



# **MT OWEN SHUTTLE MANAGEMENT PLAN**

Introduction and Context.....	2
Compliance and Review .....	2
Trail Network and Pickup Points.....	2
Mt Owen Access Road .....	3
Shuttle service requirements.....	3
Market Expectations .....	4
Unauthorised vehicles .....	4
Road and Trail Maintenance.....	4
Rider extraction.....	4
Emergencies.....	4
Agreements.....	5
Attachment 1 - Shuttle Route Plan and Trail Map.....	6
Attachment 2 – Mt Owen Access Road – Call Points.....	8

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## Introduction and Context

This document serves to provide a framework, recommendations and minimum requirements for operators servicing customers wishing to access the upper trail network on Mt Owen via shuttle uplift.

This document and attached plans provide a framework which all prospective mountain bike shuttle providers must work within, with the aim of achieving the following objectives:

- Ensuring the safety of the public and licensed users of shuttle routes
- Providing suitable level of service to riders utilising uplift accessed trails.
- Ensure sustainable use and maintenance of the Mt Owen access road and trail network.

## Compliance and Review

MTB Shuttle operators with access to Mt Owen must comply with the requirements in this Shuttle Management Plan. Failure to do so may result in the termination of any access contracts.

This document will be reviewed regularly by West Coast Council (at least every 12 months) with approved operators consulted on any changes.

## Trail Network and Pickup Points

The Mount Owen trail network consists of nine (9) individual trails with a total of four (4) different routes that are accessed via vehicle uplift – with two trails terminating near the head of the Linda Valley, and two which deposit riders back to Tramway St, Queenstown.

- Trails 2 and 3 are accessed via trail 1 with riders beginning at the North Owen Spur Dropoff and finishing in the Linda Valley.
- Trails 4, 5 and 8 form one of two routes to Queenstown and begins at the North Owen Spur Dropoff.
- Trails 9, 5 and 8 form the other route to Queenstown requiring riders to depart the North Owen Spur Dropoff and ride up to the trail departure point higher up the mountain.

At a minimum, shuttle operators are to provide rider drop/pickups at four key locations:

- Headley Faulls Park Shuttle Rank
- North Owen Spur
- Linda Valley trail termination point (“Chamouni Access Track”)
- Mid-mountain (Poor weather)

Additional pickup/drop off points may be included by shuttle operators provided it does not impact on core shuttle drop off and pick up locations.

The exact time it will take riders to complete each trail is not known yet and will vary between riders. However, estimates for each trail are shown on the Shuttle Route Plan (Attachment 1).

## Mt Owen Access Road

### Road Condition

The road is managed by West Coast Council and is built to a standard sufficient to allow access with low range 4WD vehicles. The ability to utilise the road in different weather conditions will depend on exact vehicle type and driver skill/experience. Operators are expected to ensure that they can safely operate to the conditions. The road offers very limited passing opportunities and therefore is access and radio controlled with call points.

### Other Users

The road is used by other tour operators and by infrastructure maintenance employees including trucks, all are subject to the traffic control measures but it is expected shuttle operators will be courteous and work with other users to ensure safe operations.

### Access Control

The Mount Owen access road is to be controlled by a heavy duty semi-automated access gate. The gate will be sim activated with users required to “call” the gate to activate the auto open/close mechanism.

To ensure site security, a ‘hard lock’ of the gate will be required outside of shuttle operating hours – requiring the gate to be manually unlocked and locked at the beginning and end of each day that shuttles are operating. A key will be issued to all licensed users.

### Traffic Control

The Mount Owen access road will be subject to a traffic management plan. This will be provided by West Coast Council to operators, and must be complied with. It will require the use of radio call points and communications to ensure any vehicle passing occurs at appropriate passing locations. Road users are also encouraged to work with each other to plan movements in advance where possible to minimise encounters on the access road. This includes liaising with non-MTB shuttle users of the road. The current traffic control points are included in Attachment 2.

