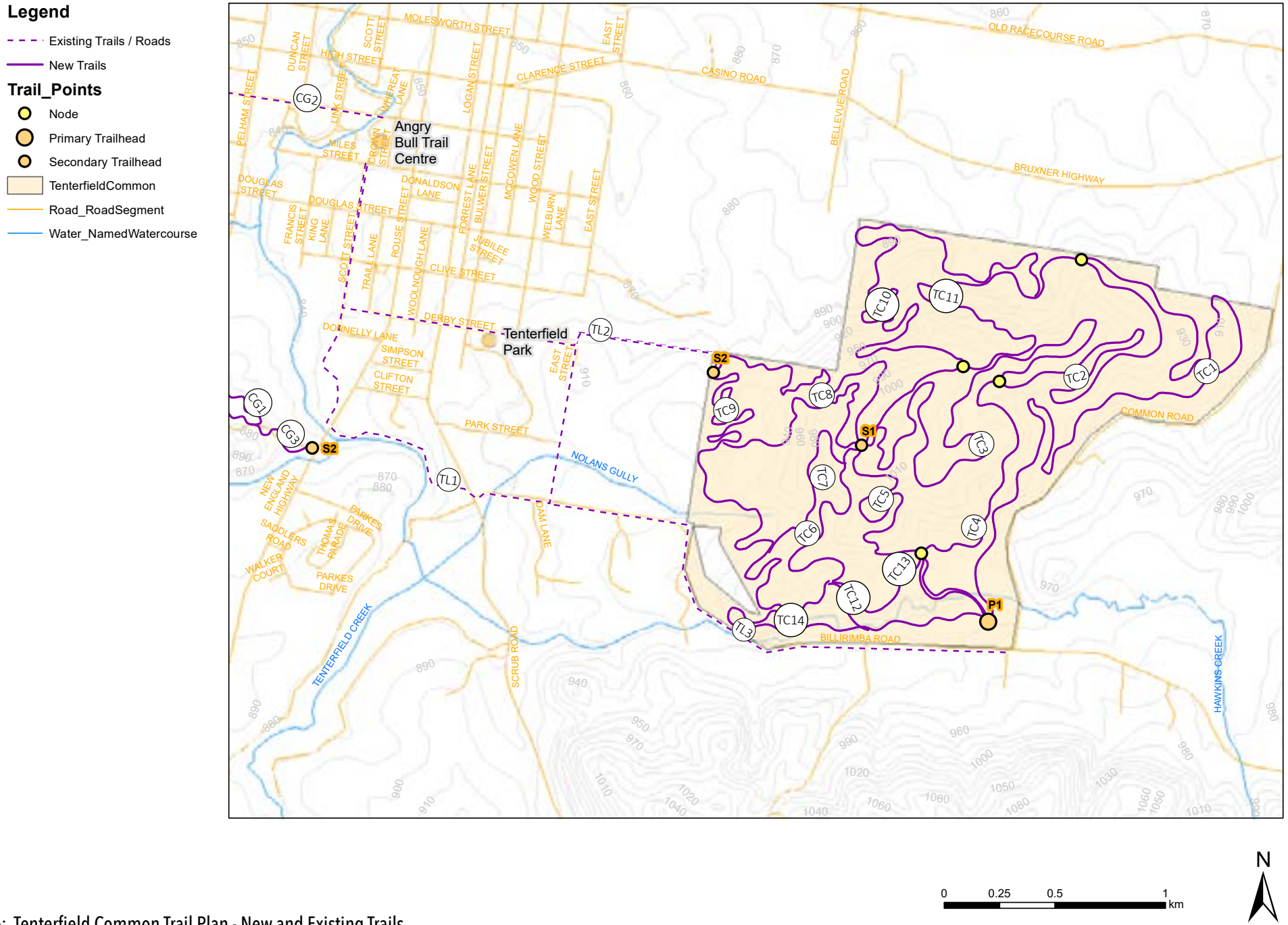


Figure 6: Tenterfield Common Trail Plan - New and Existing Trails

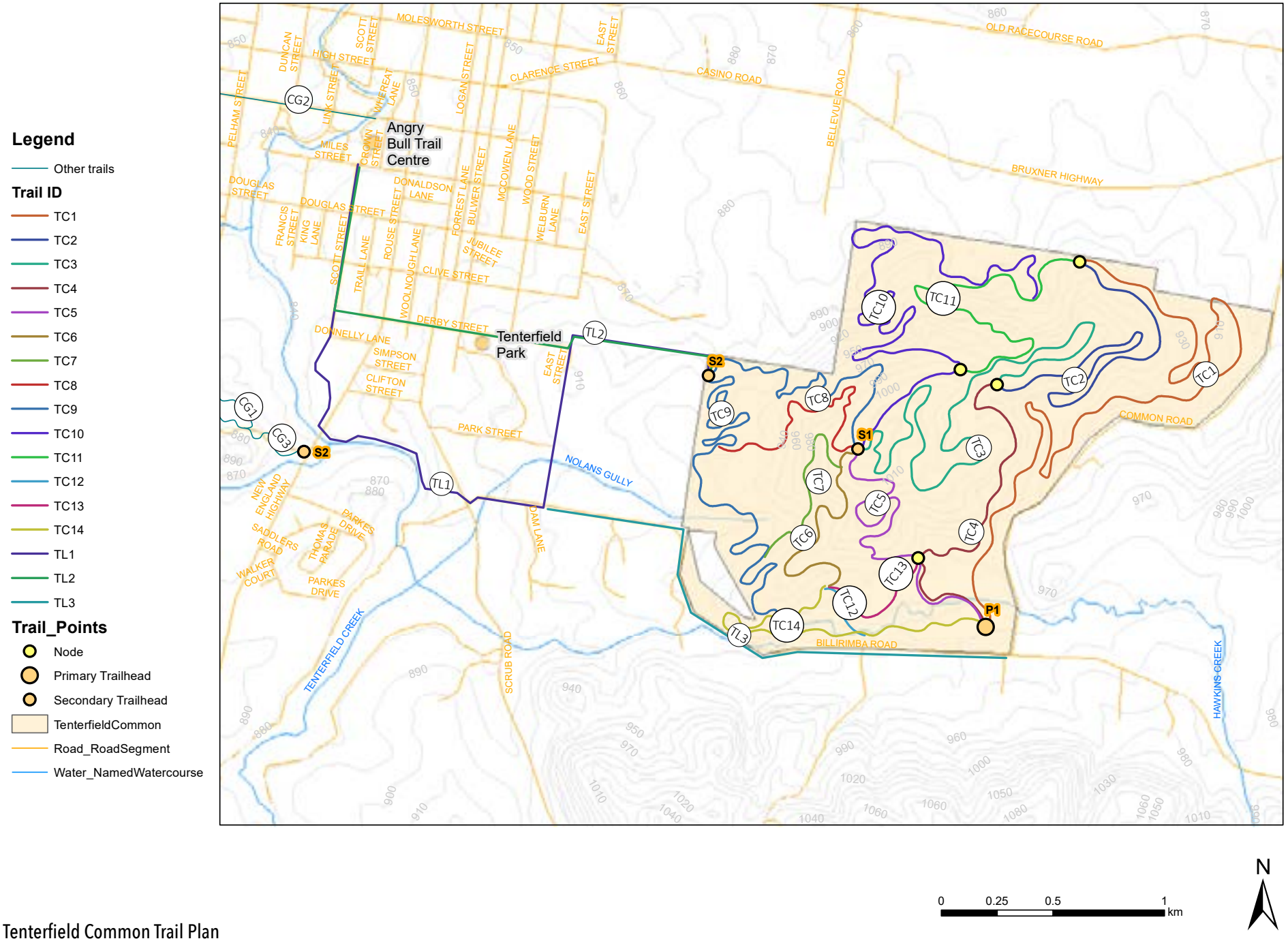


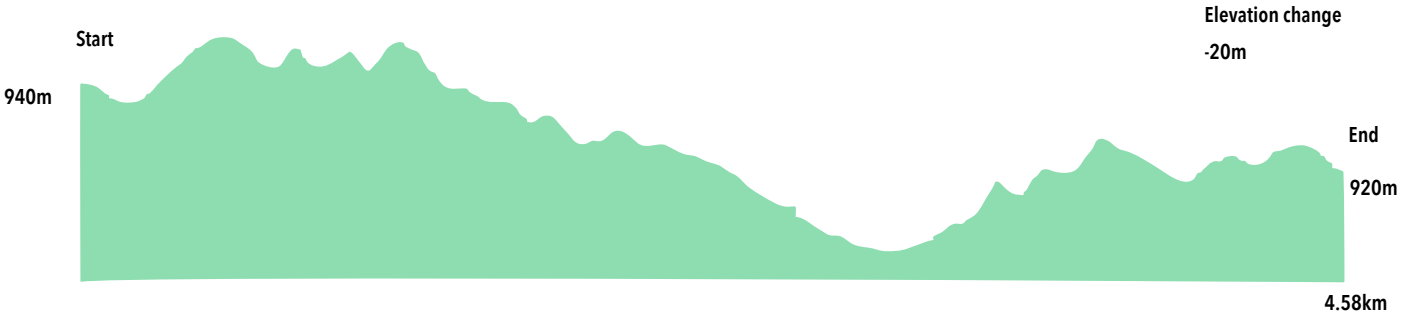
Figure 7: Tenterfield Common Trail Plan

ICONIC SIGNATURE TRAIL FEATURES

The following images provide examples of the style of iconic signature trail features that could be included in some of the gravity trails at the Commons.

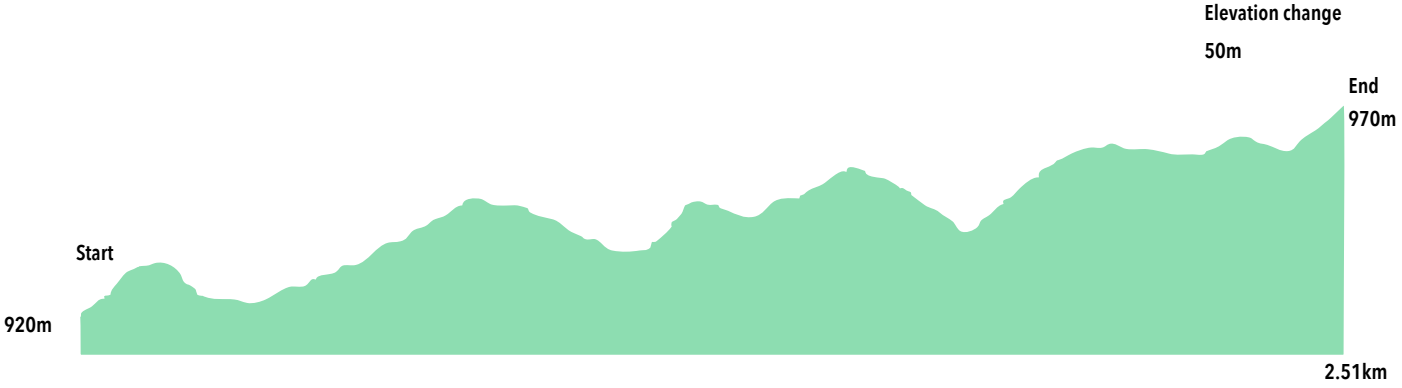
TRAIL TC1: CLIMB 1

Length	4,580m
Ave gradient	-0.4%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Descending & ascending (South-west to North-east)
Trail experience	TC1 is an easy, predominantly climbing trail starting at the park entry trailhead, taking riders to the base of the main hill, to begin the climb up to the summit.
Construction complexity	Level 1



TRAIL TC2: CLIMB 2

Length	2,510m
Ave gradient	2%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Ascending (North to south)
Trail experience	TC2 continues from TC1, and is the second leg of the summit climb.
Construction complexity	Level 1

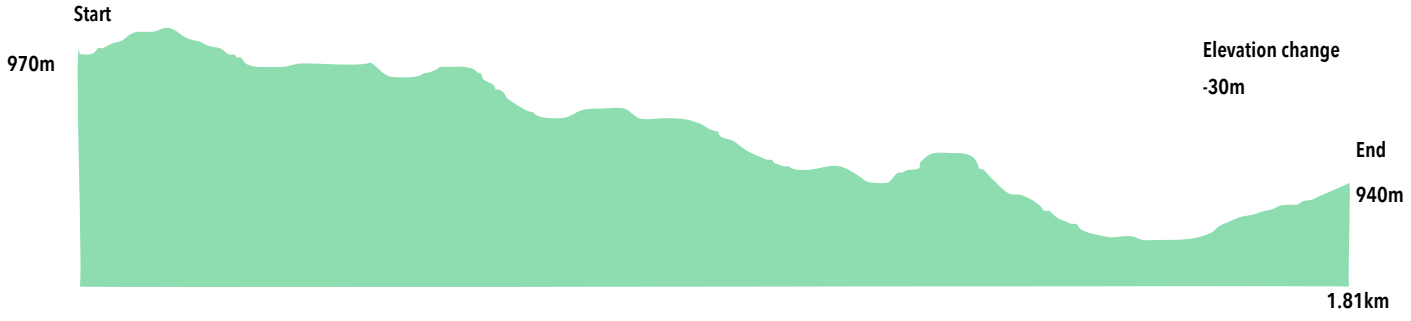


TRAIL TC3: CLIMB 3

Length	3,710m
Ave gradient	1.6%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Ascending (East to west)
Trail experience	TC3 is an easy, predominantly climbing trail, which continues from TC2 and ends at the summit trailhead.
Construction complexity	Level 1

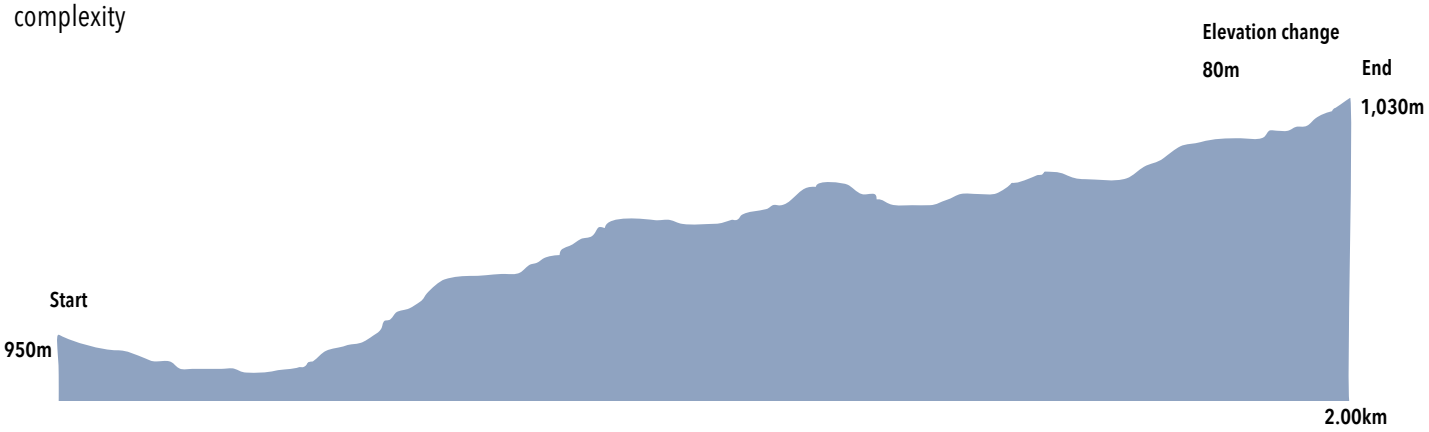
TRAIL TC4: LOOP 1 RETURN

Length	1,810m
Ave gradient	-1.6%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Cross country
Trail style	Open
Trail direction	Descending (North to south)
Trail experience	TC4 starts midway along TC3, and provides a smooth descent returning to the primary trail head, to provide an easy and shorter alternative loop for novice riders who do not wish to ride to the summit.
Construction complexity	Level 1



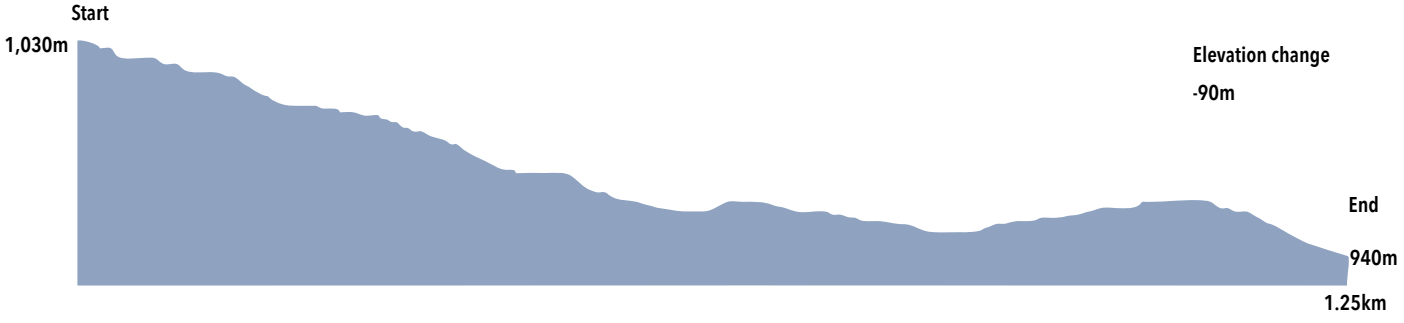
TRAIL TC5: BLUE SHORT CLIMB

Length	2,000m
Ave gradient	4%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	All mountain
Trail style	Flowy climb
Trail direction	Ascending (South to north)
Trail experience	TC5 provides an express climb for intermediate and advanced riders, which is a shorter and quicker alternative to the longer green climbing trails. It will include a number of pinch climbs and technical challenges.
Construction complexity	Level 2



TRAIL TC6: SUMMIT DESCENT 1

Length	1,250m
Ave gradient	-7.2%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravity
Trail style	Technical
Trail direction	Descending (North to south)
Trail experience	TC6 starts at the summit trailhead, and provides a predominantly steep, technical descent using a range of natural and constructed technical rock features. The trail will feature iconic 'signature' technical trail features using the large granite boulders endemic to the region.
Construction complexity	Level 5



TRAIL TC7: SUMMIT DESCENT 2

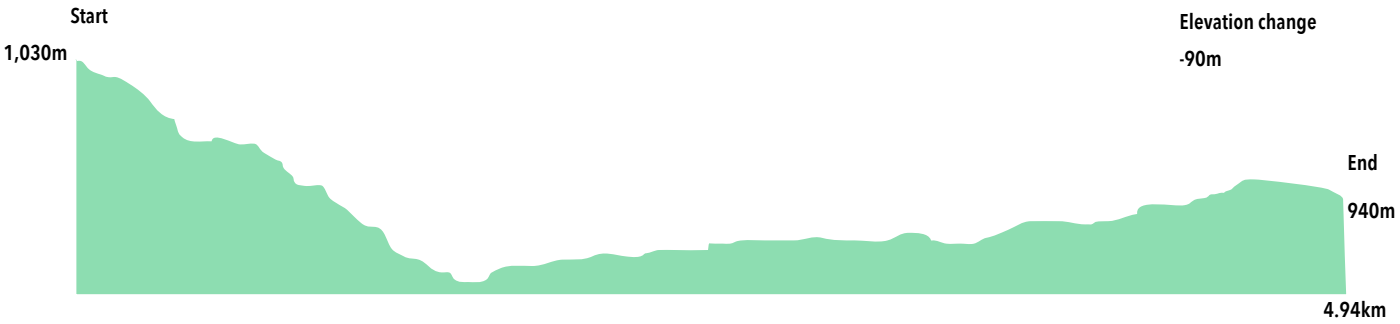
Length	890m
Ave gradient	-10.1%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Gravity
Trail style	Flow
Trail direction	Descending (North to south)
Trail experience	TC7 starts at the summit trailhead, and provides a steep, fast and flowy descent using a range of natural rock features, and including large scale built features, and jumps.
Construction complexity	Level 5

TRAIL TC8: SUMMIT DESCENT 3

Length	1,320m
Ave gradient	-7.6%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Gravity
Trail style	Technical
Trail direction	Descending (East to west)
Trail experience	TC8 starts at the summit trailhead, and provides a steep, fast and technical descent using a range of natural rock features, and including large scale built features, and jumps. TC8 provides a longer black trail experience.
Construction complexity	Level 5

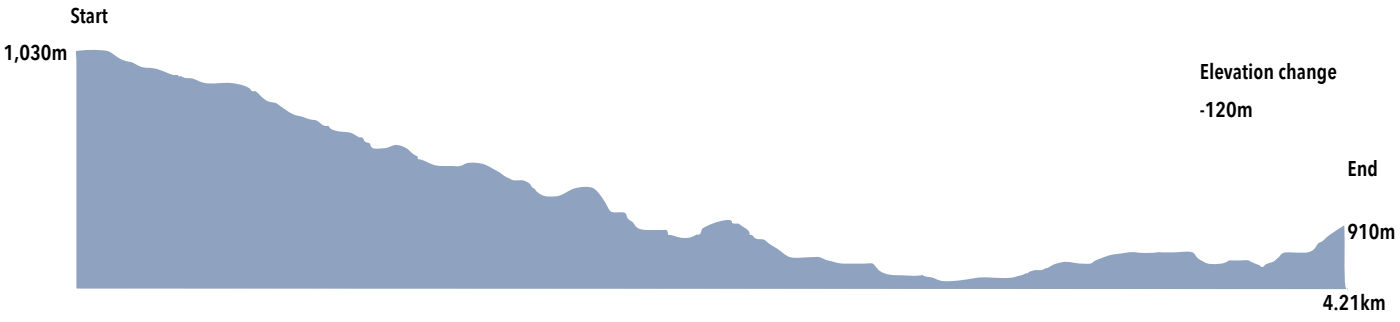
TRAIL TC9: SUMMIT DESCENT 4

Length	4,940m
Ave gradient	-1.8%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Gravity
Trail style	Flow
Trail direction	Descending (East to west)
Trail experience	TC9 starts at the summit trailhead, and provides a descending green trail, to complete the long green loop that starts at the primary trailhead. The lower section of TC9 can also be accessed by bike from the secondary trailhead S2, and will take riders to the main trailhead, P1 via the green trail. Consideration will need to be given to the entry points of the two black trails, TC7 and TC8, which end on TC9. Long sight lines and signage may assist to prevent collision between faster and slower moving riders.
Construction complexity	Level 2



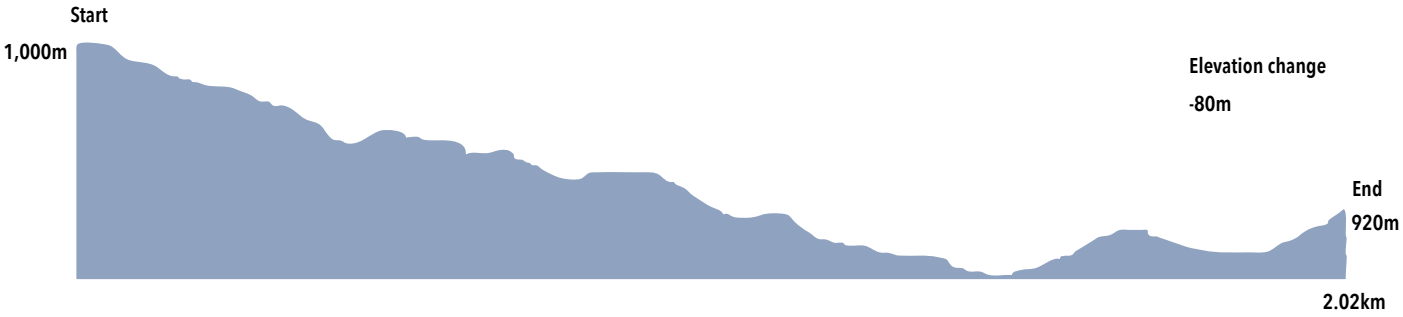
TRAIL TC10: SUMMIT DESCENT 5

Length	4,210m
Ave gradient	-2.9%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravity
Trail style	Technical
Trail direction	Descending (South to north)
Trail experience	TC10 starts at the summit trailhead, and provides a steep, fast and technical descent using a range of natural rock features, constructed table tops and other jump features. The lower section flattens out and ascends slightly back up to the northern trail node, and intersects with the summit climbing trails.
Construction complexity	Level 3



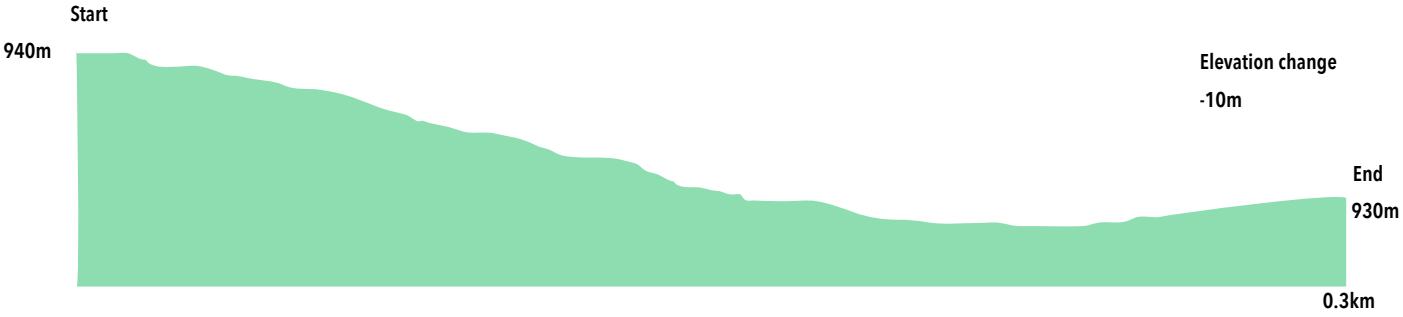
TRAIL TC11: SUMMIT DESCENT 6

Length	2,020m
Ave gradient	-4.0%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravity
Trail style	Flow
Trail direction	Descending (south to north)
Trail experience	TC11 starts approximately 600m along TC10, near the summit trailhead, and provides a fast and flowy descent using natural rock features, as well as progressive built features, and jumps. The combination of TC10 and TC11 descents, and the TC2 and TC3 climbs can be "sessioned" by riders wanting to progress their jumping skills.
Construction complexity	Level 5



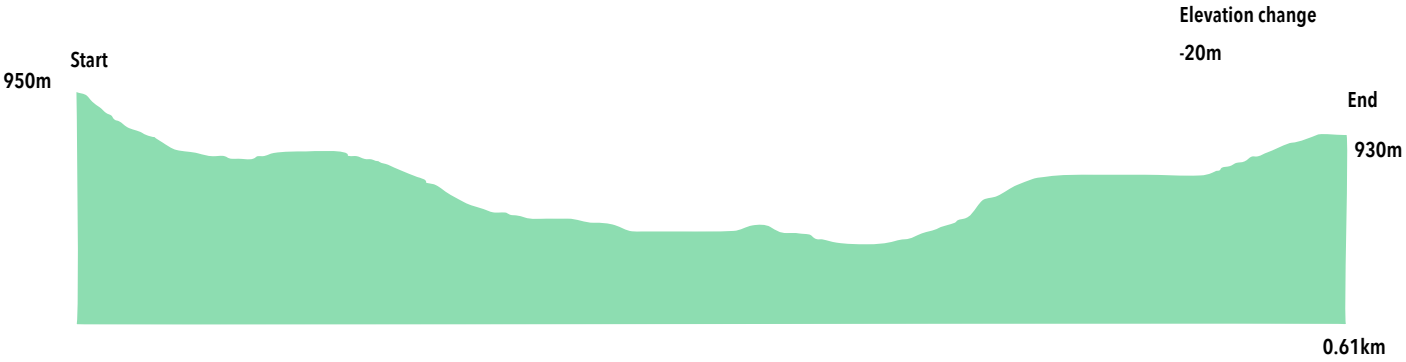
TRAIL TC12: CREEK TRAIL GREEN LINK

Length	300m
Ave gradient	-3.3%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Descending (North to south)
Trail experience	TC12 is a short link trail between the end of TC6 and the last section of TC14, providing a short cut back to the main trailhead, P1. It also serves as a link from TC13.
Construction complexity	Level 1



TRAIL TC13: CREEK TRAIL GREEN LINK 2

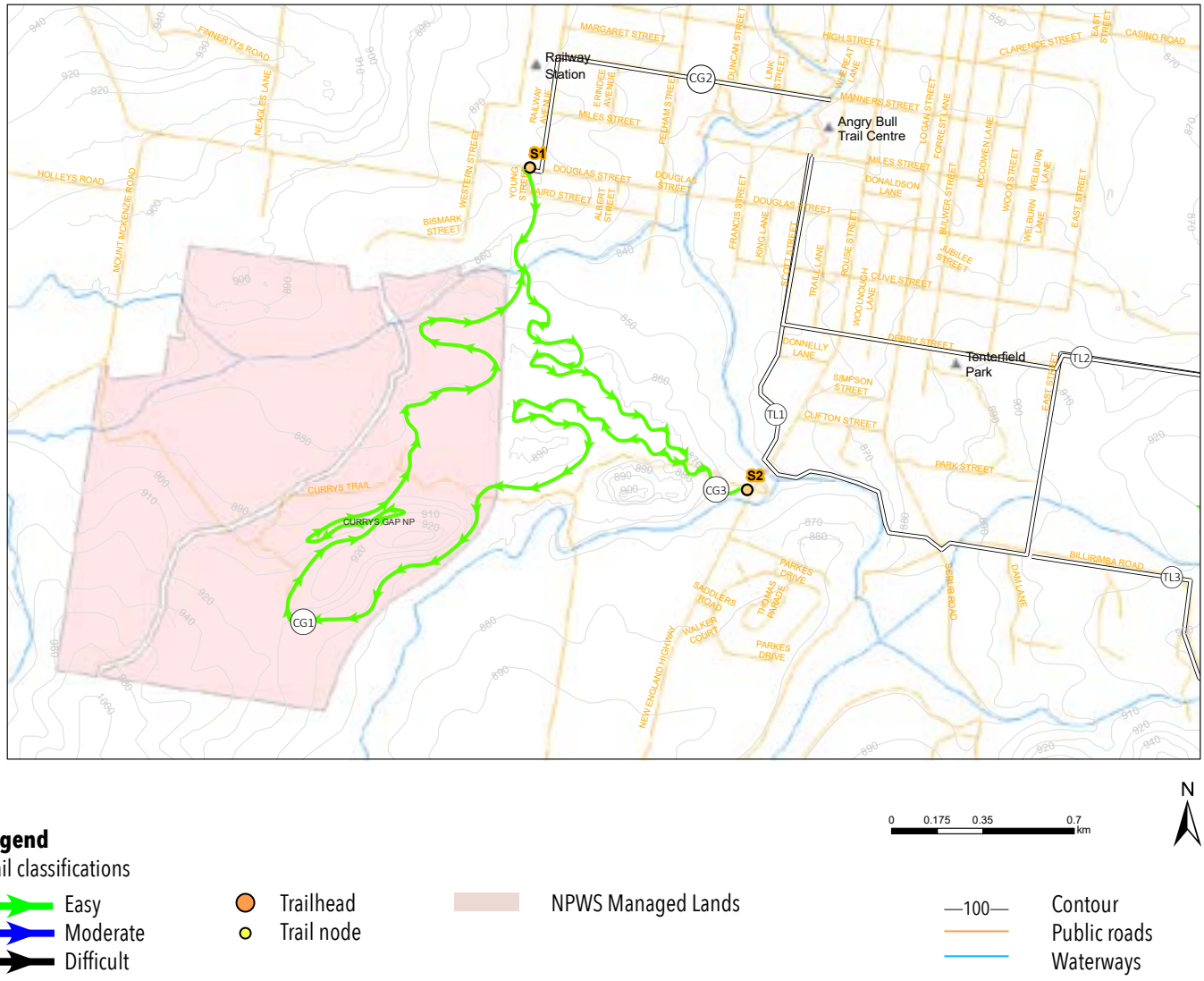
Length	610m
Ave gradient	-3.3%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Descending (East to west)
Trail experience	TC13 starts at the intersection with climbing trail TC5 and provides a short link across to the green exit trail, TC14.
Construction complexity	Level 1



TRAIL TC14: GREEN EXIT TRAIL

Length	1,870m
Ave gradient	0%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Descending (Anticlockwise)
Trail experience	TC14 is a small green loop following the creek line, and crossing over the creek at the western end of the loop. It provides a link back to the main trailhead for the western gravity trails.
Construction complexity	Level 2

6.6 CURRYS GAP TRAILS



Legend
Trail classifications

- Easy
- Moderate
- Difficult
- Trailhead
- Trail node
- NPWS Managed Lands
- 100 Contour
- Public roads
- Waterways

Figure 8: Currys Gap Trail Plan

NETWORK OVERVIEW

Currys Gap primarily includes one 7.9km green classification loop cross country trail (CG1), which can be ridden in either direction. Currys Gap can easily be accessed from the CBD trail head via an on-road link (CG2), entering Currys Gap from Railway Avenue, briefly following the existing rail corridor into Currys Gap. Alternatively, riders can follow link TL1 along the existing concrete cycle path on Scott Street beside Tenterfield Creek, to the New England Highway trailhead, S2.

The Currys Gap trail (CG1) is intended to provide an introductory experience for novice riders and occasional riders, or tourists using entry level mountain bikes or hired e-bikes. It is also suitable for adaptive mountain bikes.

The trailheads are minimal, with signage providing information about the town trails and Mt Mackenzie. Car parking is not available at Currys Gap, and riders will be encouraged to access this trail directly from the CBD Trail Centre.

Due to its proximity to the Common, riders will also be able to reach those networks via the on-road route TL1 from the secondary trailhead, S2 located on the New England Highway.

Table 10: Currys Gap overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	1.6	8.2	**9.8**

Network Overview - classifications (Auscycling TDRS / ATRS)		
	Easy / 4-5	**Total**
No. of trails	1	**1**
Length of trails (km)	7.9	**7.9**

Network Overview - trail types		
	Cross country	**Total**
No. of trails	1	**1**
Length of trails (km)	7.9	**7.9**

Table 11: Currys Gap trailheads and recommended infrastructure

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
S1	Railway link trailhead	Secondary trailhead	Branded minor trailhead signage (minimal)
S2	New England trailhead	Secondary trailhead	Branded minor trailhead signage (minimal)

Table 12: Currys Gap proposed trails

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class (TDRS / ATRS)**	**Type**	**Style**	**Direction**
CG1	Currys Gap Trail	7874	0.00%	910	910	0	Easy / Green 4-5	Cross country	Open	Dual direction

Table 13: Town to Currys Gap proposed link trails

Proposed links between Town and Common (using existing roads and paths)		
Trail	**Length**	**Description**
CG2	4.7km	CG2 starts at the ABTC and follows Manners St and Railway Ave to enter Currys Gap at trailhead S1.
CG3	350m	CG3 is a short link from trailhead S2 on the New England Highway, which links to the Currys Gap singletrack trail.

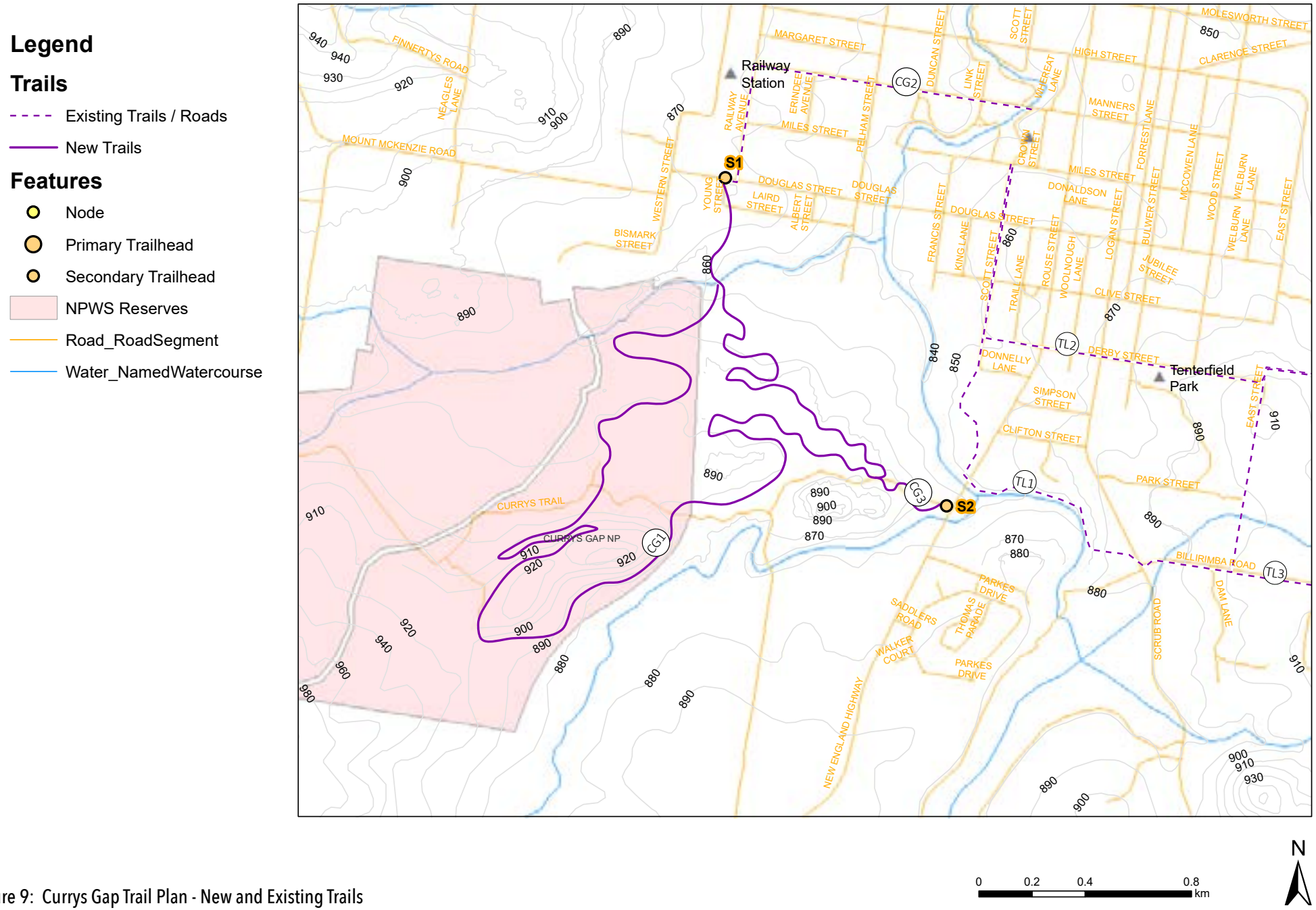


Figure 9: Currys Gap Trail Plan - New and Existing Trails

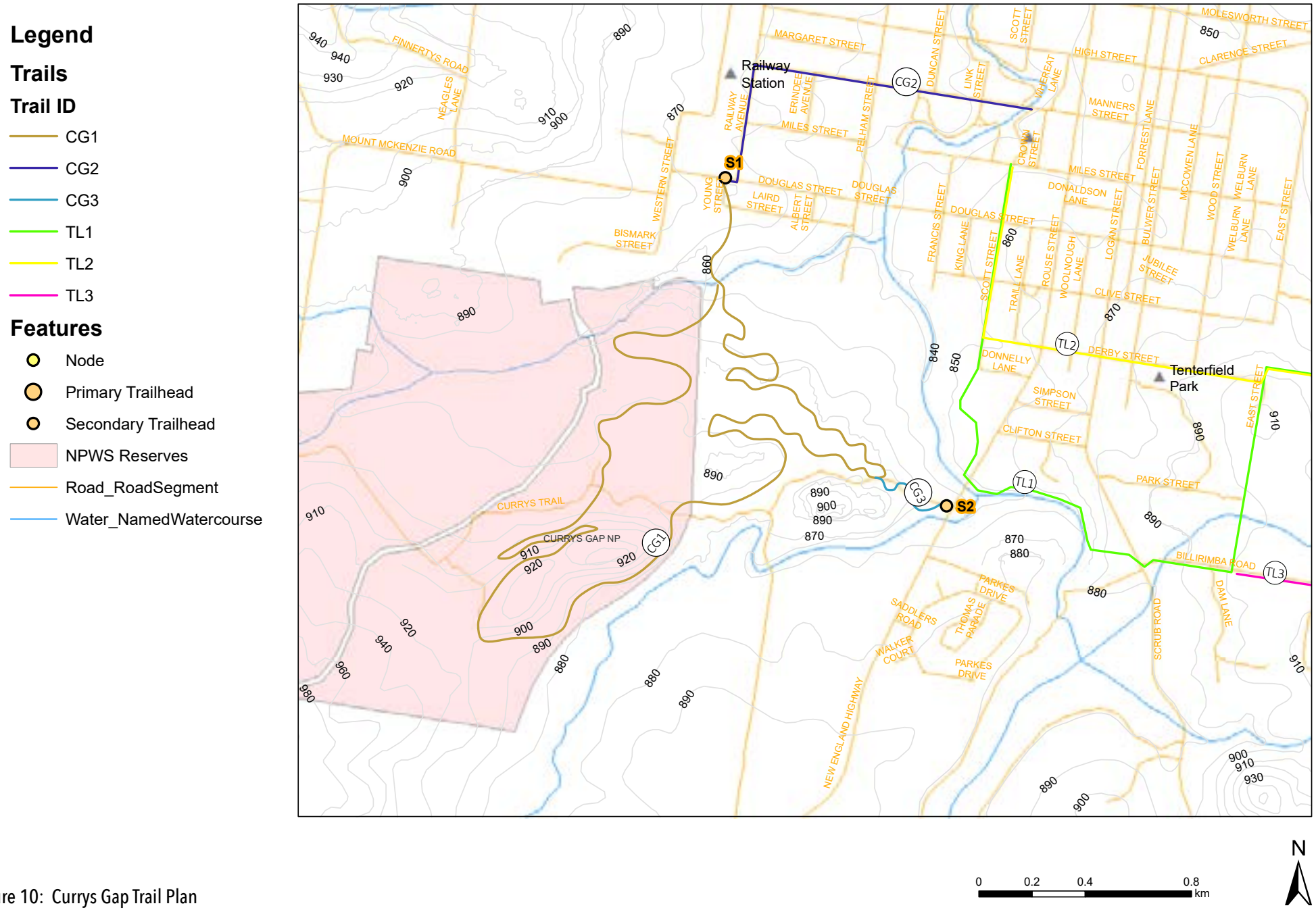
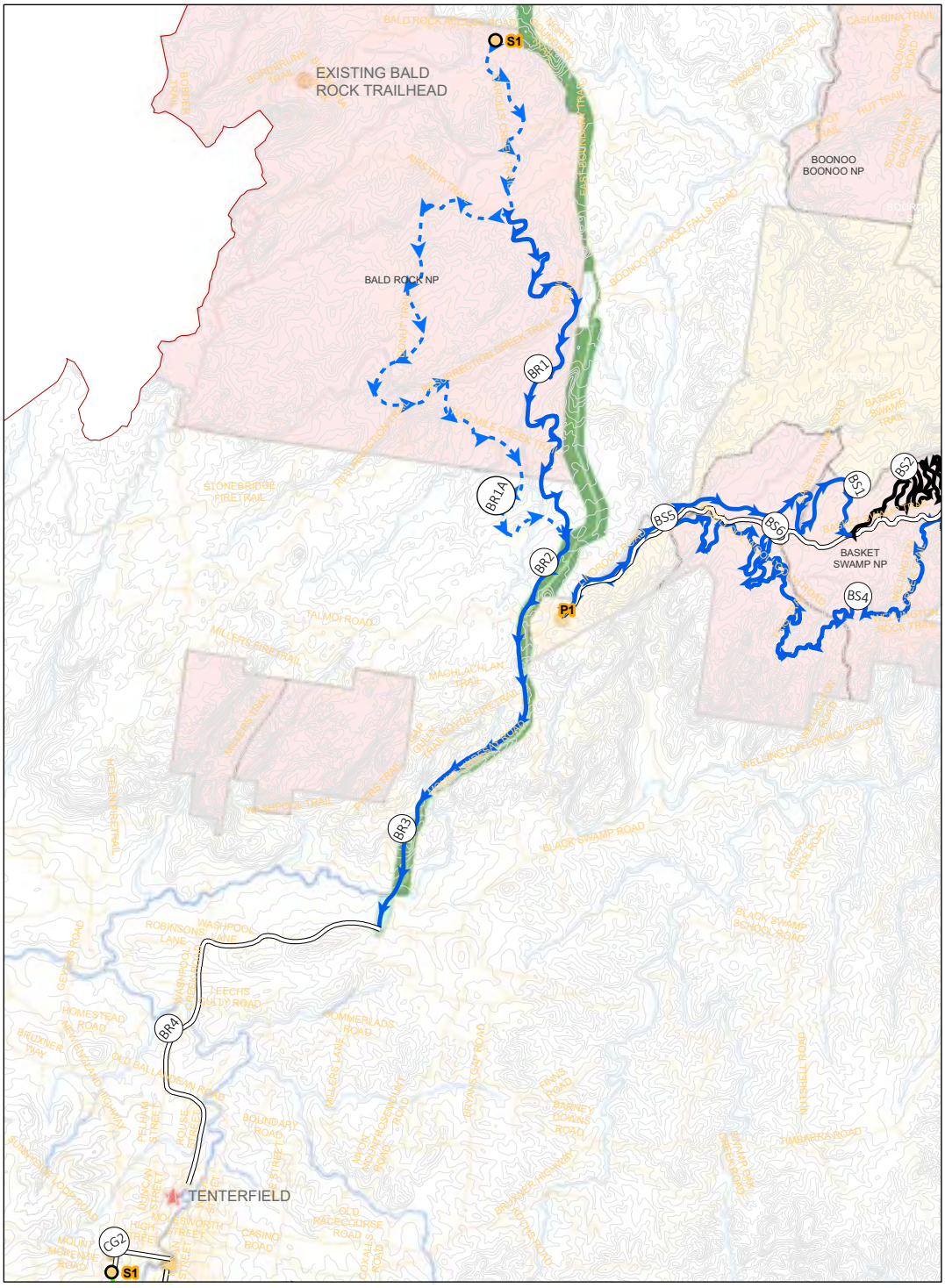


Figure 10: Currys Gap Trail Plan

TRAIL CG1: CURRYS GAP TRAIL

Length	7,870m
Ave gradient	0%
Classification	Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	Cross country
Trail style	Open
Trail direction	Undulating
Trail experience	CG1 starts at the entry to Currys Gap from Railway Avenue. It provides an introductory trail experience which can be ridden in either direction.
Construction complexity	Level 2

6.7 ZONE 2: BALD ROCK ADVENTURE RIDE



Legend

Trail classifications

- Easy
- Moderate
- Difficult
- Moderate (alternative route)
- Trailhead
- Trail node
- NPWS Managed Lands
- NSW Forestry Corporation Managed Lands
- Travelling Stock Route (Managed by Crown Lands)
- —100— Contour
- Public roads
- Waterways

Figure 11: Bald Rock Adventure Ride Plan

6.7.1 TRAIL OVERVIEW

The proposed Bald Rock Adventure Ride is approximately 32km in length, and consists of a combination of existing fire trails, new purpose built single track and quiet public roads. The ride is a one way predominantly descending gravel ride starting at the existing Carrolls Creek Trailhead accessed from Bald Rock Road, and generally follows the Mount Lindesay Highway within the bounds of the Travelling Stock Route. The trail includes a13.8km long purpose built singletrack trail linking Carrolls Creek Carpark to Mount Lindesay Highway (with segment BR1A providing an alternative and longer route following existing fire roads). The trail links into the Basket Swamp Adventure Trail trailhead in Basket Swamp National Park for an extended ride option, and features a number of historic sites along Mount Lindesay Highway, including the Thunderbolt Hideout and Tank Traps. The route descending back to Tenterfield provides users of the Basket Swamp Adventure Trail with an off-road return link to the CBD. The trail ultimately ends at the existing cycle path on Rouse Street, which connects to the Angry Bull Trail Centre.

The trail is suitable for adaptive mountain bikers, novice riders and e-bikes, but is also appealing to more advanced riders, due to the length of trail, remoteness and scenic aspects.

The nearby Bald Rock National Park trailhead (approximately 5km west of the trail start point) has a range of existing facilities, such as formal sealed carpark, toilets, walk trails, fire trails where bike riding is permitted, picnic areas, and it can cater for visitors taking private vehicles to the start of the trail. A shuttle service could also deliver riders to the Bald Rock trailhead. *The shuttle service should make considerations for adaptive riders.*

The following tables provide a summary of the segments making up this trail.