## Shuttle service requirements

Shuttle operators are expected to provide, adhere to and demonstrate the following key requirements:

- Low range 4WD vehicles only on Mt Owen access road.
- Commit to adherence of any/all Council and State Government traffic management requirements.
- Demonstration of compliance with any/all requirements of operating the service over both Crown Land, Parks and Wildlife Tasmania and Department of State Growth managed areas.
- At least one staff member per shift must hold current first aid training.
- Utilise a common waiver and explain relevant risks to riders.
- Respect and work with other access road users to ensure safety.

## Market Expectations

Taking into consideration other riding destinations, rider feedback, trail elevations and lengths, a guide for how riders might wish to access and the use the trail network is as follows:

### **4-6 runs per day**

Comparing Mt Owen to other riding destinations and equivalent riding experiences at Maydena, Thredbo, St Helens, and Derby, it is envisaged that the majority of riders will be satisfied with 4 uplifts per day. For the majority of riders, fatigue would likely become an issue sometime during the 5<sup>th</sup> or 6<sup>th</sup> run - increasing the chances of crashes and consequent injuries.

### **Wait times**

Riders booking multiple shuttle runs in succession will not want unreasonable wait times. Shuttle schedules should work pickup and drop off times around the expected ride times shown on the shuttle route plan – with the exception of Trail 9. It is not expected that uplift providers schedule runs to allow for these riders, nor can riders reasonably expect shuttle operators to schedule around it.

Given that the trail ride times are only estimates at this stage, it is expected and permissible that shuttle schedules and fee structures may change to best meet rider needs as trail network visitation increases/decreases over time and seasonally.

### **Flexible booking structure**

Given travel schedules, differing rider experience/fitness levels and pedal access trail offerings, it is recommended to offer at minimum part/half day bookings and full day bookings.

## Unauthorised vehicles

The access road is a controlled access road and only authorised licensed users are to utilise the road.

In the event that an unauthorised vehicle is encountered, the vehicle's number plate and/or description is to be recorded and police contacted.

## Road and Trail Maintenance

To help ensure continued, safe, and sustainable access along the road and a continued quality trail experience for riders, routine maintenance of both the Mt Owen Access Rd and trail network will be required. As part of each shuttle operator's agreement with Council to provide commercial uplift services, there will be a requirement to provide a payment to Council, the payment will be determined through an EOI basis and may be per annum, per vehicle movement or per rider.

## Rider extraction

In the instance a rider cannot embark on a trail for any reason (mechanical issue, physiological reasons, injury etc.) shuttle operators are expected to transport them back to Queenstown on their next scheduled unladen trip, free of charge. This is not exclusive to paying clients.

## Emergencies

In the case of an emergency on the road vehicles on the road must proceed to the nearest safe passing bay provided it is safe to do so and provide right of way to emergency vehicles if safe to do so. Shuttle Vehicles are expected to provide reasonable transport assistance to members of the public and emergency services in the case of an emergency on Mt Owen.



Call 000 for emergencies.

Non-emergency contact numbers:

- Fire Services Tasmania Ph: 1800 000 699 Fax: (03) 6434 6700
- Ambulance Ph: 1800 008 008 Fax: (03) 6230 8515
- Tasmania Police: (03) 6169 4411

All shuttle operators are to understand and carry in each vehicle the “Mount Owen Safety Management Plan”.

Shuttle Operators also agree that closure of the Mt Owen access road, parts thereof, or the MTB trails is entirely at the discretion of West Coast Council. This may include for fire or other environmental danger, or any other reason.