Table 14: Bald Rock Adventure Ride Overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	26.6	23.1	**49.7**

Network Overview - classifications (Auscycling TDRS / ATRS)		
	Moderate / 2-3	**Total**
No. of trail segments	3	**3**
Length of trails (km)	23.1	**23.1**

Network Overview - trail types		
	All Mountain	**Total**
No. of trail segments	3	**3**
Length of trails (km)	23.1	**23.1**

Table 15: Proposed trailheads and recommended infrastructure

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
S1	Carrolls Creek Trailhead (existing)	Secondary trailhead visible to visitors	Branded trailhead signage, shuttle drop off area (signage)

Table 16: Proposed Trail Segments

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class**	**Type**	**Style**	**Direction**
BR1	Bald Rock 1	13832	0.29%	1030	1070	40	Moderate / Orange 2-3	All Mountain	Technical	Undulating (north to south)
BR1A	*Bald Rock 1A (Existing fire road)*	*17509*	*0.23%*	*1030*	*1070*	*40*	*Moderate / Orange 2-3*	*Gravel*	*Open*	*Undulating (north to south)*
BR2	Bald Rock 2	1521	1.97%	1070	1100	30	Moderate / Orange 2-3	All Mountain	Open	Ascending (north to south)
BR3	Bald Rock 3	7712	-2.85%	1100	880	-220	Moderate / Orange 2-3	All Mountain	Open	Descending (north to south)
BR4	Bald Rock 4	9112	-0.44%	880	840	-40	Very Easy / Green 4-5	On Road	Open	Descending (north to south)

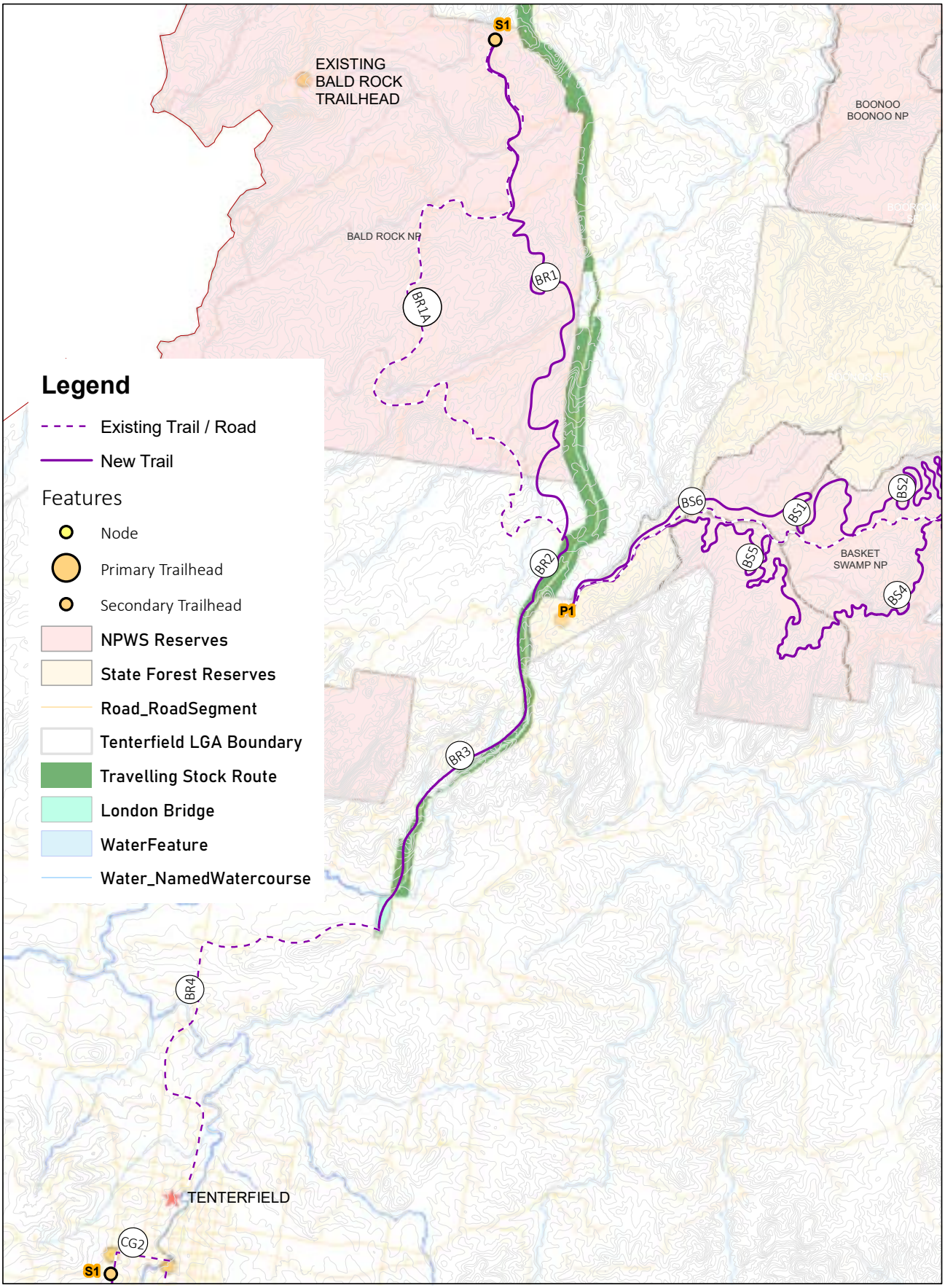


Figure 12: Bald Rock Adventure Ride Plan - New and Existing Trails

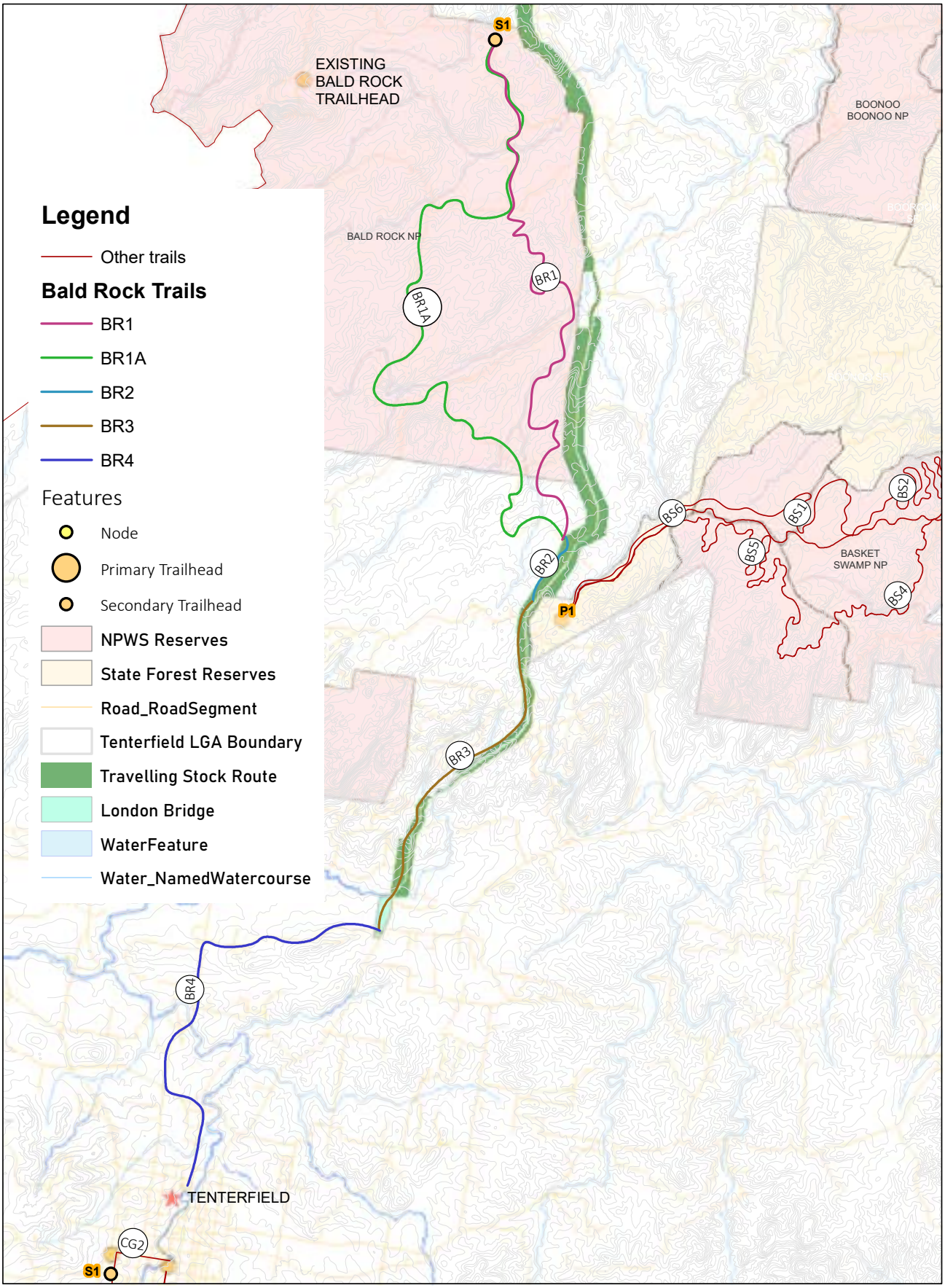


Figure 13: Bald Rock Adventure Ride Plan

TRAIL BR1: BALD ROCK ADVENTURE SEGMENT 1

Length	13.8km
Ave gradient	0.3%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Undulating (North to south)
Trail experience	BR1 is proposed as an undulating purpose built singletrack route connecting Carrolls Creek trailhead to the Travelling Stock Route along Mount Lindesay Road.
Construction complexity	Level 2

TRAIL BR1A: SEGMENT 1 ALTERNATIVE FIRE ROAD ROUTE

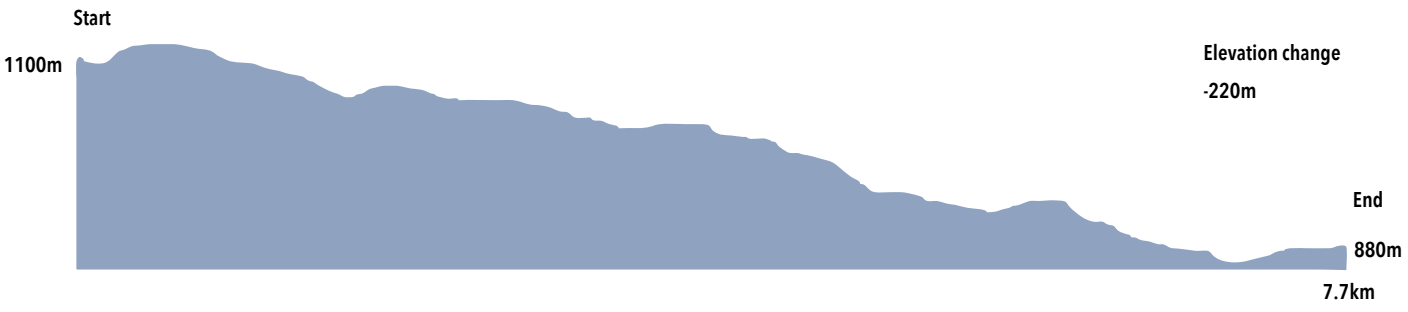
Length	17.5km
Ave gradient	0.2%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravel
Trail style	Open
Trail direction	Undulating (North to south)
Trail experience	BR1A is an alternative route using existing fire trails. It starts at the Carrolls Creek trailhead located along Bald Rock Road, and follows the Carrolls Creek Trail (existing fire trail), connecting to several other existing fire trails before turning east to enter the Travelling Stock Route along Mount Lindesay Road.
Construction complexity	Existing trail

TRAIL BR2: BALD ROCK ADVENTURE SEGMENT 2

Length	1.52km
Ave gradient	2%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravel
Trail style	Open
Trail direction	Ascending (North to south)
Trail experience	BR2 follows the Travelling Stock Route south along Mount Lindesay Road for a short distance before linking up with the Basket Swamp Adventure Trail Trailhead across Mount Lindesay Road.
Construction complexity	Level 2

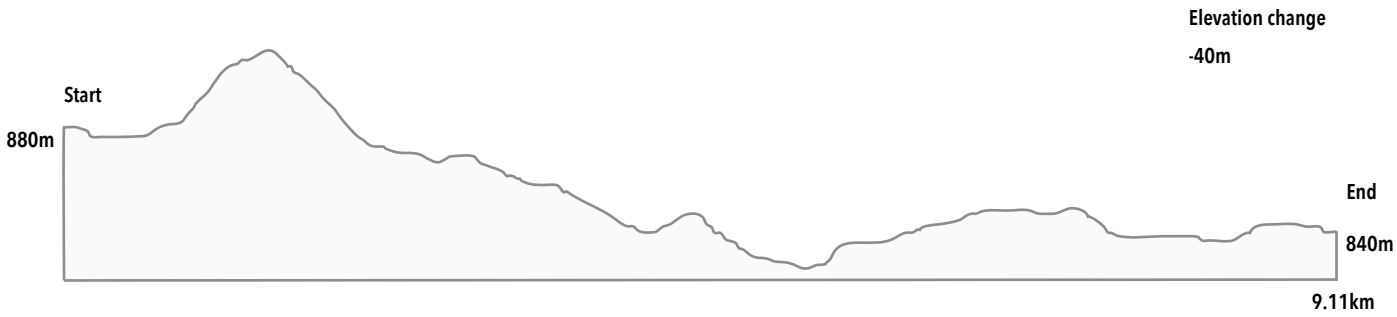
TRAIL BR3: BALD ROCK ADVENTURE SEGMENT 3

Length	7.7km
Ave gradient	-2.85%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Descending (North to south)
Trail experience	BR3 starts across the Mount Lindesay Road from the Basket Swamp Adventure Trail Trailhead, and descends via the Travelling Stock Route toward Tenterfield, ending at London Bridge. The trail is predominantly descending single track, with some small sections of existing shared use trail.
Construction complexity	Level 2

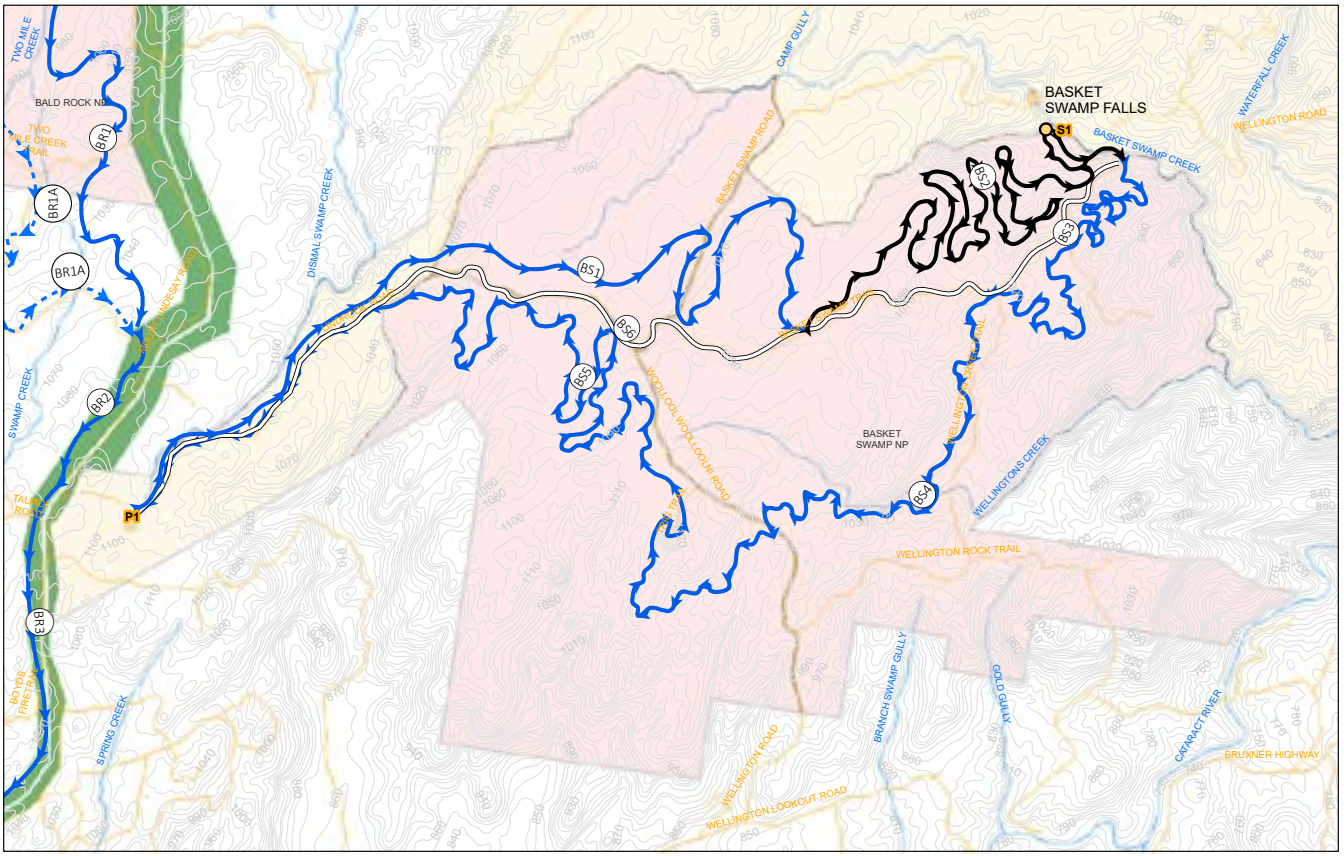


TRAIL BR4: BALD ROCK ADVENTURE SEGMENT 4

Length	9.11km
Ave gradient	-0.4%
Classification	Very Easy (AusCycling TDRS), Green 4-5 (ATRS)
Trail type	On Road
Trail style	Open
Trail direction	Descending (North to south)
Trail experience	BR4 starts at London Bridge, and turns onto Washpool Lane, before continuing along several other back streets and finally connecting to the bike path on Rouse Street.
Construction complexity	Existing roads and cycle path



6.8 ZONE 3: BASKET SWAMP ADVENTURE TRAIL



Legend

Trail classifications

- Easy
- Moderate
- Difficult
- Moderate (alternative route)
- Trailhead
- Trail node
- NPWS Managed Lands
- NSW Forestry Corporation Managed Lands
- Travelling Stock Route (Managed by Crown Lands)
- —100— Contour
- Public roads
- Waterways

Figure 14: Basket Swamp Adventure Trail Plan

6.8.1 TRAIL OVERVIEW

The proposed Basket Swamp Adventure Trail is a 46km purpose built single track, cross country style loop. The trail starts at the park entry, located off Mount Lindesay Road, approximately 15km north of Tenterfield.

Historic sites, such as Thunderbolt Hideout, located along Mount Lindesay Road provide points of interest that could be connected via off-road links between Tenterfield and the Basket Swamp Adventure Trail.

The trail is suitable for adaptive mountain bikers, novice riders and e-bikes, but is also appealing to more advanced riders, due to the length of trail, remoteness and scenic aspects. Novice riders will have an early exit option, via a 10.9km 'exit trail' which uses the existing fire trail connecting the waterfall area to the park entry. The shorter loop (combining trails BS1, BS2 and BS6) is approximately 32km in length.

A shuttle service could deliver riders to the trailhead at the park entry (and could even pick up riders from the exit trail if an early exit is needed.) *The shuttle service should make considerations for adaptive riders.*

The following tables provide a summary of the segments making up this trail.

Table 17: Basket Swamp Adventure Trail Overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	10.9	45.9	**56.8**

Network Overview - classifications (Auscycling TDRS / ATRS)			
	Moderate / 2-3	**Difficult / 0-1.5**	**Total**
No. of trails	4	1	**5**
Length of trails (km)	35.1	10.8	**45.9**

Network Overview - trail types		
	Cross Country	**Total**
No. of trails	5	**5**
Length of trails (km)	45.9	**45.9**

Table 18: Proposed trailheads and recommended infrastructure.

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
P1	Park entry trailhead	Primary trailhead visible to visitors	Branded trailhead signage, entry statement, shuttle drop off area, toilets, shade structures, picnic equipment, bench seating, bike racks
S1	Basket Swamp trailhead	Secondary trailhead	Branded trailhead signage, shuttle pick up area, toilets, shade structure, picnic equipment, bench seating, bike racks

Table 19: Proposed Trail Segments

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class (TDRS / ATRS)**	**Type**	**Style**	**Direction**
BS1	Basket Swamp segment 1	9960	-0.30%	1090	1060	-30	Moderate / Orange 2-3	Cross Country	Open	Dual direction
BS2	Basket Swamp segment 2	10880	-1.65%	1060	880	-180	Difficult / Red 0-1.5	Cross Country	Open	Dual direction
BS3	Basket Swamp segment 3	5450	2.20%	880	1000	120	Moderate / Orange 2-3	Cross Country	Open	Dual direction
BS4	Basket Swamp segment 4	4608	0.65%	1000	1030	30	Moderate / Orange 2-3	Cross Country	Open	Dual direction
BS5	Basket Swamp segment 5	15038	0.40%	1030	1090	60	Moderate / Orange 2-3	Cross Country	Open	Dual direction
BS6	*Basket Swamp Exit trail*	*10875*	*1.75%*	*900*	*1090*	*190*	*Very Easy / Orange 2-3*	*Gravel*	*Open*	*Dual direction*