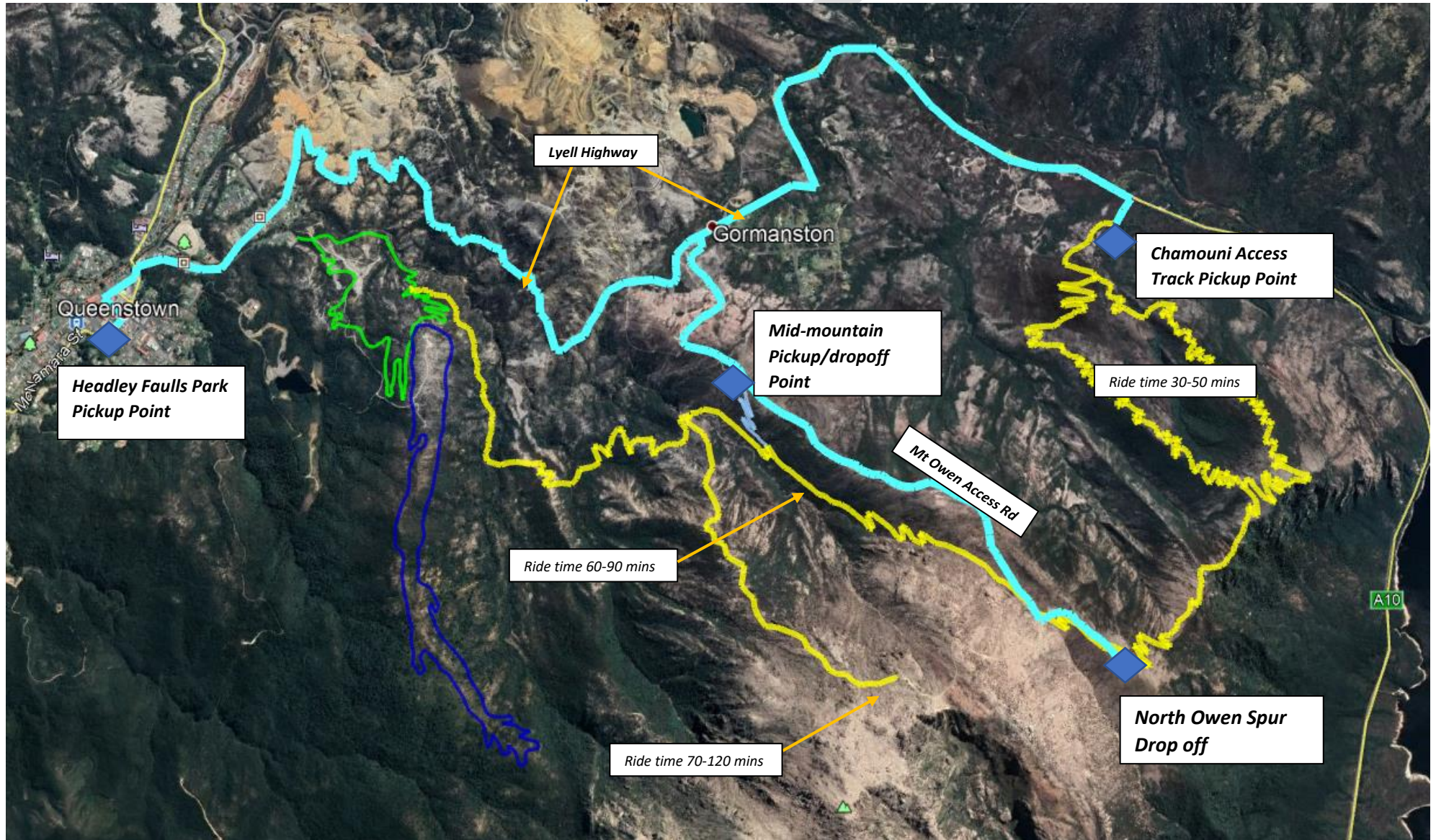
## Agreements

Shuttle Operators will be required to enter into an agreement with Council which detail specific legal rights and obligations, approvals will also be subject to landowner consent.

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Attachment 1 - Shuttle Route Plan and Trail Map.