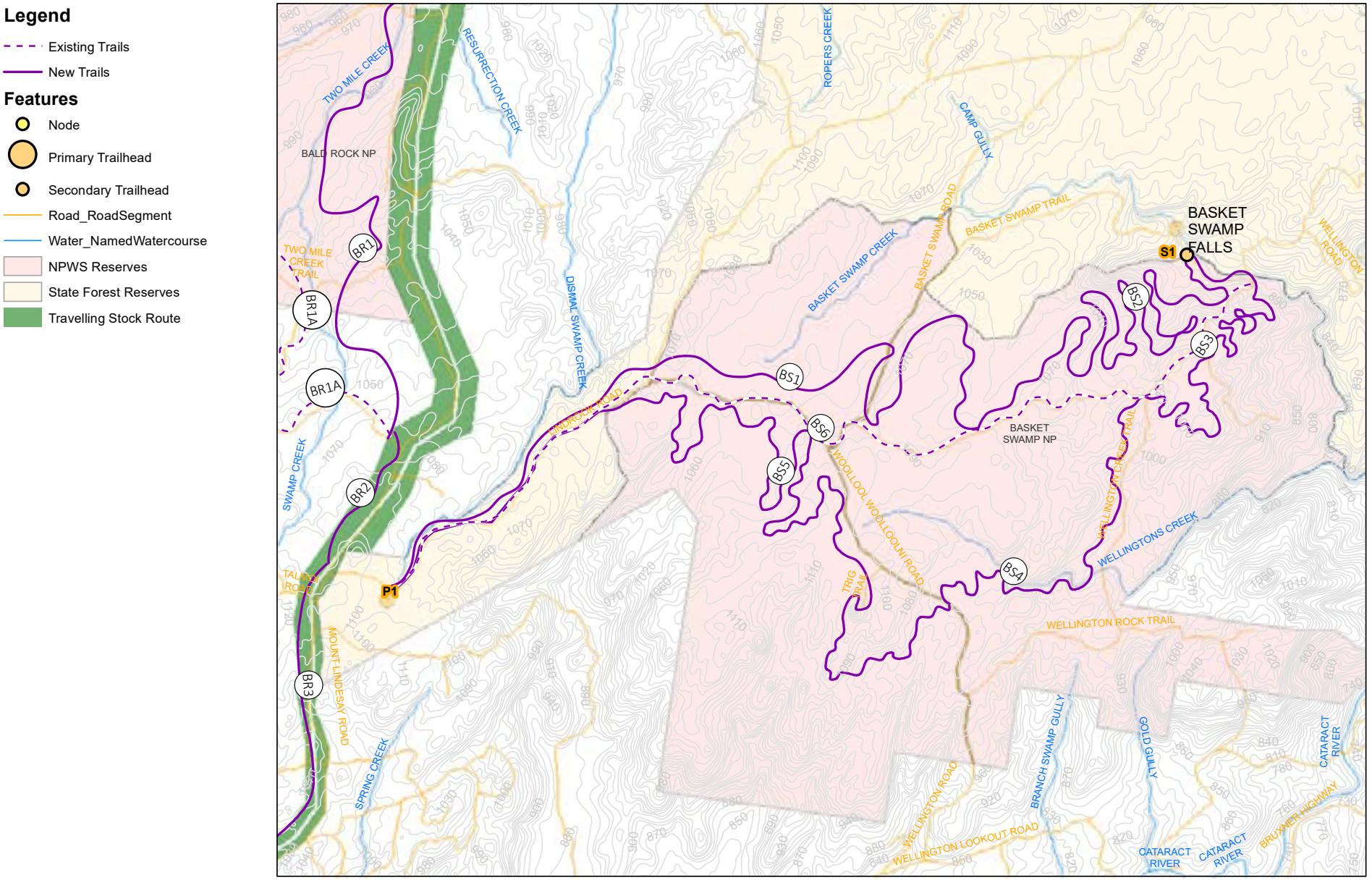


Figure 15: Basket Swamp Adventure Trail Plan - New and Existing Trails

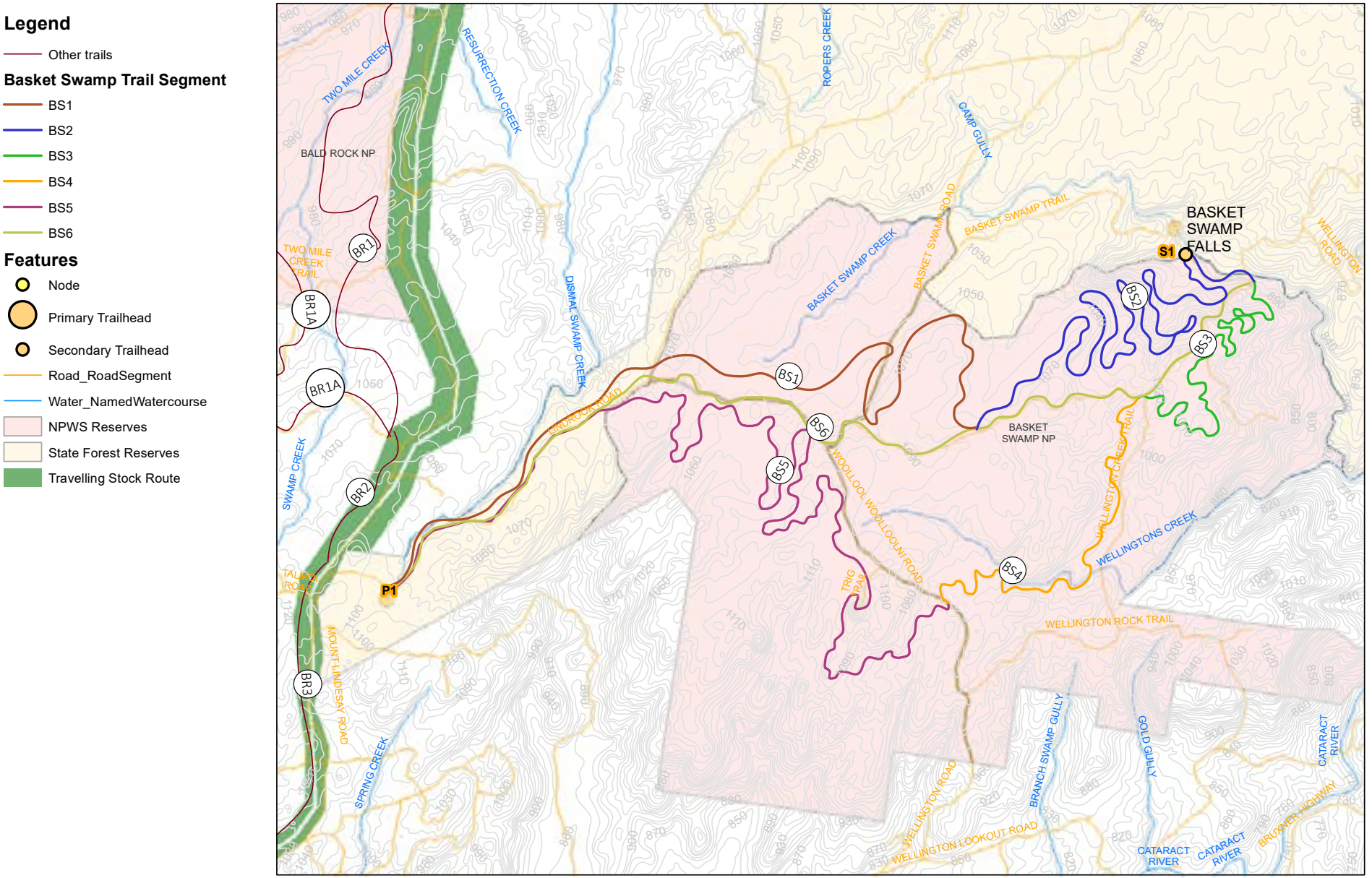
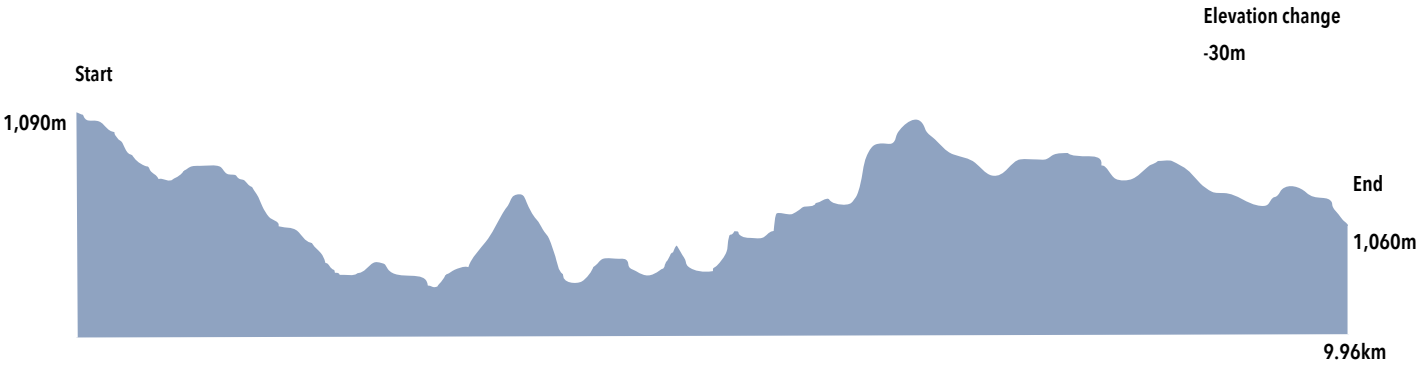


Figure 16: Basket Swamp Adventure Trail Plan

TRAIL BS1: BASKET SWAMP SEGMENT 1

Length	9,960m
Ave gradient	-0.35%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Undulating (West to east)
Trail experience	BS1 commences at the main trailhead at the park entry, and heads towards the waterfall.
Construction complexity	Level 1

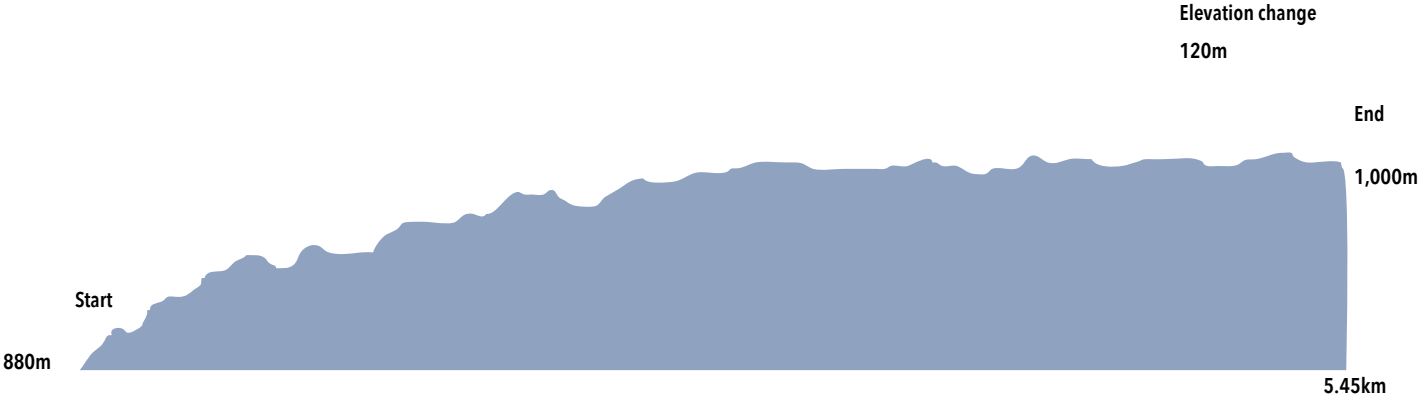


TRAIL BS2: BASKET SWAMP SEGMENT 2

Length	10,880m
Ave gradient	-1.7%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Cross country
Trail style	Technical
Trail direction	Descending
Trail experience	BS2 provides riders an alternative technical descent of difficult classification, for an added challenge to reach the falls. This trail commences at the intersection with the main access road, which provides riders an easier route directly to the falls.
Construction complexity	Level 3

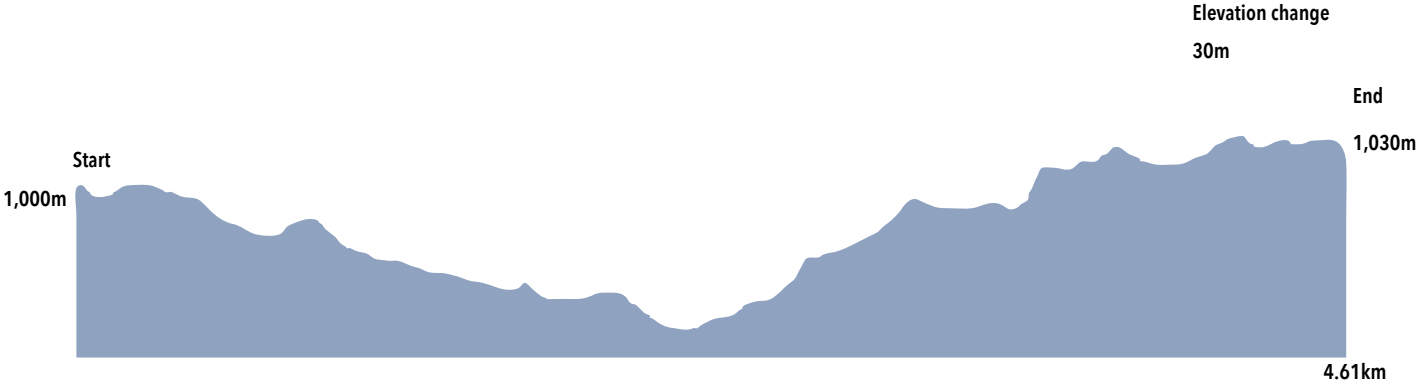
TRAIL BS3: BASKET SWAMP SEGMENT 3

Length	5,450m
Ave gradient	2.20%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Undulating (West to east)
Trail experience	BS3 provides riders a singletrack route to return from the falls toward the main trailhead.
Construction complexity	Level 1



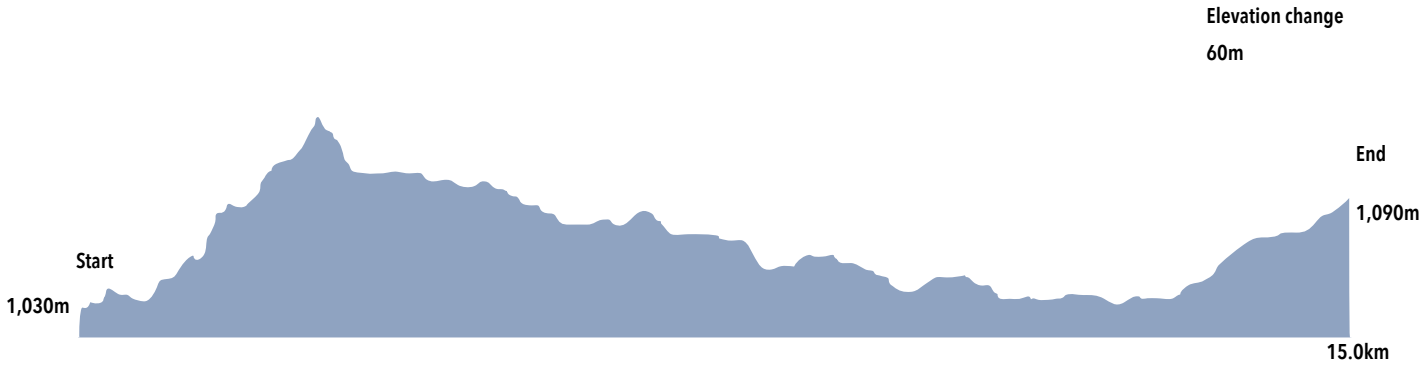
TRAIL BS4: BASKET SWAMP SEGMENT 4

Length	4,608m
Ave gradient	0.65%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross country
Trail style	Open
Trail direction	Undulating
Trail experience	BS4 provides riders a singletrack route to return from the falls toward the main trailhead.
Construction complexity	Level 1



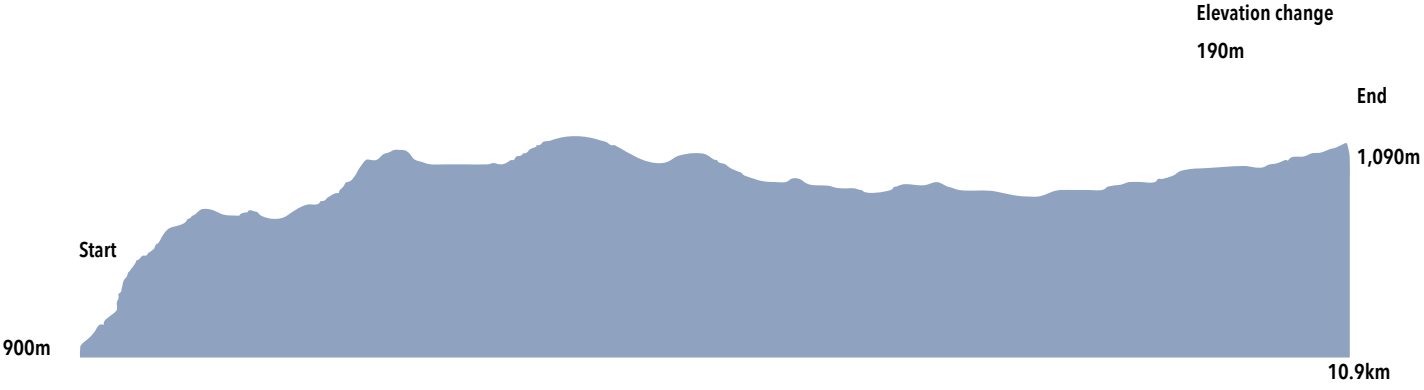
TRAIL BS5: BASKET SWAMP SEGMENT 5

Length	15,038m
Ave gradient	0.40%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Undulating
Trail experience	BS5 provides a single track route returning to the main trailhead.
Construction complexity	Level 1



TRAIL BS6: BASKET SWAMP EXIT TRAIL

Length	10,875m
Ave gradient	1.75%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross country
Trail style	Open
Trail direction	Ascending
Trail experience	BS6 takes riders directly out of the park via the existing fire trail, which is shared with vehicles.
Construction complexity	Existing fire trail



STAGE 2

ZONE 4: FOREST LAND BACK COUNTRY TRAILS

6.9 ZONE 4: FOREST LAND BACK COUNTRY TRAILS

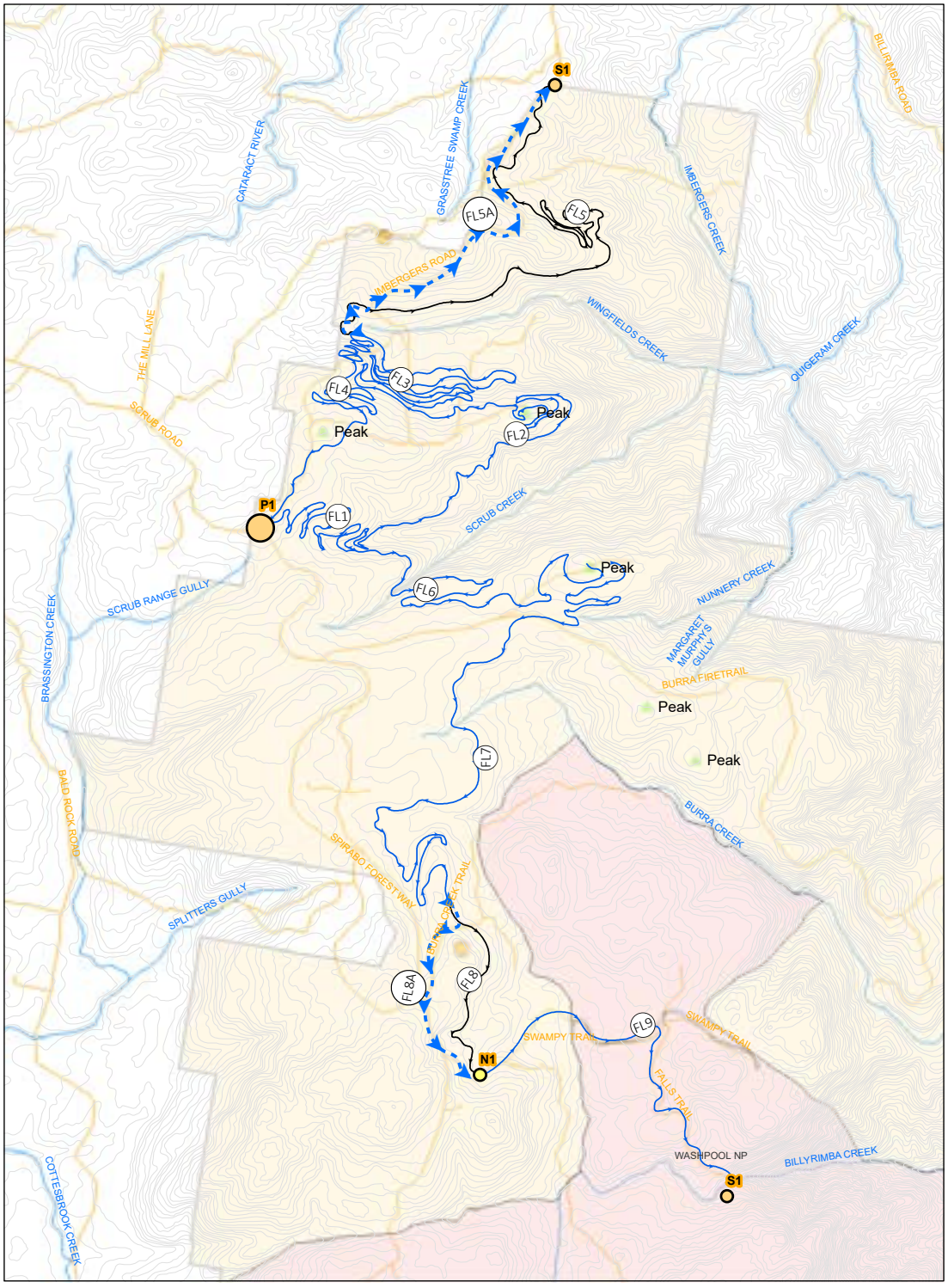


Figure 17: Forest Land Back Country Trail Plan

6.9.1 TRAIL OVERVIEW

The proposed Forest Land Back Country Trails include two main loops offering back country riding experiences: Northern singletrack loop and Waterfall link. The northern singletrack loop comprises a loop of approximately 34km of purpose built singletrack, with a variety of descending and climbing sections. Accessed from the primary trailhead P1 at the park entry, riders immediately descend for approximately 4km over 110m of elevation drop toward Scrub Creek, before gradually climbing east to one of the park's highest peaks. From there, riders are treated with a long 10km flow trail down the northern-facing slope. From the bottom, riders can either return to the main trailhead via a challenging 6km climb, or take the 8km difficult classification exit trail north, or the alternative existing fire trail (Imbergers Road) to connect to Billirimba Rd. Riders can continue a further 12km to the Tenterfield Common via the road. Riders may also enter the park via the trailhead S2, following Imbergers Road fire trail into the network.

The Waterfall link begins near the end of Descent 1 from the park entry. After reaching the bottom, riders will be taken south via a series of undulating trails over a distance of 14.5km through Forest Land State Forest and Washpool National Park. After reaching a high point north of the existing fire road Swampy Trail, riders will descend for approximately 2km via a difficult classification singletrack trail or the alternative fire road, before joining the existing fire roads, where they will follow Swampy Trail and Falls Trail approximately 4km to arrive at a scenic Waterfall. Riders will need to return via the same fire roads before joining fire trail, Spirabo Forest Way. The return route to P1 is approximately 10.7km in length. The full waterfall loop is approximately 31km in total.

The trail is suited to more experienced riders, due to its remoteness and challenging terrain. There are many existing fire trails and harvesting service roads throughout the state forest and national park, which the more adventurous riders can explore further.

The following tables provide a summary of the various trails in this area.

Table 20: Forest Land Back Country Ride Overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	9.8	50.5	60.3

Network Overview - classifications (Auscycling TDRS / ATRS)			
	Moderate / 2-3	**Difficult / 0-1.5**	**Total**
No. of trail segments	6	2	**9**
Length of trails (km)	40.2	10.3	**50.5**

Network Overview - trail types		
	All Mountain	**Total**
No. of trail segments	8	**8**
Length of trails (km)	50.5	**50.5**

Table 21: Proposed trailheads and recommended infrastructure

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
P1	Main entry trailhead on Scrub Road	Primary trailhead visible to visitors	Carpark, toilets, branded major trailhead signage and entry statement, shuttle drop off area, shade structures and picnic equipment, bench seating, bike racks
S1	Northern entry trailhead on Imbergers Road	Secondary trailhead located at the northern park entry/exit point	Branded trail signage including map
S2	Waterfall trailhead	Secondary trailhead located at waterfall	Branded trail signage including map

Table 22: Proposed Trail Segments

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class**	**Type**	**Style**	**Direction**
FL1	Descent 1	4727	-2.33%	1100	990	-110	Moderate / Red 0-1.5	All mountain	Technical	Descending (West to east)
FL2	Climb 1	4365	1.60%	990	1060	70	Moderate / Red 0-1.5	All mountain	Technical	Ascending (West to east)
FL3	Descent 2	10308	-0.87%	1060	970	-90	Moderate / Red 0-1.5	All mountain	Flow	Descending (South to north)
FL4	Climb 2	6334	2.05%	970	1100	130	Moderate / Red 0-1.5	All mountain	Open	Ascending (North to south)
FL5	Exit Trail	8206	0.12%	970	980	10	Difficult / Red 0-1.5	All mountain	Open	Undulating (South to North)
FL5A	*Exit Trail - Alternative Fire Road*	*3838*	*0.26%*	*970*	*980*	*10*	*Moderate / Red 0-1.5*	*Gravel*	*Open*	*Undulating (South to North)*
FL6	Climb 3	5721	1.22%	1030	1100	70	Moderate / Red 0-1.5	All mountain	Open	Undulating (West to east)
FL7	Climb 4	8794	0.34%	1100	1130	30	Moderate / Red 0-1.5	All mountain	Open	Undulating (North to South)
FL8	Descent 3	2012	-0.99%	1140	1120	-20	Difficult / Red 0-1.5	All mountain	Technical	Descending (North to South)
FL8A	*Descent 3 - Alternative Fire Road*	*1991*	*-1.00%*	*1140*	*1120*	*-20*	*Moderate / Red 0-1.5*	*Gravel*	*Open*	*Descending (North to South)*
FL9	*Link to Waterfall (Fire trail)*	*3963*	*-4.29%*	*1120*	*950*	*-170*	*Moderate / Red 0-1.5*	*Gravel*	*Open*	*Dual Direction*

FOREST LAND BACK COUNTRY TRAIL - NORTHERN SINGLETRACK

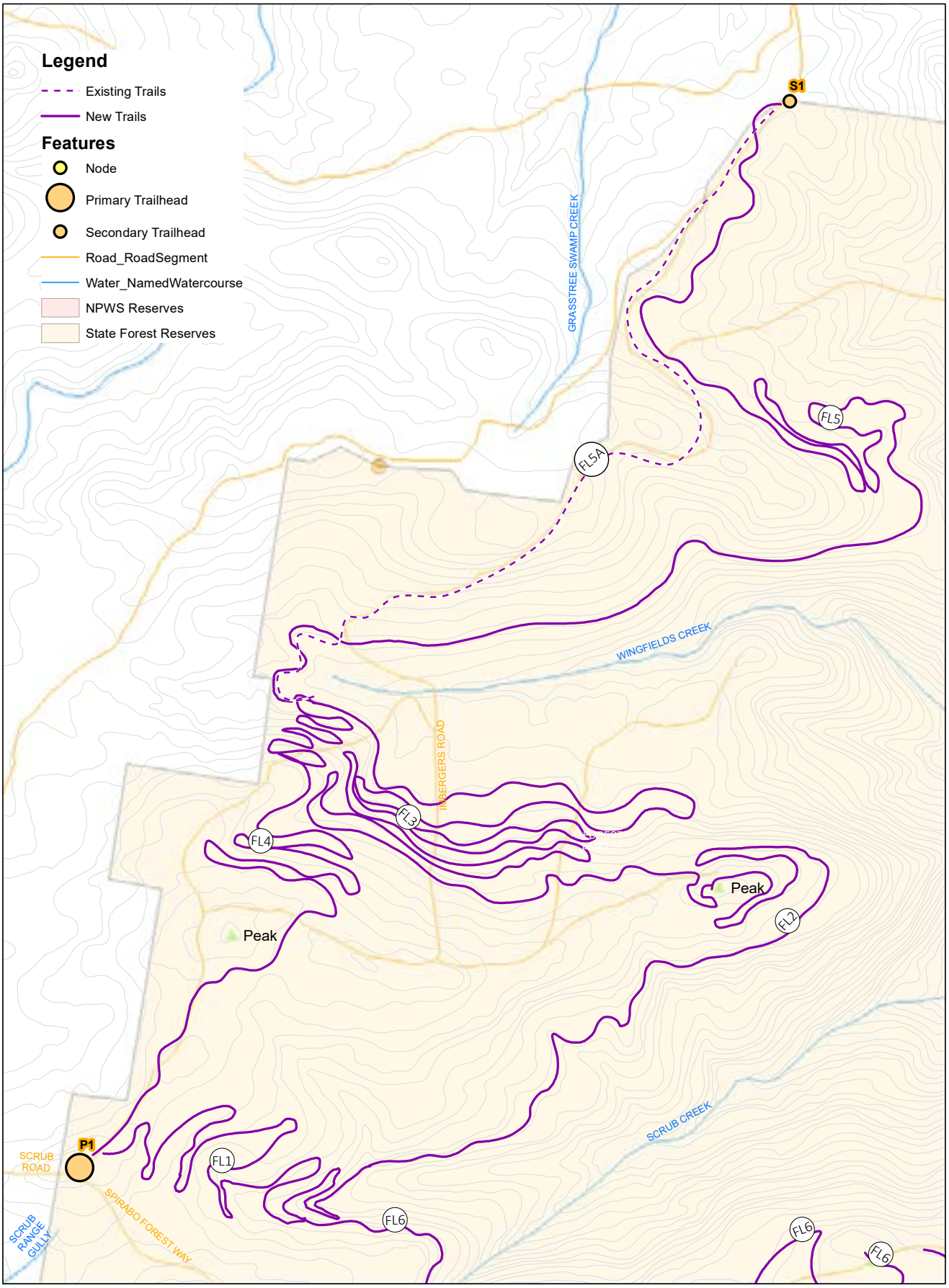


Figure 18: Forest Land Back Country Trail Plan - Northern Singletrack - New and Existing Trails

FOREST LAND BACK COUNTRY TRAIL - NORTHERN SINGLETRACK

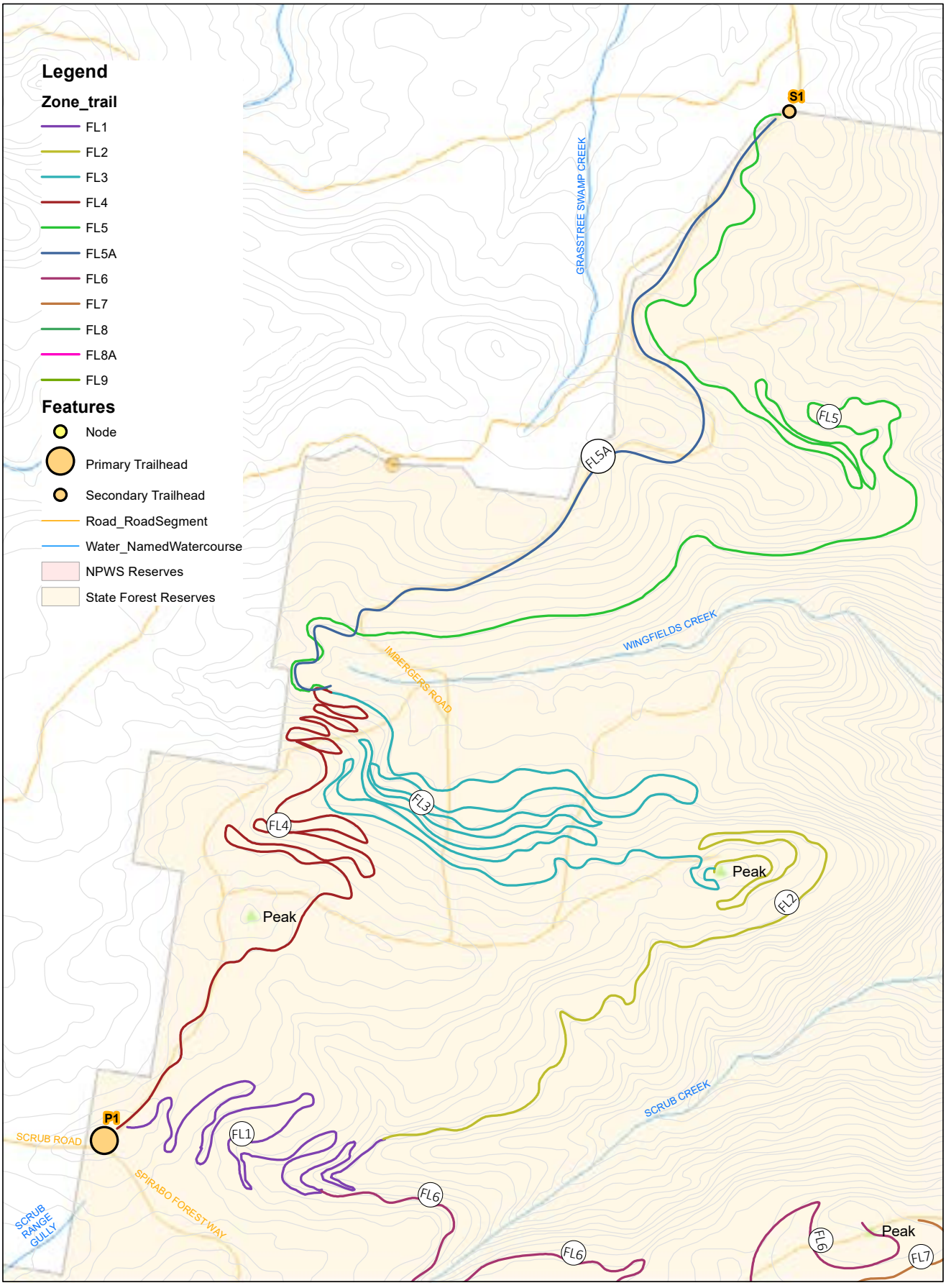
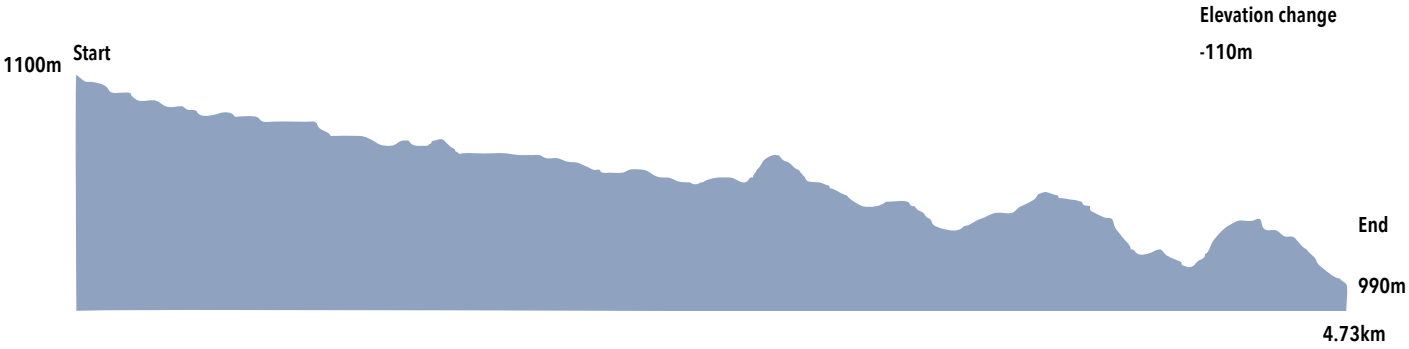


Figure 19: Forest Land Back Country Trail Plan - Northern Singletrack

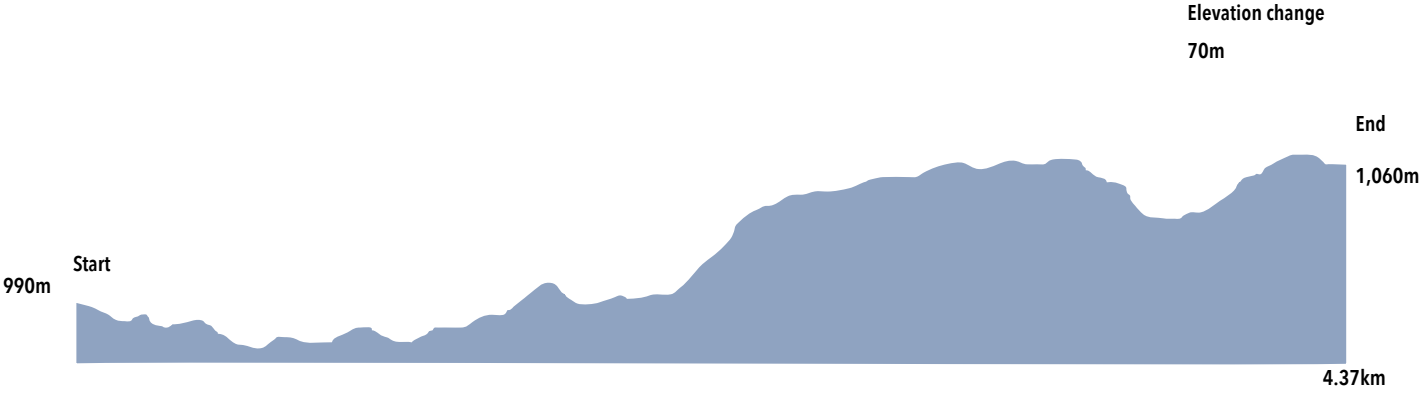
TRAIL FL1: DESCENT 1

Length	4.73km
Ave gradient	-2.33%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Technical
Trail direction	Descending (West to east)
Trail experience	FL1 is a technical descending trail. Ground truthing is required to confirm.
Construction complexity	Level 4



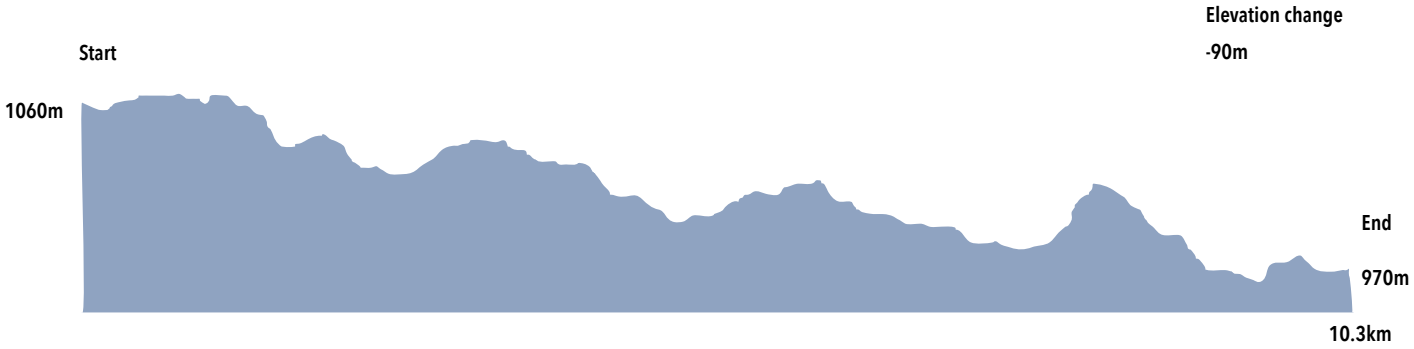
TRAIL FL2: CLIMB 1

Length	4.37km
Ave gradient	1.6%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Technical
Trail direction	Ascending (West to east)
Trail experience	FL2 is a technical climbing trail. Ground truthing is required to confirm.
Construction complexity	Level 4



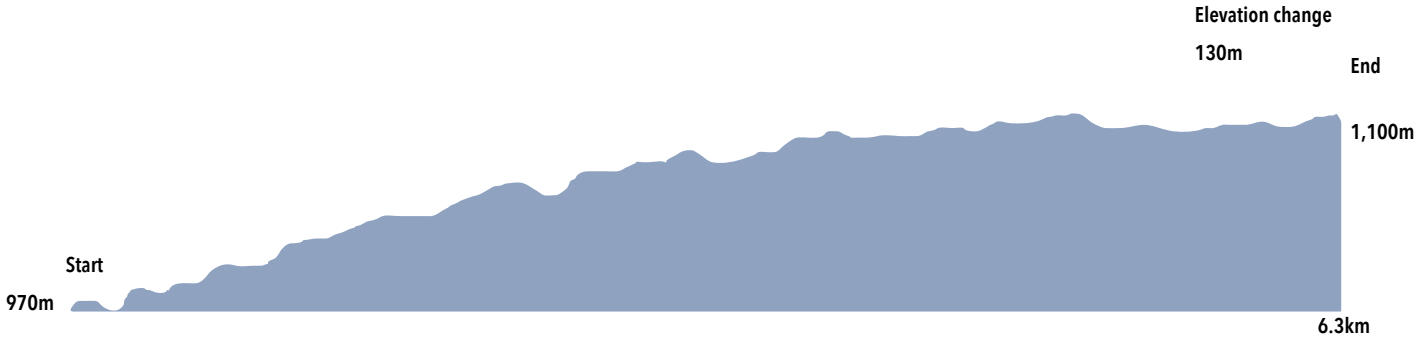
TRAIL FL3: DESCENT 2

Length	10.3km
Ave gradient	-0.9%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Flow
Trail direction	Descending (South to north)
Trail experience	FL3 is a descending flow trail. Ground truthing is required to confirm.
Construction complexity	Level 5



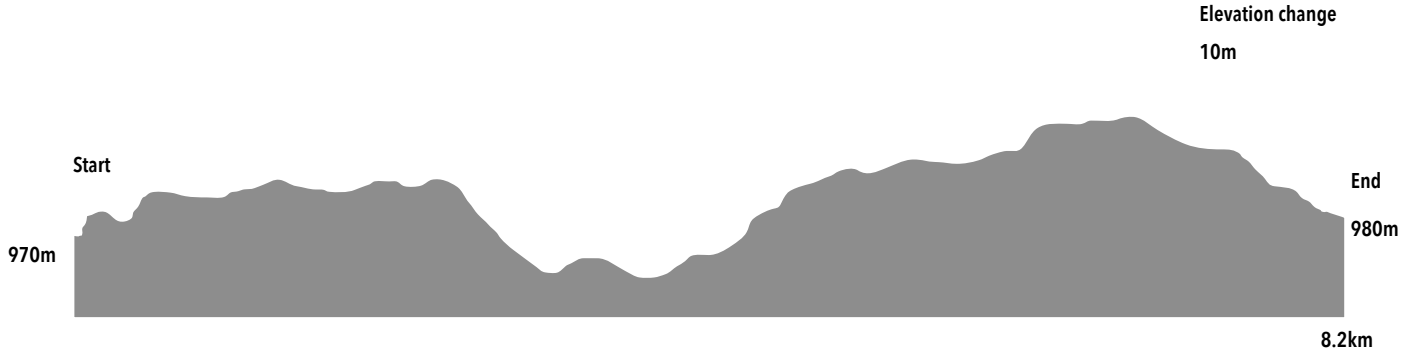
TRAIL FL4: CLIMB 2

Length	6.3km
Ave gradient	2.05%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Technical
Trail direction	Ascending (North to south)
Trail experience	FL4 is a technical climbing trail. Ground truthing is required to confirm.
Construction complexity	Level 4



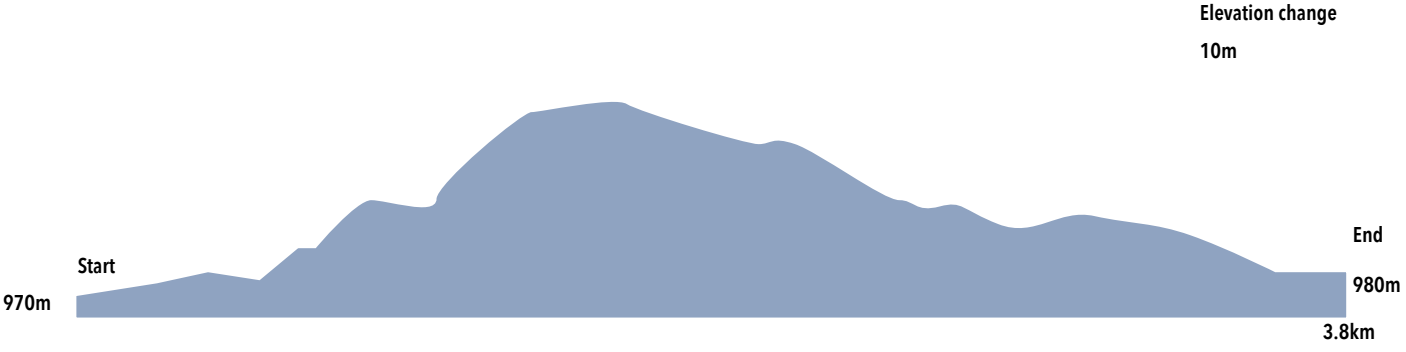
TRAIL FL5: EXIT TRAIL

Length	8.2km
Ave gradient	0.12%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Technical / Open
Trail direction	Undulating (South to north)
Trail experience	FL5 is a difficult classification undulating singletrack trail with technically challenging sections. Ground truthing is required to confirm.
Construction complexity	Level 4



TRAIL FL5A: EXIT TRAIL FIRE ROAD ALTERNATIVE

Length	3.8km
Ave gradient	0.26%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Undulating (South to north)
Trail experience	FL5A is an open climbing trail. Ground truthing is required to confirm.
Construction complexity	Existing trail



FOREST LAND BACK COUNTRY TRAIL - WATERFALL LINK

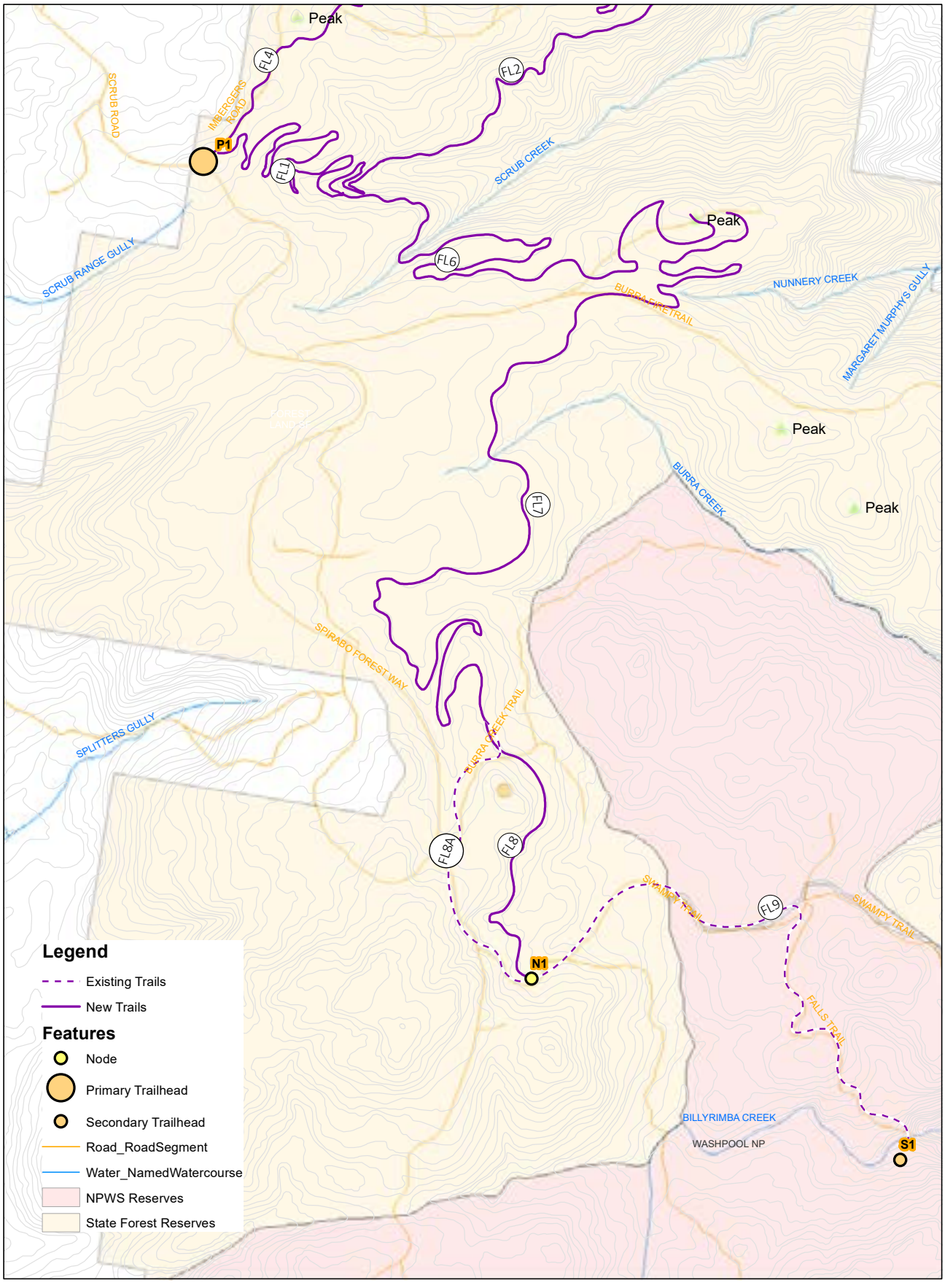


Figure 20: Forest Land Back Country Trail Plan - Waterfall Link - New and Existing Trails

FOREST LAND BACK COUNTRY TRAIL - WATERFALL LINK

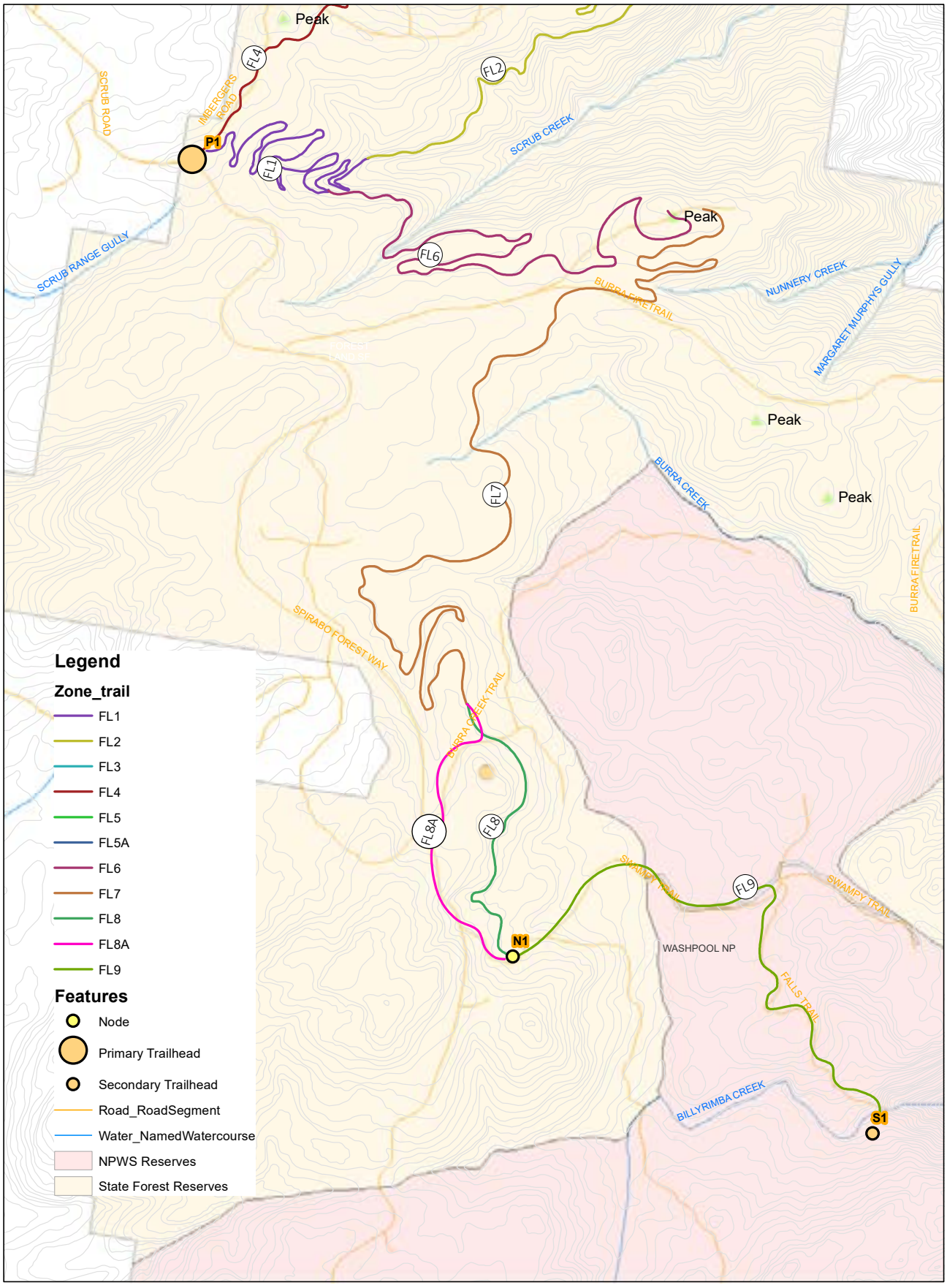
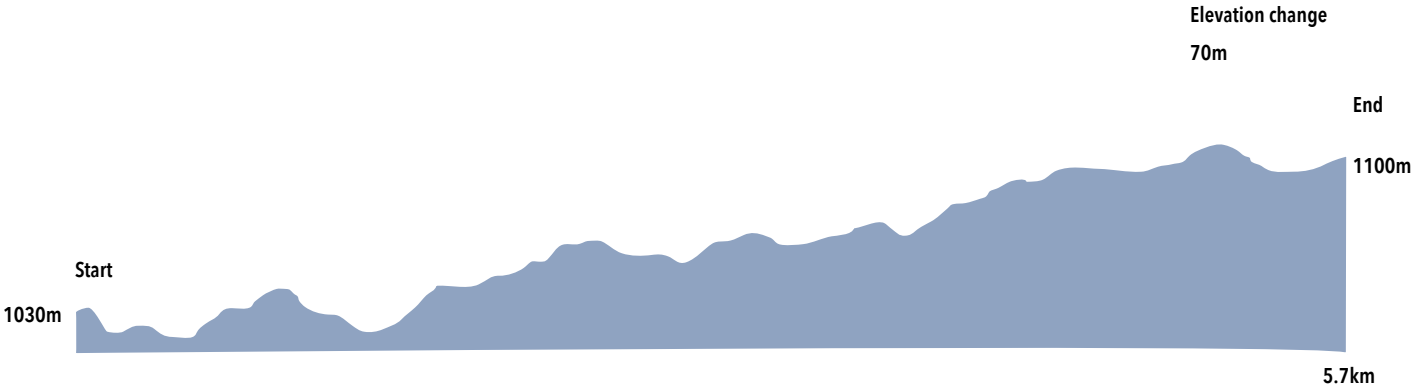


Figure 21: Forest Land Back Country Trail Plan - Waterfall Link

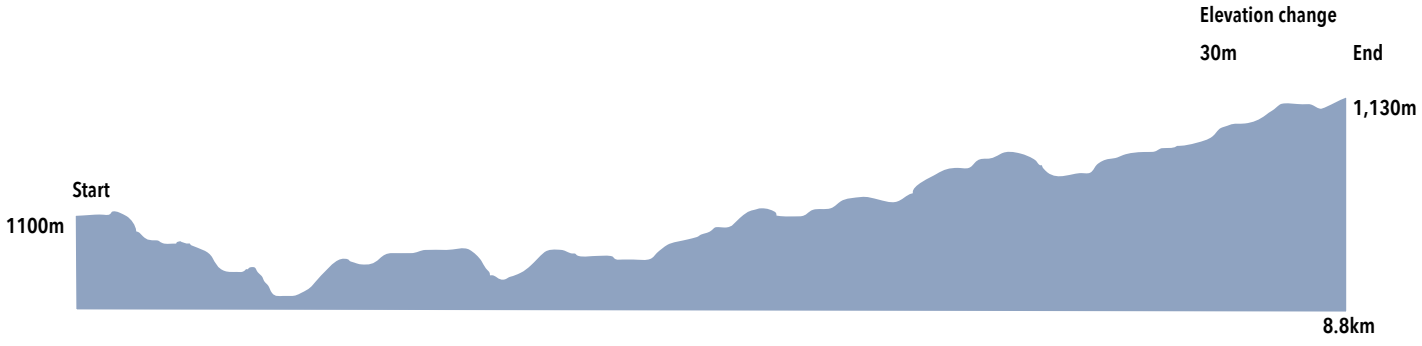
TRAIL FL6: CLIMB 3

Length	5.7km
Ave gradient	1.22%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Technical
Trail direction	Ascending (West to east)
Trail experience	FL6 is a technical climbing trail. Ground truthing is required to confirm.
Construction complexity	Level 2



TRAIL FL7: CLIMB 4

Length	8.8km
Ave gradient	0.34%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Open
Trail direction	Ascending (North to south)
Trail experience	FL7 is an open climbing trail. Ground truthing is required to confirm.
Construction complexity	Level 4

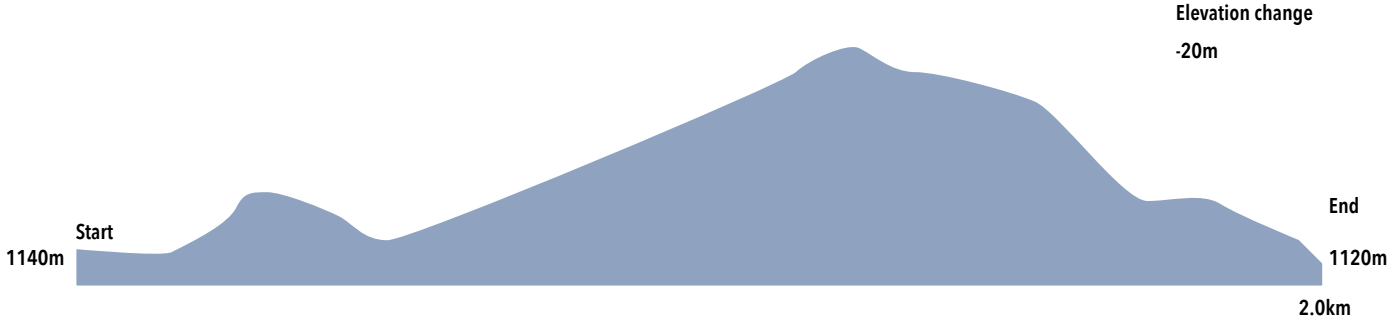


TRAIL FL8: DESCENT 3

Length	2.01km
Ave gradient	-1%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	All mountain
Trail style	Flow
Trail direction	Descending (North to south)
Trail experience	FL8 is a descending flow trail with challenging technical features. Ground truthing is required to confirm.
Construction complexity	Level 3

TRAIL FL8A: DESCENT 3 - FIRE ROAD ALTERNATIVE

Length	2.0km
Ave gradient	-1%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Gravel
Trail style	Open
Trail direction	Descending (North to south)
Trail experience	FL8A is an open descending gravel trail on the existing fire road.
Construction complexity	Existing fire trail



TRAIL FL9: LINK TO WATERFALL

Length	3.9km
Ave gradient	-4.29%
Classification	Moderate (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Gravel
Trail style	Open
Trail direction	Dual direction (Descending north to south)
Trail experience	FL9 is an open descending gravel trail. Ground truthing is required to confirm.
Construction complexity	Existing fire trail

STAGE 3

ZONE 5: MT MACKENZIE GRAVITY ZONE

6.10 ZONE 5: MT MACKENZIE GRAVITY ZONE

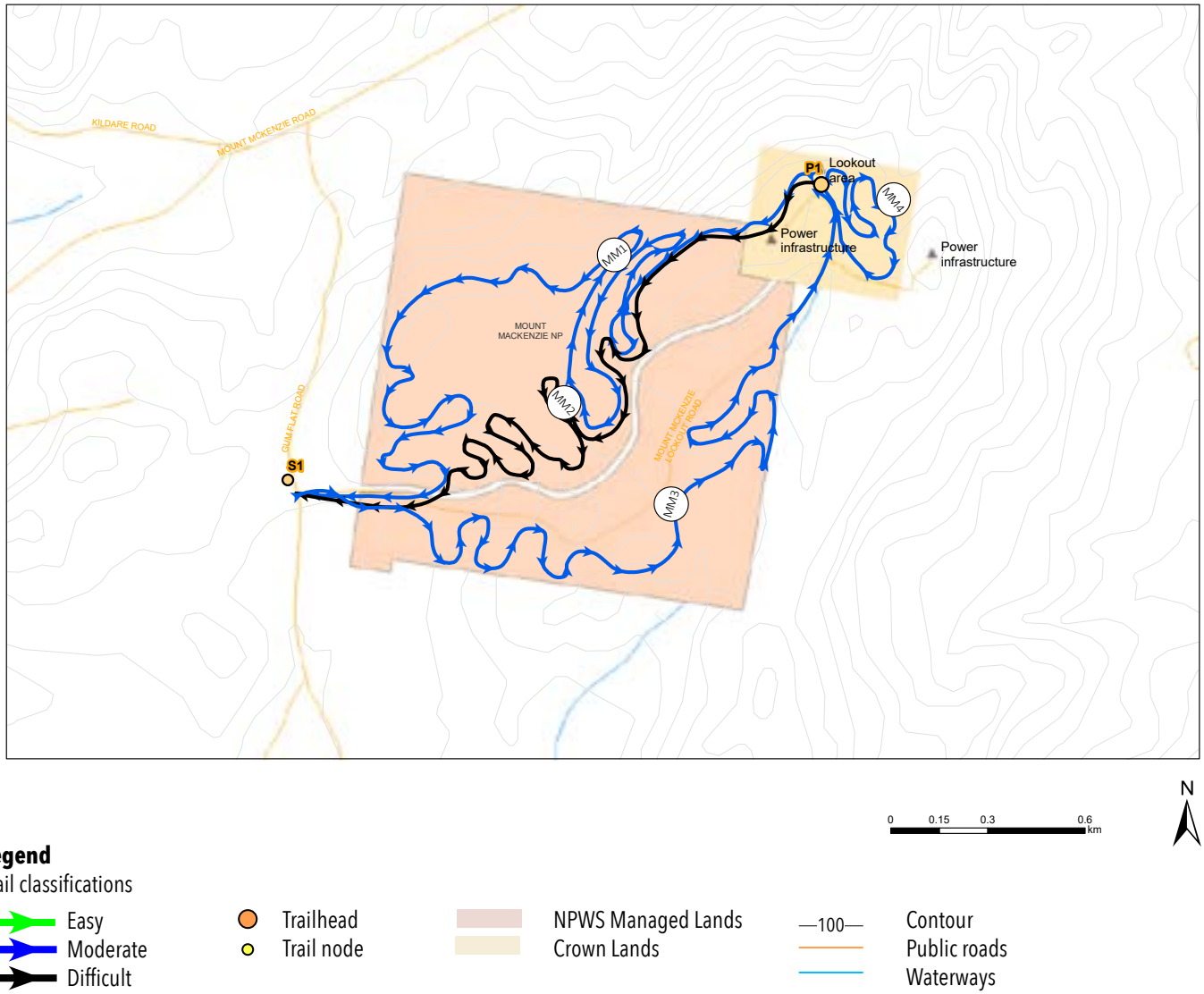


Figure 22: Mt Mackenzie Trail Plan

6.10.1 NETWORK OVERVIEW

The proposed Mt Mackenzie gravity zone includes a total of 14.7km of purpose built single track, including two gravity trails from the summit lookout down to the access road. A short, highly accessible scenic loop from the lookout area will take riders to scenic vistas overlooking Tenterfield for a photo opportunity.

The gravity trails are aimed at intermediate to advanced riders, and there are no easy options. A shuttle service could be used to pick up riders from the pick-up point at the lower access road, and a 4km climbing trail will give riders an off-road climbing option.

There is no connectivity to the other trail networks, other than via the public roads, as the public land is constrained by numerous surrounding private properties.

The following tables provide a summary of the network inclusions.

Table 23: Mt Mackenzie Network Overview

Network Overview - Existing and new trails			
	Existing	**New**	**Total**
Length of trails (km)	0.0	14.7	**14.7**

Network Overview - classifications (Auscycling TDRS / ATRS)				
	Easy / 4-5	**Moderate / 2-3**	**Difficult / 0-1.5**	**Total**
No. of trails	0	3	1	**4**
Length of trails (km)	0.0	11.0	3.7	**14.7**

Network Overview - trail types				
	Gravity	**All mountain**	**Cross country**	**Total**
No. of trails	2	1	1	**4**
Length of trails (km)	9.4	4.0	1.3	**14.7**

Table 24: Proposed Mt Mackenzie trailheads and recommended infrastructure.

Proposed trailheads and recommended infrastructure			
Trailhead	**Location**	**Description & purpose**	**Recommended infrastructure**
P1	Mt Mackenzie summit lookout	Primary trailhead visible to visitors	Branded major trailhead signage, entry statement, bike repair station, shuttle drop off area, toilets (existing), shade structures and picnic equipment (existing), bench seating, bike racks
S1	Mt Mackenzie road	Secondary trailhead	Branded trailhead signage, shuttle pick up area

Table 25: Mt Mackenzie Proposed Trails

Proposed trails										
Trail ID	**Trail name**	**Length (m)**	**Ave grade**	**Elevation start**	**Elevation end**	**Elevation change**	**Class (TDRS / ATRS)**	**Type**	**Style**	**Direction**
MM1	Mt Mackenzie Descent 1	5716	-2.10%	1280	1160	-120	Moderate / Orange 2-3	Gravity	Flow	Descending (east to west)
MM2	Mt Mackenzie Descent 2	3705	-3.24%	1280	1160	-120	Difficult / Red 0-1.5	Gravity	Flow	Descending (east to west)
MM3	Mt Mackenzie Climb 1	3993	3.01%	1160	1280	120	Moderate / Orange 2-3	All Mountain	Open	Ascending (west to east)
MM4	Mt Mackenzie Scenic Loop	1302	0.00%	1280	1280	0	Moderate / Orange 2-3	Cross Country	Open	Undulating loop

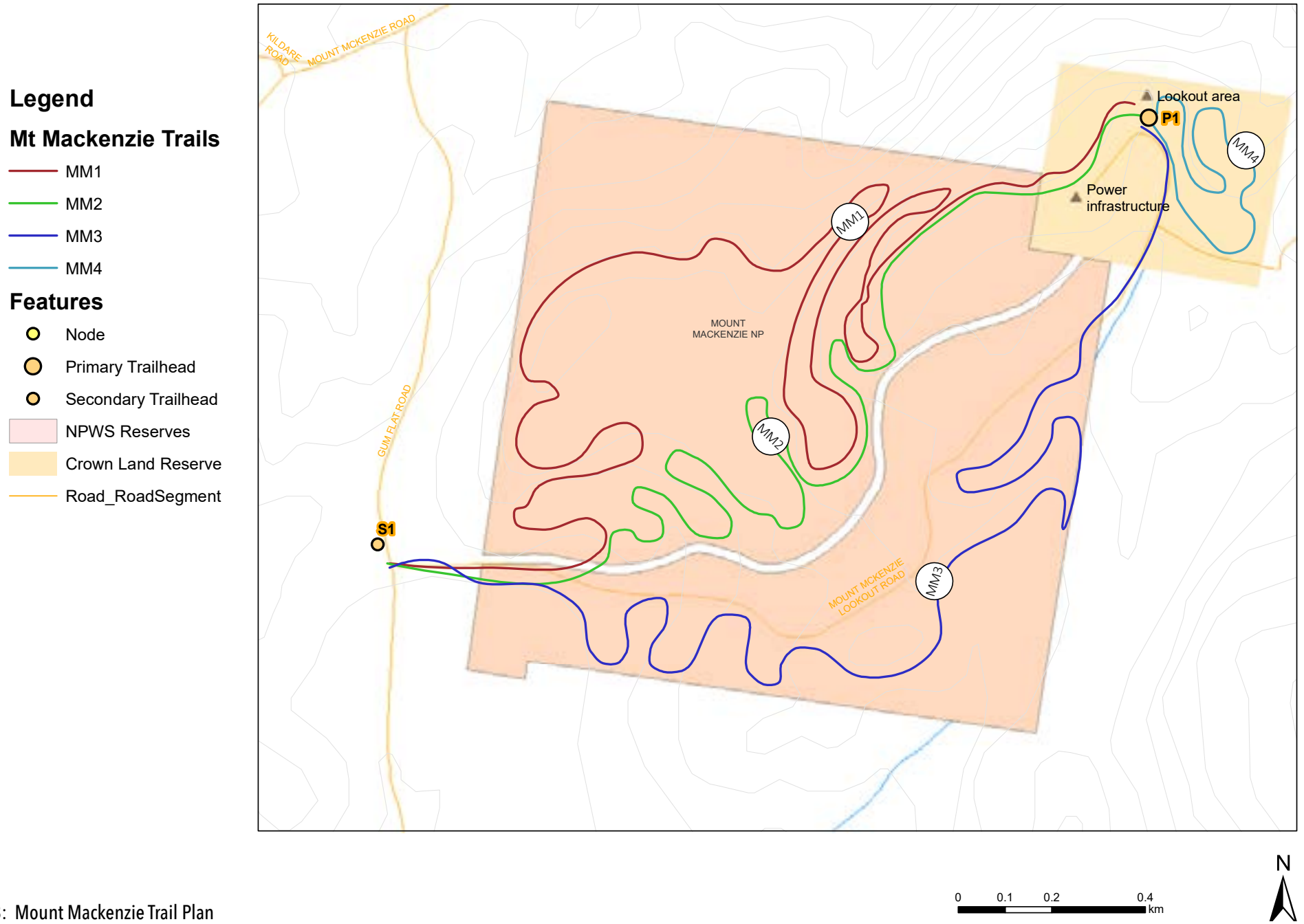
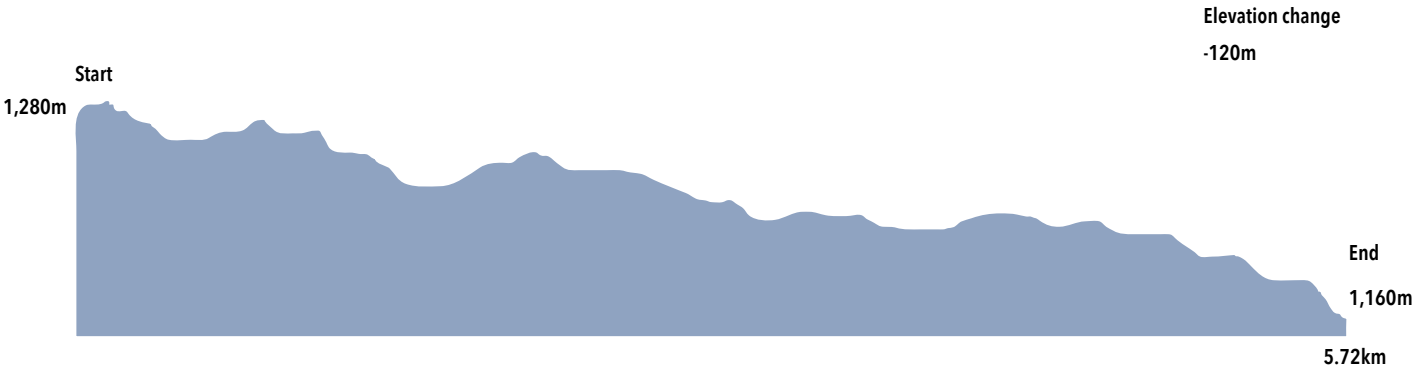


Figure 23: Mount Mackenzie Trail Plan

TRAIL MM1: MOUNT MACKENZIE DESCENT 1

Length	5,720m
Ave gradient	-2.1%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Gravity
Trail style	Flow
Trail direction	Descending (east to west)
Trail experience	MM1 commences at the main trailhead at the summit lookout. Riders can access the trail via shuttles, or from the carpark at the summit of Mt Mackenzie. The trail ends at the proposed shuttle pick-up location.
Construction complexity	Level 4

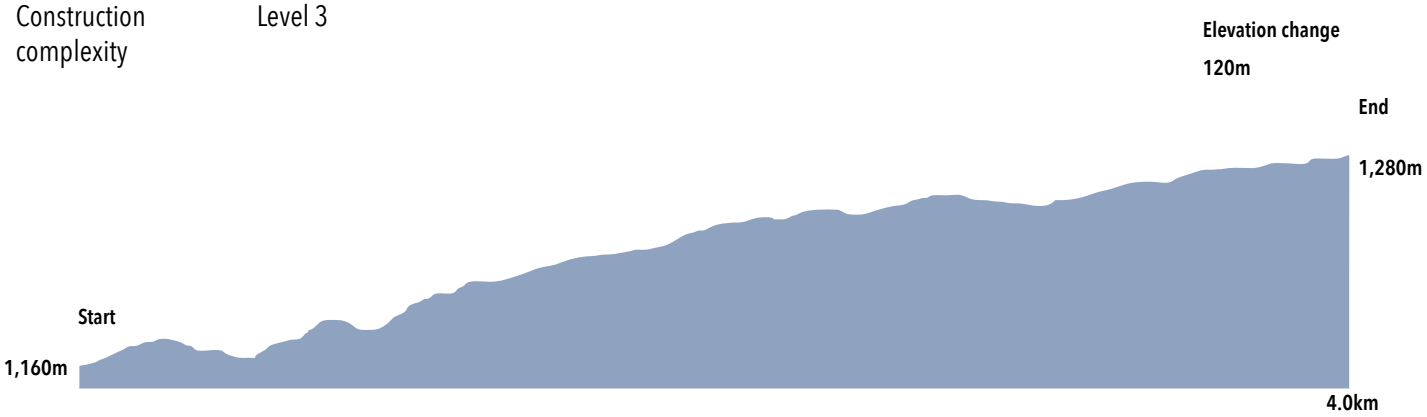


TRAIL MM2: MOUNT MACKENZIE DESCENT 2

Length	3,710m
Ave gradient	-3.2%
Classification	Difficult (AusCycling TDRS), Red 0-1.5 (ATRS)
Trail type	Gravity
Trail style	Technical
Trail direction	Descending (east to west)
Trail experience	MM2 commences at the main trailhead at the summit lookout, and offers a steeper and more direct descent than Descent 1. Trail features will utilise the natural rock to create technical challenges whilst blending with the environment.
Construction complexity	Level 4

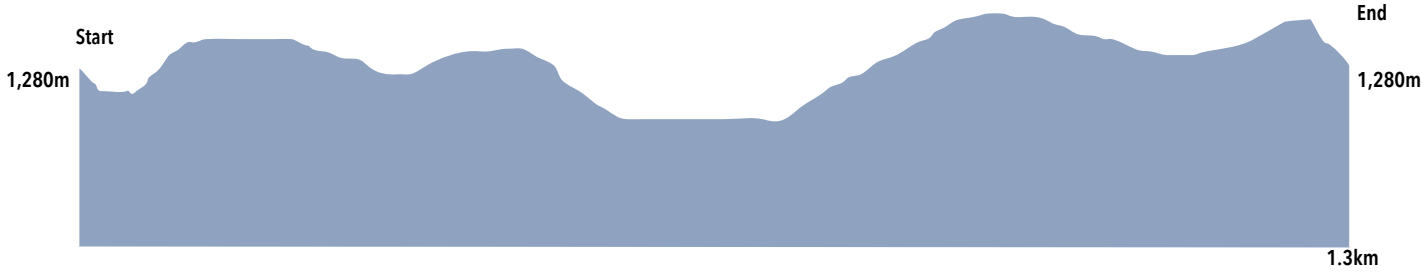
TRAIL MM3: MOUNT MACKENZIE CLIMB

Length	4,000m
Ave gradient	3.0%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross Country
Trail style	Open
Trail direction	Climbing (West to east)
Trail experience	MM3 commences at the bottom of the two gravity trails, providing a connection for riders to return to the summit.
Construction complexity	Level 3



TRAIL MM4: MOUNT MACKENZIE SCENIC LOOP

Length	1,300m
Ave gradient	0%
Classification	Moderate (AusCycling TDRS), Orange 2-3 (ATRS)
Trail type	Cross country
Trail style	Open
Trail direction	Undulating
Trail experience	MM4 provides a brief scenic loop starting and finishing at the summit lookout area. Riders can use this track as a warm-up before descending the gravity trails. It also provides a potential option for tourists to take in the scenic vistas overlooking Tenterfield. The trail is graded Moderate due to the gradient of some sections, but should still be achievable for riders with limited mountain biking experience.
Construction complexity	Level 4



GLOSSARY

ABT	Angry Bull Trails Ltd
ABTC	Angry Bull Trail Centre
AMTB	Adaptive mountain biking
ATRS	Adaptive Trail Rating System
AusCycling	Australian Cycling Peak Body
EMTB	Electric mountain bike
FCNSW	Forestry Corporation of New South Wales
IMBA	International Mountain Biking Association
MTBA	Mountain Bike Australia
NSW NPWS	New South Wales National Parks and Wildlife Service
SCA	State Conservation Area
TDRS	Trail Difficulty Rating System
TSC	Tenterfield Shire Council
TSR	Travelling Stock Route

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APPENDIX A

APPENDIX A - SITE ASSESSMENT OUTCOMES

TENTERFIELD CBD

Site location context	
Site name	Tenterfield CBD
Location	Park land located along Crown Street, between Miles and Manners Streets
Land parcel lot numbers	Lot 701 DP1059521*, Lot 7029 DP1112788, Band hall & car park area, (Lot 12 DP758959, Lot 11 DP758959 -)
Tenure	Crown land
Land manager	Tenterfield Shire Council (TSC)
Total land area	1.98ha
Major constraints	Stakeholders, land manager consent
Site suitability for proposed development	
Opportunities for development	■ Compatible land use to existing management plans, policies and strategies ■ TSC has indicated in principle support for development of a pump track at this particular site ■ Conservation value is generally considered low, based on tenure ■ Suitable soil type ■ Low gradient across site. Low elevation range is ideal for a pump track site. Site is reasonably flat, but undulates in some areas. There are some preferred areas of the site that would be more economical to level for pump track construction, which have been considered in the development of the Site Plan in Figure 3. ■ Existing watercourses not likely to be impacted by development ■ Single tenure (rather than multiple tenures) ■ Road access is excellent. Site is bound by a number of back-roads ■ Access by bike is possible via existing footpaths / bike paths / quiet back-roads ■ There is some good existing infrastructure (as listed below), however some is not within reasonable proximity of the site to use in its current form. Modifications and extensions will be recommended to ensure a high quality functional site. ■ Existing complementary attractions are of a high standard. The site is ideally located in very close proximity to the CBD, with excellent accessibility to retail, food and beverage, accommodation and other tourist services and attractions. ■ Landscape is standard public open space, with attractive aspects, such as neat, well maintained facilities and grassland. The site has an excellent view of the Mt Mackenzie hilltops. This is particularly attractive for a mountain bike trailhead, as it incites excitement for visitors. ■ Landscape condition is suitable for proposed development (i.e. not pristine environment, already heavily used as recreational parklands, disturbed area). ■ Proposed development will improve overall amenity of the park and integrate with character of existing natural assets such as vegetation and watercourse.
Potential constraints on development	■ Availability of funding for ongoing operational costs ■ Road between park and Coles carpark has potential to be impacted by increased traffic ■ Native Title Status to be confirmed, however unlikely to be a constraint according to TSC
Potential for proposed mountain bike development	
Type of user experience and character of the site	Site is ideal for the development of a pump track and central trail head facilities, as proposed by ABT. Tenterfield CBD has a generally good atmosphere as a potential mountain bike friendly town.

Suitable/compatible types of mountain bike trails	The site could accommodate a large pump track and a small skills loop using the undulating terrain.
Potential for conflict	Low potential for conflict with other users of the park. The existing concrete path crossing the length of the park is already designated as shared use for walking and cycling. User groups would be accustomed to sharing the park.
Connectivity to existing or proposed trails and related infrastructure	The Tenterfield train station / historic rail alignment is located a short distance from the Trail Centre site (Refer Figure 18). This alignment is proposed as a cycle link between CBD and Mt Mackenzie. This link would be easily accessible by bike. Jubilee Park, adjacent to the Trail Centre site, across Manners St, has a range of existing community infrastructure, such as public toilets, playgrounds, picnic facilities and parklands. There is opportunity to use and expand existing facilities, such as the toilets, to form part of the Trail Centre development. The proposed site has existing parklands, pedestrian / cycle paths, skate park, basketball hoop, car parking (limited), car parking on surrounding public roads.
Scoping of opportunity	
Prominent trail hub in a highly visible location that is easily accessible from the CBD. This will be the central primary trail head for the ABT destination, and will include a range of visitor amenities. The trail hub should include an asphalt surfaced pump track as the main feature, as well as a complementary bike skills area on the sloping area between the existing footpath and the showgrounds boundary.	
Recommended trail model	Not applicable
Recommended scale and significance	The pump track itself should be developed to a suitable scale and quality equivalent to a regional level of significance. A regionally significant trail product will serve as a day visit destination and when combined with other facilities, a short break destination. (Angry Bull Mountain Bike Trails Business Case.)
Recommended supporting facilities and infrastructure to be provided	Supporting infrastructure on this site is intended to service the Angry Bulls MTB destination, and should be developed to a national level of significance. Combined with the existing town-based visitor facilities (such as cafe, toilets, bike shop, retail etc), the following site-based user services and facilities should be provided at the Trail Centre, to support the proposed nationally significant mountain bike destination: ■ Spectator viewing area / event staging area ■ Shelters with BBQ / picnic facilities ■ Bike racks ■ Bike repair station ■ E-bike charging station ■ Potable water ■ Bike biosecurity wash (optional pay for use) ■ Additional public toilets (optional pay for use) ■ Showers (optional pay for use) ■ Lighting ■ Formalised carparking (gravel surface, demarcated) ■ Bike lanes painted on public roads to enable safe access to / from trailhead ■ Waymarking signage to direct bikes to trailhead ■ Landscaping ■ Prominent branded trailhead sign / entry statement
Further consultation and investigation required	Detailed site master planning by a Landscape Architect should be completed, to work with stakeholders

Photo 1:View of Mt Mackenzie summit from proposed Trailhead 1 location

Photo 4:View along existing shared path facing north. Proposed skills area location is to the left of this path.

Photo 2:Existing shared path traversing the creek looking toward Jubilee Park

Photo 5:Existing band hall building (to be removed). Pump track to be located on / behind the building's current location.

Photo 3:Existing gravel car parking along Crown Street

Photo 6:Existing skate park and basketball court, facing south

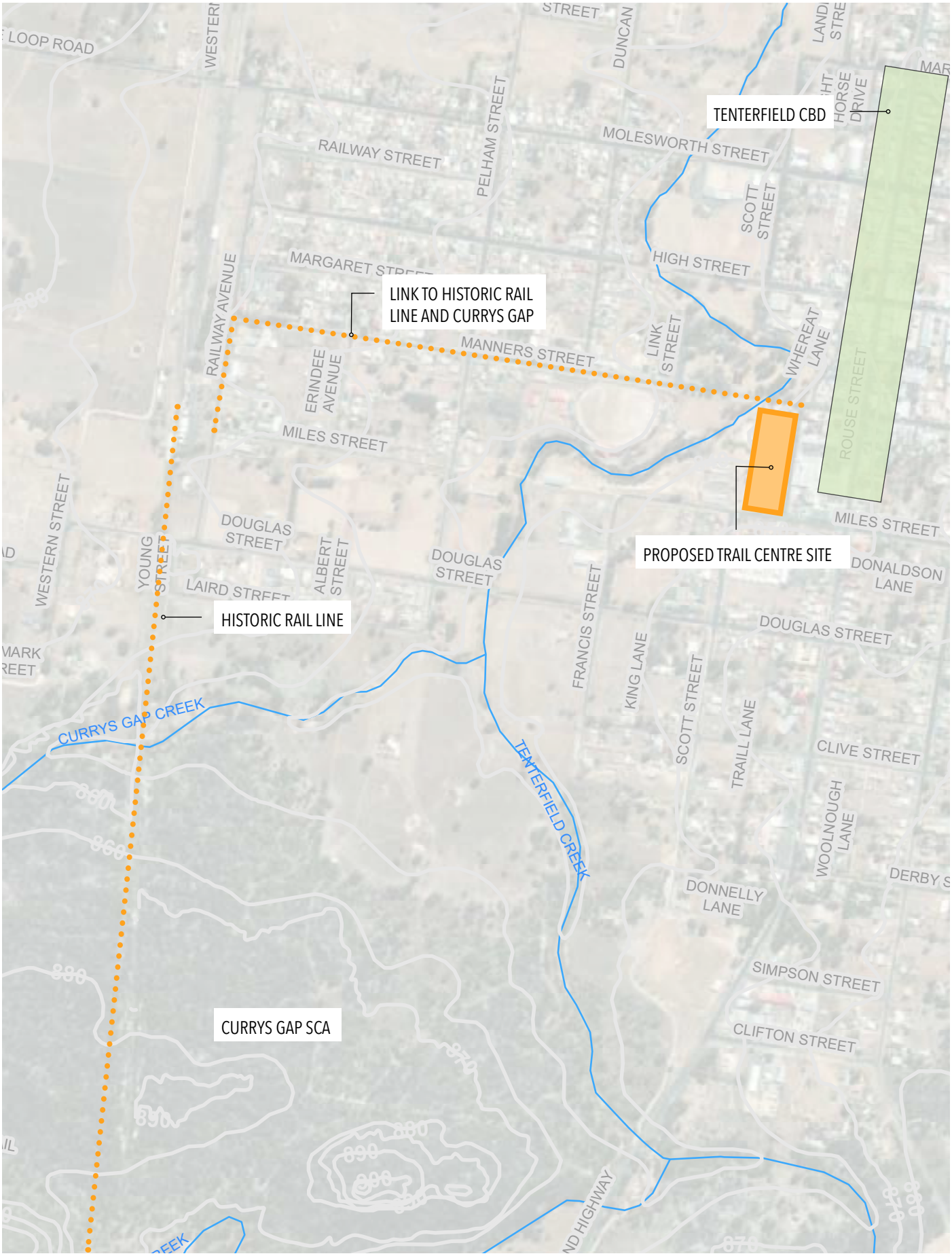

Figure 24: Trail Centre Site Location

MOUNT MACKENZIE

Site location context	
Site name	Mt Mackenzie Nature Reserve
Land parcel lot numbers	Lot 84 DP751538, Lot 7003 DP92653
Tenure	Nature Reserve
Land manager	NSW NPWS, Tenterfield Shire Council
Total land area	140.8ha
Major constraints	High conservation value, surrounding private land owners
Site suitability for proposed development	
Opportunities for development	■ Land manager in principle support for mountain bike trail development. ■ Current plan of management (POM) does mention bike riding within the reserve as a type of recreation, but is not explicit about mountain bike usage. Needs to be confirmed with land manager. Trail design to be sensitive to environmental values of the reserve. ■ Well draining soils, granitic sand, suitable for sustainable trail development. ■ High to very high gradient across site, suited to gravity style trail development. Up to 370m available elevation. Extremely good opportunity for descending trails. Unique opportunity within South East Queensland. ■ There are no existing watercourses through site. ■ Multiple tenures within site. ■ Sealed / unsealed public road access to summit, with potential suitability for shuttle access. ■ Existing infrastructure at the summit (located on TSC land) includes basic shelter, picnic facilities, long drop toilet, lookout and interpretive signage. ■ There is limited space for car parking. ■ Infrastructure considered appropriate for the current level of use. ■ Landscape character unique to the surrounding region - monolith visible from town, surrounded by diverse variety of landscapes within the site, ranging from granite slabs and boulders, to eucalypt forest, spectacular vistas/views, highly variable rocky terrain, open farmlands with expansive vistas and enormous granite slabs (similar to 'Draining Rock' outside the park). Existing gravel roads have potential to be used as trails. Very appealing for mountain bike trails, due to variable gradient, variable terrain and native vegetation coverage. ■ Expansive vistas from multiple view points in the park, along the access road. ■ Landform is unique within the Tenterfield region, in its concentration of significant granite / rock features and expansive vistas. Other parks explored were not as striking. ■ Landscape within the park is not disturbed. Surrounding farmland is largely cleared, but very rocky terrain, much of it appears natural. ■ Potential opportunities to develop gravity and cross country style trails, focusing on more advanced and technical trails utilising a shuttle service. ■ Opportunity to link to town via Currys Gap SCA.
Potential constraints on development	■ Conservation value is considered high, as per the POM. ■ It is generally assumed there are Cultural Heritage values associated with the site. Assessments will be required as per POM once conceptual trail alignments are determined. ■ No opportunity for linkage to Currys Gap due to private land tenure on neighbouring land parcels ■ Some opportunity to expand car parking facilities at this site. ■ Native Title Status to be confirmed.

Potential for proposed mountain bike development	
Type of user experience and character of the site	Excellent potential for development of descending trails, as proposed by ABT, plus a climbing trail, with good connectivity for a shuttle route back to the Trail Centre.
Suitable/compatible types of mountain bike trails	The site is suitable for a shuttle assisted, gravity-oriented network of trails. Opportunities for e-bikes.
Potential for conflict	Low potential for conflict with other users of the park. There are no existing formalised trails within the park. Moderate potential for conflict with surrounding private land owners. Trails and links should be carefully planned to mitigate impacts on private lands.
Connectivity to existing or proposed trails and related infrastructure	Mt Mackenzie Nature Reserve is a parcel of land managed by NSW NPWS, located approximately 10km from the Tenterfield CBD (measured between the Trail Centre location and the park entry via Mt Mackenzie Road). The existing lookout and infrastructure at the summit provides a good secondary trailhead location, from which gravity trails can originate. The existing ring road at the summit is suitable for a shuttle bus turnaround area. There is currently very limited space for car parking, however additional car parking could be created. A physical off-road link to the Trail Centre is not possible due to private land tenure surrounding Mt Mackenzie. However, Mt Mackenzie still offers extremely high potential as a standalone mountain biking experience. Further planning and consideration would need to be given to car parking at both the summit and the proposed lower shuttle pickup point (refer Figure 16: Mt Mackenzie Trail Plan).
Scoping of opportunity	
Provision of gravity zone with accessibility from the Trail Centre via private vehicle or shuttle service.	
Recommended trail model	Trail network
Recommended scale and significance	Due to the unique landform, landscape character and potential concentration of gravity opportunities, the trail network would be a significant attraction for mountain bike tourists visiting the Tenterfield Mountain Bike Destination. The network should initially be developed to a locally significant scale, with at least 15km of dedicated single track trails, including a variety of gravity trails suitable for intermediate to advanced riders.
Recommended supporting facilities and infrastructure to be provided	Planning should be undertaken to ensure infrastructure is highly effective and optimised, given the limited space available at the lookout area. A branded trailhead sign, entry statement and waymarking signage should be installed to provide a visual connection to the overall mountain bike trail destination. A high quality, vandal-resistant bike repair station should be provided at the summit.
Further consultation and investigation required	The following assessments are required to define constraints and conditions on proposed trail corridors: ■ Ecological (flora, fauna, native vegetation) ■ Cultural Heritage Further discussion required with land manager regarding use and development of purpose built single track mountain bike trails, in accordance with POM.

Photo 7:View from the lookout

Photo 10:View from the power infrastructure located south-east of the lookout

Photo 8:Existing picnic shelter at lookout

Photo 11:Views of granite boulder fields from the summit road

Photo 9:"Draining Rock" - example of giant granite slabs

Photo 12:Example of large granite boulder strewn fields surrounding Mt Mackenzie

CURRYS GAP

Site location context	
Site name	Currys Gap State Conservation Area (SCA)
Land parcel lot numbers	Lot 7328 DP1166916, Lot 7040 DP96669, Lot 588 DP75154, Lot 585 DP751540
Tenure	State Conservation Area
Land manager	NSW NPWS
Total land area	218.9ha
Major constraints	High conservation value, highly erodible soils
Site suitability for proposed development	
Opportunities for development	■ Land manager in principle support for mountain bike trail development. ■ Current plan of management (POM) does mention bike riding within the reserve as a type of recreation, but is not explicit about mountain bike usage. Needs to be confirmed with land manager. Trail design to be sensitive to environmental values of the reserve. ■ Low to moderate gradient across site, generally suited to trail development. Low elevation change (<50m across site). ■ Minimal existing watercourses through site. ■ Single tenure within site (rather than multiple tenures). ■ Sealed road access for bikes from CBD. Potential to create new link from CBD via historic rail corridor (refer Figure 18). ■ There are existing walk trails through the site, generally using management roads and have limited signage. ■ No designated formal car parking or facilities. Small access gate for pedestrians provided on Mt Mackenzie Road. Infrastructure considered appropriate for the current level of use. ■ Landscape character unique to the surrounding cleared farmlands, and provides a convenient opportunity for development of single track located between the CBD and Mt Mackenzie. ■ Forested area with no vistas/views, a small dam, some variable rocky terrain, but nothing significant or particularly scenic. Appeal for mountain bike trails is good, due to gentle gradient of land, moderately variable terrain and moderate native vegetation coverage. ■ Landscape condition is moderate, with evidence of disturbance from neighbouring farmlands. ■ Potential opportunities to develop cross country / touring style mountain bike trails. ■ Potential opportunity to develop shared use / or improve existing walking trail experiences.
Potential constraints on development	■ Conservation value is considered high, as per the POM. ■ It is generally assumed there are Cultural Heritage values associated with the site. Assessments will be required as per POM once conceptual trail alignments are determined. ■ Highly erodible soils (sandy in dry, sludge in wet). ■ No potential for linkage to Mt Mackenzie due to private land tenure on neighbouring land parcels. ■ No / limited opportunity to expand car parking facilities at this site. ■ Native Title Status to be confirmed.
Potential for proposed mountain bike development	
Type of user experience and character of the site	Good potential for development of single track cross country style trails, as proposed by ABT.
Suitable/compatible types of mountain bike trails	The site could accommodate a small introductory trail network, with good accessibility from the Trail Centre via the proposed historic railway link.

Potential for conflict	Low potential for conflict with other users of the park. Existing walk tracks do not appear to be highly utilised, but should be considered when planning mountain bike trails to avoid potential conflict. Moderate potential for conflict with surrounding private land owners. Trails and links should be carefully planned to mitigate impacts on private lands.
Connectivity to existing or proposed trails and related infrastructure	Currys Gap SCA is a parcel of land, managed by NSW NPWS, located approximately 2km from the Tenterfield CBD. (Measured between the proposed Trail Centre location and the north-east corner of Currys Gap). An existing historic rail corridor is located adjacent to Currys Gap, along the eastern boundary, and connects to the Tenterfield Railway Museum some 500m to the north (Refer Figure 18). The proposed cycle link could be developed as a shared use trail (walkers, trail runners and cyclists) suitable for cycle touring / bikepacking / gravel riding. The link would make Currys Gap SCA very accessible and encourage people to ride from the CBD. Existing bike path from the highway. May be able to ride in from rail station using back-roads as an alternative to the rail link. Some existing walk trails through Currys Gap (signposted using existing management / fire trails), picnic table located at dam in north-east corner. Its proximity to Mt Mackenzie means it would provide a convenient link between the CBD and Mt Mackenzie. There is very little existing infrastructure, and the site is highly constrained by surrounding private property, so there is little or no opportunity to develop car parking facilities. It is critical that the site encourages access by bike via dedicated link trails.
Scoping of opportunity	
Provision of small, introductory cross country mountain bike loop / network accessible from the Trail Centre via proposed link. While there are some issues noted with high conservation value and highly erodible soils, this land parcel is a critical link due to its accessibility by bike from the CBD, and introductory trail potential. Limited usage of the park may be recommended to limit impact on values, and to limit cost of trail construction in this area. Good drainage design critical for trail to work, keep narrow as possible to prevent erosion issues.	
Recommended trail model	Trail network
Recommended scale and significance	The trail network will serve as a recreational resource for the local community. The network should be developed to a locally significant scale, with approximately 6km of trail total, including at least one beginner loop and one moderate loop.
Recommended supporting facilities and infrastructure to be provided	Due to the site constraints, it is recommended that infrastructure remain minimal. A branded trailhead sign and waymarking signage should be installed to provide a visual connection to the overall mountain bike trail destination.
Further consultation and investigation required	The following assessments are required to define constraints and conditions on proposed trail corridors: ■ Ecological (flora, fauna, native vegetation) ■ Cultural Heritage Further discussion required with land manager regarding use and development of purpose built single track mountain bike trails, in accordance with POM.

Photo 13:Existing rail corridor

Photo 14:Existing rail corridor

TENTERFIELD COMMON

Site location context	
Site name	Tenterfield Common
Land parcel lot numbers	Tenterfield Commons - Lot 7022 DP1126834 Tenterfield Park - Lot 7034 DP1127231
Tenure	Crown Land
Land manager	Tenterfield Shire Council
Total land area	Tenterfield Common - 302ha
Major constraints	Potential private land surrounding Tenterfield Common
Site suitability for proposed development	
Opportunities for development	■ Land manager in principle support for mountain bike trail development. ■ Low to moderate gradient across site, generally suited to trail development. Moderate elevation change (<50m across site). ■ Minimal existing watercourses through site, one creek on the southern boundary. ■ Single tenure within site (rather than multiple tenures). ■ Sealed road access for bikes from CBD - potential to create link from CBD. ■ No designated formal car parking or existing facilities. Good opportunity to provide car parking facilities on the corner of Billirimba and Common Roads. ■ Landscape character unique to the surrounding cleared farmlands, and provides good opportunity for development of single track close to CBD. ■ Open grassy area with large granite outcrops and slabs, vistas/views, some variable rocky terrain. Appeal for mountain bike trails is good, due to variable gradient of land, moderately variable terrain and moderate vegetation coverage. ■ Landscape condition is moderate, with evidence of disturbance (extensive clearing). ■ Potential opportunities to develop gravity and cross country style mountain bike trails with signature features. ■ Potential opportunities for hand built trails. ■ Well draining soils suitable for trail development.
Potential constraints on development	■ Conservation value is considered low, according to tenure. ■ It is generally assumed there are Cultural Heritage values associated with the site. Assessments will be required once conceptual trail alignments are determined. ■ Potential challenges with linkage between CBD and Tenterfield Common via private land tenure on neighbouring land parcels ■ Native Title Status to be confirmed. ■ On-road links between Tenterfield Common and Forest Land / Washpool NP to the south are considered impractical, due to distance. Potential to provide separate development zone from Forest Land
Potential for proposed mountain bike development	
Type of user experience and character of the site	Good potential for development of single track gravity and cross country style trails, as proposed by ABT.
Suitable/compatible types of mountain bike trails	The site could accommodate a relatively large trail network, with good accessibility from the CBD, via a combination of on and off-road links.

Potential for conflict	Low potential for conflict with other users of the Commons park. There do not appear to be existing trails, however there may be some informal motorbike usage in the park. Passive surveillance could be an issue. Moderate potential for conflict with surrounding private land owners. Trails and links should be carefully planned to mitigate impacts on private lands.
Connectivity to existing or proposed trails and related infrastructure	There is good potential for on and off-road links between Tenterfield CBD, Tenterfield Common and Mt Mackenzie / Currys Gap. There is no existing infrastructure, but there is opportunity to develop car parking and trailhead facilities. It is important that the site encourages access by bike via dedicated link trails, to serve as a local recreation resource.
Scoping of opportunity	
Provision of large, diverse mountain bike network in Tenterfield Common, incorporating gravity and cross country trails, catering for beginners through to advanced riders. Network should be linked via on and off road links from the CBD, but should avoid Tenterfield Park.	
Recommended trail model	Trail network
Recommended scale and significance	The trail network will serve as a recreational resource for the local community, as well as a good half day experience for visitors. The network should be developed to a regionally significant scale, with approximately 30km of trail total, including a gravity zone and cross country trails.
Recommended supporting facilities and infrastructure to be provided	It is recommended that a small dedicated gravel surfaced car park as well as branded trailhead signage and waymarking signage be provided for a visual connection to the overall mountain bike trail destination. Additional visitor facilities should be provided, such as toilets, shade structures, picnic equipment and bike racks.
Further consultation and investigation required	The following assessments are required to define constraints and conditions on proposed trail corridors: ■ Ecological (flora, fauna, native vegetation) ■ Cultural Heritage Further discussion required with land manager regarding use and development of purpose built single track mountain bike trails.

Photo 15:Potential trailhead location, corner of Billirimba and Common Roads

BASKET SWAMP NATIONAL PARK

Site location context	
Site location	Basket Swamp National Park / Boonoo State Forest / Boorook State Forest
Land parcel lot numbers	Boonoo & Boorook SF Areas: Lot 3 DP 751055, Lot 28 DP 751045, Lot 166 DP 751541, Lot 20 DP 751055
Tenure	National Park / State Forest
Land manager	NSW NPWS / FCNSW
Total land area	Basket Swamp NP: 2801ha Boonoo State Forest: 4274ha Boorook State Forest: 2977ha
Major constraints	High conservation value
Site suitability for proposed development	
Opportunities for development	■ Land manager in principle support for mountain bike trail development. ■ Low to moderate gradient across site, generally suited to trail development. Moderate elevation change (approx. 320m across site). ■ Existing significant watercourses through site, gorges, waterfalls. ■ Existing gravel roads, cyclists permitted. ■ Historic sites and attractions along Mount Lindesay Road linking Tenterfield to Basket Swamp (London Bridge, Thunderbolt Hideout) ■ Existing Travelling Stock Route provides potential link between Tenterfield and Basket Swamp. ■ No designated formal car parking or existing facilities. ■ Landscape character scenic, unique to the surrounding cleared farmlands, and provides good opportunity for development of single track. ■ Basket Swamp Falls are particularly scenic and iconic. Potential for an iconic trail. ■ Appeal for mountain bike trails is excellent, due to low/moderate gradient of land, moderately variable terrain and scenic opportunities. ■ Landscape condition is good, with little evidence of disturbance. ■ Potential opportunities to develop cross country style mountain bike adventure trail with signature features. ■ Well draining soils suitable for trail development.
Potential constraints on development	■ Conservation value is considered high, according to tenure. ■ It is generally assumed there are Cultural Heritage values associated with the site. Assessments will be required once conceptual trail alignments are determined. ■ Native Title Status to be confirmed.
Potential for proposed mountain bike development	
Type of user experience and character of the site	Good potential for development of single track cross country style trails, as proposed by ABT. Potential links to Travelling Stock Route, Boonoo and Boorook State Forests have potential to be explored further in future stages.
Suitable/compatible types of mountain bike trails	The site could accommodate a relatively large trail network. Other locations closer to the CBD are more appropriate for development of networks. The experience should capitalise on the natural assets of the National Park.
Potential for conflict	Low potential for conflict with other users of the park. Cyclists / mountain bikers currently use the existing fire trail network, sharing with vehicles.

Connectivity to existing or proposed trails and related infrastructure	There is no existing infrastructure, but there is opportunity to develop car parking and trailhead facilities. The site is approximately 25 minutes drive from Tenterfield, and would predominantly be accessed by car. There is potential to create an off-road link via the Travelling Stock Route, which could be investigated further.
Scoping of opportunity	
Provision of an adventure trail experience, that capitalises on the natural assets of the Basket Swamp National Park. The experience should be accessible to a wide range of riders, and suitable for novice riders.	
Recommended trail model	Individual trail
Recommended scale and significance	The trail will serve as a tourism asset, providing a half day experience for visitors. The trail should be developed to a regionally significant scale, approximately 45km in length. A shorter alternative loop could be developed using the existing fire trail network, to give novice or inexperienced riders a short-cut to return to the trailhead.
Recommended supporting facilities and infrastructure to be provided	It is recommended that a small dedicated gravel surfaced car park as well as branded trailhead signage and waymarking signage be provided for a visual connection to the overall mountain bike trail destination. Additional visitor facilities should be provided, such as toilets, shade structures, picnic equipment and bike racks.
Further consultation and investigation required	The following assessments are required to define constraints and conditions on proposed trail corridors: ■ Ecological (flora, fauna, native vegetation) ■ Cultural Heritage Further discussion required with land manager regarding use and development of purpose built single track mountain bike trails.

APPENDIX B

APPENDIX B - IMBA RIDE CENTRE ACCREDITATION CHECKLIST

The IMBA Ride Centre Accreditation Checklist has been used to guide the aspirational level of development for the Tenterfield Mountain Bike Destination. Scoring is based on the trails and related infrastructure proposed within this concept plan.

For the purposes of aligning with the IMBA scoring categories, Cross Country and Gravel trails have been categorised as Traditional Singletrack Trails; All Mountain trails have been categorised as Bike Specific Singletrack Trails.

Based on the self-assessed score, the Tenterfield Mountain Bike Destination has the potential to reach Gold Level IMBA Ride Centre status.

IMBA RIDE CENTERS

All cells except B3 on this sheet are autofilled from the entries on the next 4 sheets. Please fill in cell B3 on this sheet.

Ride Center Evaluation

Tenterfield Mountain Bike Destination

< enter center point here >

Minimum Qualification Levels	Minimum Singletrack Trail Mileage Qualification Per Level	Minimum Quality Trail Experience Points Per Level	Minimum Objective Scoring Total Per Level
Gold Level Ride Center	100 Miles / 160 Kilometers	30	90
Silver Level Ride Center	75 Miles / 120 Kilometers	20	75
Bronze Level Ride Center	50 Miles / 80 Kilometers	10	60

Self Evaluation			
Singletrack Trail Mileage			**Qualification Level Per Points**
Total Mileage		173.3	Gold Level Qualified
Qualitative Results	Available Points	Reviewer Score	**Qualification Level Per Points**
Quality Trail Experience Score	40	0	Reviewer Score TBD
Qualitative Results	Available Points	Self Score	**Qualification Level Per Points**
Trail Types	50	43	
Services	20	18	
Destination Best Practices	30	30	
	100	91	Gold Level Qualified

IMBA RIDE CENTERS

Before filling out this form read through and understand the guide.

Tenterfield Mountain Bike Destination
Ride Center Evaluation

Category	Criteria	Points Available	Self Evaluation	Applicant Response
		50	43	
Traditional Singletrack Trails	Trails used in this section must be a unique trail or trails from all other responses within the "Traditional Singletrack Trails" category and may only be duplicated as a response in the "Climbs & Descents" section below and cannot be used in any of the other trail type categories.			Applicant may enter multiple trails to reach minimum total amount criteria. Refer to guide for more information.
Traditional Singletrack - Easy ●	• Easy traditional singletrack trail for riders. • Trail has no bike-specific enhancements or man made features. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 5 miles/8 km. • Minimum adjoining segment length of 2.0 mile/3.2 km.	1	1	Trail name: Currys Gap Trail 1 — Segment Length: 7.9 Trail name: Climb 1 — Segment Length: 4.6 Trail name: — Segment Length: Trail name: — Segment Length:
Traditional Singletrack - More Difficult ■	• More difficult traditional singletrack trail for riders. • Trail has no bike-specific enhancements or man made features. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 10 miles/16 km. • Minimum adjoining segment length of 4.0 miles/6.4 km.	1	1	Trail name: Basket swamp segment — Segment Length: 15 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Traditional Singletrack - Very Difficult ◆	• Very difficult traditional singletrack trail for riders. • Trail has no bike-specific enhancements or man made features. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 10 miles/16 km. • Minimum adjoining segment length of 4.0 miles/6.4 km.	1	1	Trail name: Basket swamp segment — Segment Length: 10.9 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Traditional Singletrack - Extremely Difficult ◆◆	• Extremely difficult traditional singletrack trail for advanced riders. • Trail has no bike-specific enhancements or man made features. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 8.0 miles/12.8 km. • Minimum adjoining segment length of 2.0 mile/3.2 km.	1		Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Bike Specific Singletrack Trails	Trails in this section must be a unique trail or trails from all other responses within the "Bike Specific Singletrack Trails" category and may only be duplicated as a response in the "Climbs & Descents" section below.			Applicant may enter multiple trails to reach minimum total amount criteria. Refer to guide for more information.
Bike Specific Singletrack - Easy: 1.0 miles/1.6 km ●	• Easy purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km.	1	1	Trail name: Green exit trail — Segment Length: 1.9 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Bike Specific Singletrack - Easy: 2.0 miles/3.2 km ●	• Easy purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km.	1	1	Trail name: Climb 3 — Segment Length: 3.7 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Bike Specific Singletrack - Easy: 3.0 miles/4.8 km ●	• Easy purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 3.0 miles/4.8 km. • Minimum adjoining segment length of 1.0 miles/1.6 km.	1	1	Trail name: Summit Descent 4 — Segment Length: 4.9 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:
Bike Specific Singletrack - More Difficult: 1.0 miles/1.6 km ■	• More Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km.	1	1	Trail name: Bald Rock 2 — Segment Length: 1.6 Trail name: — Segment Length: Trail name: — Segment Length: Trail name: — Segment Length:

Bike Specific Singletrack - More Difficult: 2.0 miles/3.2 km 	• More Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:	Bald Rock 3	Segment Length:	7.7
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - More Difficult: 3.0 miles/4.8 km 	• More Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 3.0 miles/4.8 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:	Bald Rock 1	Segment Length:	13.8
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - Very Difficult: 1.0 miles/1.6 km 	• Very Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - Very Difficult: 2.0 miles/3.2 km 	• More Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:	Descent 3	Segment Length:	2
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - Very Difficult: 3.0 miles/4.8 km 	• More Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 3.0 miles/4.8 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:	Exit trail	Segment Length:	8.2
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - Extremely Difficult: 1.0 miles/1.6 km 	• Extremely Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1		Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
Bike Specific Singletrack - Extremely Difficult: 2.0 miles/3.2 km 	• Extremely Difficult purpose-built or modified singletrack trail that maximizes the fun and efficiency of riding a mountain bike. • Majority of trail contains a high density of specific features to enhance the rider experience and provide challenge. • Enhancements may include berms, rollers, consistently wide turn radii, technical features, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1		Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	
				Trail name:		Segment Length:	

Bike Specific Gravity Trails	Trails in this section must be a unique trail or trails from all other responses within the "Bike Specific Gravity Trails" category and may only be duplicated as a response in the "Climbs & Descents" section or as part of a gravity bike park below.			Applicant may enter multiple trails to reach minimum total amount criteria. Refer to guide for more information.				
Bike Specific Gravity Oriented Trail - Easy: 1.0 miles/1.6 km 	• Easy purpose-built or modified trail that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name:		Segment Length:		
				Trail name:		Segment Length:		
				Trail name:		Segment Length:		
				Trail name:		Segment Length:		
Bike Specific Gravity Oriented Trail - Easy:	• Easy purpose-built or modified trail that utilizes gravity to enhance the descending experience.			Trail name:	Summit Descent 4	Segment Length:	4.9	
				Trail name:		Segment Length:		

2.0 miles/3.2 km 	• The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - More Difficult: 1.0 miles/1.6 km 	• More Difficult purpose-built or modified trail that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name: Summit Descent 6 Segment Length: 2 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - More Difficult: 2.0 miles/3.2 km 	• More Difficult purpose-built or modified trail that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name: Summit Descent 5 Segment Length: 4.2 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - More Difficult: 4.0 miles/6.4 km 	• More Difficult purpose-built or modified trail that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 4.0 miles/6.4 km. • Minimum adjoining segment length of 2.0 miles/3.2 km	1	1	Trail name: Mt Mckenzie Descent 1 Segment Length: 5.7 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - Very Difficult: 1.0 miles/1.6 km 	• Very Difficult purpose-built or modified trail for intermediate riders that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name: Summit Descent 3 Segment Length: 1.3 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - Very Difficult: 2.0 miles/3.2 km 	• Very Difficult purpose-built or modified trail for intermediate riders that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1	1	Trail name: Mt Mackenzie Descent Segment Length: 3.7 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - Very Difficult: 4.0 miles/6.4 km 	• Very Difficult purpose-built or modified trail for intermediate riders that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 4.0 miles/6.4 km. • Minimum adjoining segment length of 2.0 miles/3.2 km	1		Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Bike Specific Gravity Oriented Trail - Extremely Difficult: 1.0 miles/1.6 km 	• Extremely Difficult purpose-built or modified trail for advanced riders that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 1.0 miles/1.6 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1		Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:

Bike Specific Gravity Oriented Trail - Extremely Difficult: 2.0 miles/3.2 km 	• Extremely Difficult purpose-built or modified trail for advanced riders that utilizes gravity to enhance the descending experience. • The majority of the trail must contain a high density of bike specific features to enhance the rider experience, provide challenge and maximize the fun and efficiency of riding a mountain bike. • Enhancements may include berms, rollers, consistently wide turn radii, technical challenges, rock gardens, jumps, drops, etc. • Generally complies with IMBA Trail Rating guidelines. • Minimum total amount of 2.0 miles/3.2 km. • Minimum adjoining segment length of 1.0 miles/1.6 km	1		Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:

Climbs & Descents	If neccessary, you may duplicate a response from a trail listed in the above categories for the "Climbs & Descents" section below. The trails listed in this section must be a unique segment from all other responses within the "Climbs & Descents" category			Applicant may enter multiple trails to reach minimum total amount criteria. Refer to guide for more information.
Descents ≥ 1 mile/1.6 km	• Singletrack trail descent • Average trail grade between 5%-10% for at least 1.0 mile/1.6 km. • Maximum sustained trail grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Descent 3 Segment Length: 2 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Descents ≥ 3 mile/4.8 km	• Singletrack trail descent • Average trail grade between 5%-10% for at least 3.0 mile/4.8 km. • Maximum sustained trail grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Descent 1 Segment Length: 4.8 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Descents ≥ 5 mile/8 km	• Singletrack trail descent • Average trail grade between 5%-10% for at least 5.0 mile/8.0 km. • Maximum sustained trail grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Descent 2 Segment Length: 10.3 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Technical Descent	• Descending route that possesses a high density of technical features • Features may include rocks, roots, steps and/or other challenges • Minimum total amount of 3.0 mile/4.8 km. • Minimum adjoining segment length of 2.0 miles/3.2 km.	2	2	Trail name: Mt Mackenzie Descent Segment Length: 3.7 Trail name: Mt Mackenzie Descent Segment Length: 5.7 Trail name: Segment Length: Trail name: Segment Length:
Long climb ≥ 1 mile/1.6 km	• Singletrack trail ascent • Minimum average grade of 7% for at least 1.0 mile/1.6 km. • Maximum sustained grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Blue short climb Segment Length: 2 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Long climb ≥ 3 mile/4.8 km	• Singletrack trail ascent • Minimum average grade of 7% for at least 3.0 mile/4.8 km. • Maximum sustained grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Climb 2 Segment Length: 2.5 Trail name: Climb 3 Segment Length: 3.7 Trail name: Segment Length: Trail name: Segment Length:
Long climb ≥ 5 mile/8 km	• Singletrack trail ascent • Minimum average grade of 7% for at least 5.0 mile/8.0 km. • Maximum sustained grade of 20% for no more than 0.5 mile/0.8 km.	1	1	Trail name: Climb 1 Segment Length: 4.3 Trail name: Climb 2 Segment Length: 6.3 Trail name: Segment Length: Trail name: Segment Length:
Technical Climbs	• Ascending route that possesses a high density of technical features • Features may include rocks, roots, steps and/or other challenges • Minimum total amount of 5.0 mile/8.0 km. • Minimum adjoining segment length of 2.0 miles/3.2 km.	1	1	Trail name: Climb 2 Segment Length: 6.3 Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:

Municipal Bike Park Components	Points are cumulative. Up to 2 points may be awarded depending on the size and variety of features and amenities.			
Progressive Dirt Jump Trail Area	• Features a broad range of jump lines to provide skill progression from beginner to advanced. • Jumps are constructed from dirt or engineered materials. • Features a mix or dirt jump types, berms and features. • Must be a relatively continguous area requiring no more than 0.25 miles/0.4 km of pedaling to reach all start points. • An inspection and maintenance protocal must be in place. • Clear signage featuring skill levels, rules, and EMS info must be in place	2	2	Facility name: Angry Bull Trail Centre Total Length: 1
Progressive Skills Development Area	• Challenge features (e.g., berms, rock armoring, drops, rollers) that encourage learning. • Features are designed to provide progression and challenge for beginner to advanced riders. • Some features should be representative of challenges that riders might encounter on local trails. • An inspection and maintenance protocal must be in place. • Clear signage featuring skill levels, rules, and EMS info must be in place	2	2	Facility name: Angry Bull Trail Centre Total Length: 1
Pump tracks	• Pump track offers riders the chance to be creative, a number of lines can be ridden in multiple directions. • A configuration of rollers, small jumps and berms will align to optimize the riding experience for riders of all skill levels. • Pump track must provide areas which are appropriate for beginner to advanced users of all ages. • An inspection and maintenance protocal must be in place	2	2	Facility name: Angry Bull Trail Centre Total Length: 1

	• An inspection and maintenance protocal must be in place.			

Gravity Bike Park	Points are cumulative. Up to 5 points may be awarded depending on the size and variety of features and amenities.			
Gravity Bike Park with uplift	• Park facility with regular uplift services and a network of bike specific trails that are optimized for descending only. • Features jump trails and technical trails or a combination of qualities to provide unique curated trail experiences. • The area must provide routes which are appropriate for beginner to advanced users. • Can be free or fee-based service. • Uplift service must be readily available and adhere to a regular schedule of operation. • An inspection and maintenance protocal must be in place. • Clear signage featuring skill levels, rules, and EMS info must be in place.	5	5	Facility Name: Mount Mackenzie Gravity Park Trail mileage of each skill level type: Easy: More difficult: 11 Very difficult: 3.7 Extremely difficult:

Trail System Seasons				
All-weather trails ≥ 5.0 miles/8.0 km	• Trail system has more than 5.0 miles/8.0 km of trails that can sustainable withstand use during very wet or very dry periods. • Trails can be engineered, improved and/or possess soil types that make them durable.	2	2	Describe trail surface characteristics along with construction techniques that were employed to create "All-weather" trails: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
All-weather trails ≥ 10.0 miles/16.0 km	• Trail system has more than 10.0 miles/16.0 km of trails that can sustainable withstand use during very wet or very dry periods. • Trails can be engineered, improved and/or possess soil types that make them durable.	2	2	Describe trail surface characteristics along with construction techniques that were employed to create "All-weather" trails: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:
Trails groomed for snowbiking ≥ 10.0 miles/16.0 km	• There are at least 10.0 miles/16.0 km of trails that are properly groomed for snowbiking. • Trails must be contiguous, open for at least one month. • Trails must be groomed specifically as narrow singletrack for snowbiking.	1		List routes, provide photos, and documentation of opening dates: Trail name: Segment Length: Trail name: Segment Length: Trail name: Segment Length:

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IMBA RIDE CENTERS

Before filling out this form read through and understand the guide.

Tenterfield Mountain Bike Destination

Ride Center Evaluation

Category	Criteria	Points Available	Self Evaluation	Applicant Response
		20	**18**	
	Retail			
Bike shop - goods & services	Bike shop(s) within the community has/have a significant stock of mountain bike-based merchandise and can service mountain bikes.	2	2	Business names: Future
MTB guide services / outfitters	Availability of free or fee-based guide services.	1	1	Business names: Future
Bike rental	Availability of mountain bike rental services. Stock cannot be older than three years and must include mid-level or better full-suspension bicycles in sizes small through extra-large.	2	2	Business names: Future
Shopping	There are opportunities to shop for general merchandise. Pharmacy, department store, hardware store, automotive supply shop, etc.	1	1	Provide links to local shopping opportunities: Existing
	Lodging	**Points Available**	**Self Evaluation**	
Primitive Camping	There are primitive camping locations within 3.0 miles/5.0 km of the trail system.	1	1	List names: Existing
Camping with potable water & showers	There are camping sites with potable water and hot showers within 5.0 miles/8.0 km of the trail system.	1	1	List names: Existing
Camping with van/RV hookup	There are camping sites with van/RV hookups within 5.0 miles/8.0 km of the trail system.	1	1	List names: Existing
Hotel / Motel	There are hotels/motels within 5.0 miles/8.0 km of the trail system.	1	1	List names with links: Existing
Bike-friendly lodging	Hotels/motels/campgrounds featuring: • bike wash station • secure bike storage and/or bikes allowed in rooms • at least 25% of available rooms/sites must be be bike-friendly	1	1	List names with website links to demonstrate bike friendly promotion and initiative: Existing

	Food	Points Available	Self Evaluation	
Quality / Variety of restaurants	There is a variety of eating establishments that feature different cuisines. More than six different types of restaurants. I.e. Italian, Thai, BBQ, etc...	2	2	List names: Existing
Brew pub	There is a brew pub.	1	1	List names: Existing
Coffee shop	There is a coffee shop.	1	1	List names: Existing
Grocery Store	There is a grocery store.	1	1	List names: Existing
Natural / Organic Food	It is possible to purchase natural / organic food.	1	1	List names: Existing

	Other	Points Available	Self Evaluation	
Airport	There is an airport reachable within one hour by public or private transportation. Airport needs to have daily commercial jet service no further than one hour away.	2		List names:
Medical services/EMS	There exists a hospital emergency room or clinic within 40 miles of trail system, or backcountry EMS providers are established in the area. EMS providers can be trained land management agency staff, organized volunteer SAR teams, etc. Personnel need to be familiar with the trail system and have an understanding of access points and evacuation routes.	1	1	List names & contact info: Tenterfield District Hospital
	Tenterfield Mountain Bike Destination	**20**	**18**	

IMBA RIDE CENTERS

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Tenterfield Mountain Bike Destination
Ride Center Evaluation

Category	Criteria	Points Available	Self Evaluation	Applicant Response
		30	30	
	Trail System Characteristics & Features			
Signs / Wayfinding	Signs, maps, and markers allow persons unfamiliar with the trail system to navigate it with relative ease. A comprehensive trail signage and mapping effort should be employed at a destination trail system. This would include integrated trailhead kiosk, print materials, online mapping platform like mtbproject.com and systematic signage throughout the trail system and at every intersection. Signs must be placed at all trail entrances and	2	2	Reviewer will assess onsite
Trailhead Amenities	Major trailheads possess key support elements that provide a quality experience for trail users and mountain bikers. Major trail heads must have defined parking, bathroom, water, and mtb appropriate signs (that indicate trail sytem info, rules, trail system map, and EMS info).	2	2	Reviewer will assess onsite
Trailhead Access by Bike	Ease of access by bicycle from bike shop/food & beverage to trailhead. Factors to consider include: easy grades (5% or less); distance (less than 3 miles/5 km); presence of a bike lane, path, trail, or wide striped shoulder; traffic volume on shared routes. Is the trail system in a designated Bike Friendly Community and provide a well signed and supported bicycle route to and from surrounding amenities?	1	1	Reviewer will assess onsite
Shuttle / Uplift Options	There are opportunities to hire a shuttle or use uplift services to access trails. Includes established helicopter shuttles, vehicle shuttle services, public transport, chairlift, gondola. Shuttle hire/uplift options must cover at least 90% of the accessed trail vertical and allow access to 50% of the trail system. Must provide regular scheduled services. There is space in the application to list these options.	2	2	List options:
Three or More Days of Riding	A cyclist can spend three or more days riding the trail system and enjoy a different ride each day. Each ride does not necessarily need to be on completely different trails, but should provide a unique experience. The applicant must have a minimum of 50 miles of singletrack trails open to mountain bikes.	2	2	Please use total mileage from "Trail Index" Tab.
Long Distance Adventure	There exist opportunities to do a long distance (50 miles/80 km) and possibly multi-day singletrack tour within or as part of the trail system. A route that uses a collection of trails that provides users with an opportuity to see a broad range of the area's terrain, nature, and culture. Camping can be a major component of the experience for many users. Minimum length of 40 miles/64 km route. Can be no less than 80% singletrack trail. Can not be	2	2	Provide link to website that shows this route, i.e. MTB Project or Trail Forks OR include .KMZ file with your submission (see application guide for more information).
Backcountry Experience	Opportunities to find a sense of solitude or a backcountry experience while riding. The trail experience will result in a ride that will provide a remote, undeveloped, isolated, or difficult to access adventure that will also encounter few other users while being further than 5.0 miles/8.0 km (by trail) from the trailhead. Must occur during a minimum of 10 miles/16 km contiguous route.	2	2	Provide link to website that shows this route, i.e. MTB Project or Trail Forks OR include .KMZ file with your submission (see application guide for more information).

	Community Involvement	**Points Available**	**Self Evaluation**	
MTB Club	A local or regional mountain bike user club has a presence in the community. Local club must be IMBA chapter or supporting organization and must be engage in supporting the stewardship of the trail through regular trail work.	2	2	List name & contact info:
Group Rides	There are regularly scheduled group rides. The rides can be hosted by the local community, bike shop, guide service, or other entity. Rides are free or available for a minimal fee.	1	1	List name & contact info:
MTB Related Events	Local community or other entity hosts or helps with races, festivals, trailwork,			List events & contact info:

	or other bike-related social activities (e.g., fundraisers).	2	2	
Community Support	The Ride Center's development and maintenance are supported by government entities, businesses, stakeholders, and the general community. Can be shown through letters of support, economic support, grants, etc. Can also be shown with strong advocacy support.	2	2	Must include at least one letter of support for the Ride Center bid from the following categories: Land Manager: Local Government: Local Business: Local MTB Club:
Land Manager / Owner Support	Legal or official instrument that defines responsibilities, maintains mountain bicycling access to trails, provides for trail system development, and guides trail system management. Examples include adopted trail plan, operations and maintenance plans, contracts, memorandums of understanding	2	2	List name, agreement, plan, description, entities involved and contact info:
Data Capture & Evaluation	Trail system managers or volunteers actively assess usage, evaluate trends, survey riders, and develop reports on key trail system factors. I.e. trail counters, user surveys and annual reports.	1	1	List methods and results:

Tourism & Marketing		**Points Available**	**Self Evaluation**	
Recreation Variety	There are a variety of recreational opportunities within one hour by public or private transportation. Additional recreation opportunities are important to provide a diverse experience. Activities include rock climbing, skiing, snowboarding, mountaineering, kayaking, kiting, rafting, hiking, running, surfing, etc. Points are cumulative and are awarded depending on the amount and variety of activities and amenities.	2	2	List high quality recreation opportunities:
Online Presence	Easily accessible mediums (e.g., website and social media) used for marketing the trail system. Information should include details about where to ride, where to stay, where to eat, local MTB organization, Chamber of Commerce/visitors' bureau, etc.	2	2	List links:
Ride Center / Trails Marketing and Promotions Group	There exists a local community group that has made a commitment to promoting and marketing the Ride Center. Group can be comprised of Chamber of Commerce, visitors' council, government agencies, land manager/owner, marketing alliance, etc.	1	1	List organizations and contact info:
Tourism Riding season ≥ 8 months	The riding season is typically eight months or longer. Assumes the trail system is managed and promoted for tourism purposes for the specified tourism season. Can include winter groomed singletrack	1	1	Details:
Tourism Riding season ≥ 10 months	The riding season is typically ten months or longer. Assumes the trail system is managed and promoted for tourism purposes for the specified tourism season. Can include winter groomed singletrack	1	1	Details:

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