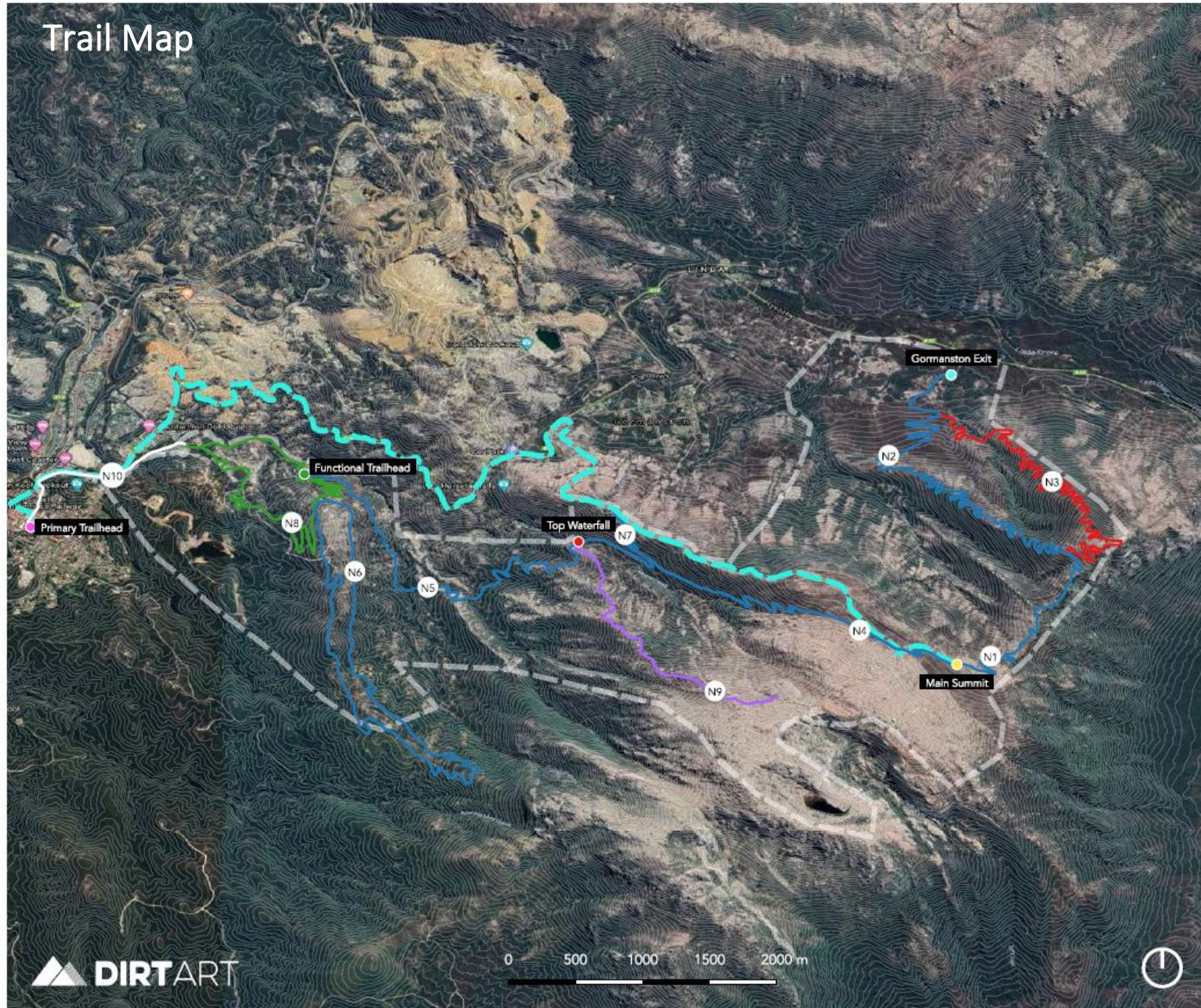


# Trail Map

# West Coast MTB Project

## TRAIL CONCEPT PLAN

21.02.20



Trail Difficult (IMBA)

- Green Circle
- Blue Square
- Black Diamond
- Double Black Diamond

Proposed Trailheads

- Primary Trailhead
- Functional Trailhead
- Summit Trailhead
- Top Waterfall
- Gormanston Exit

Proposed Trails

- N1
- N2
- N3
- N4
- N5
- N6
- N7
- N8
- N9
- N10
- Shuttle Route
- Outline\_Mount Owen





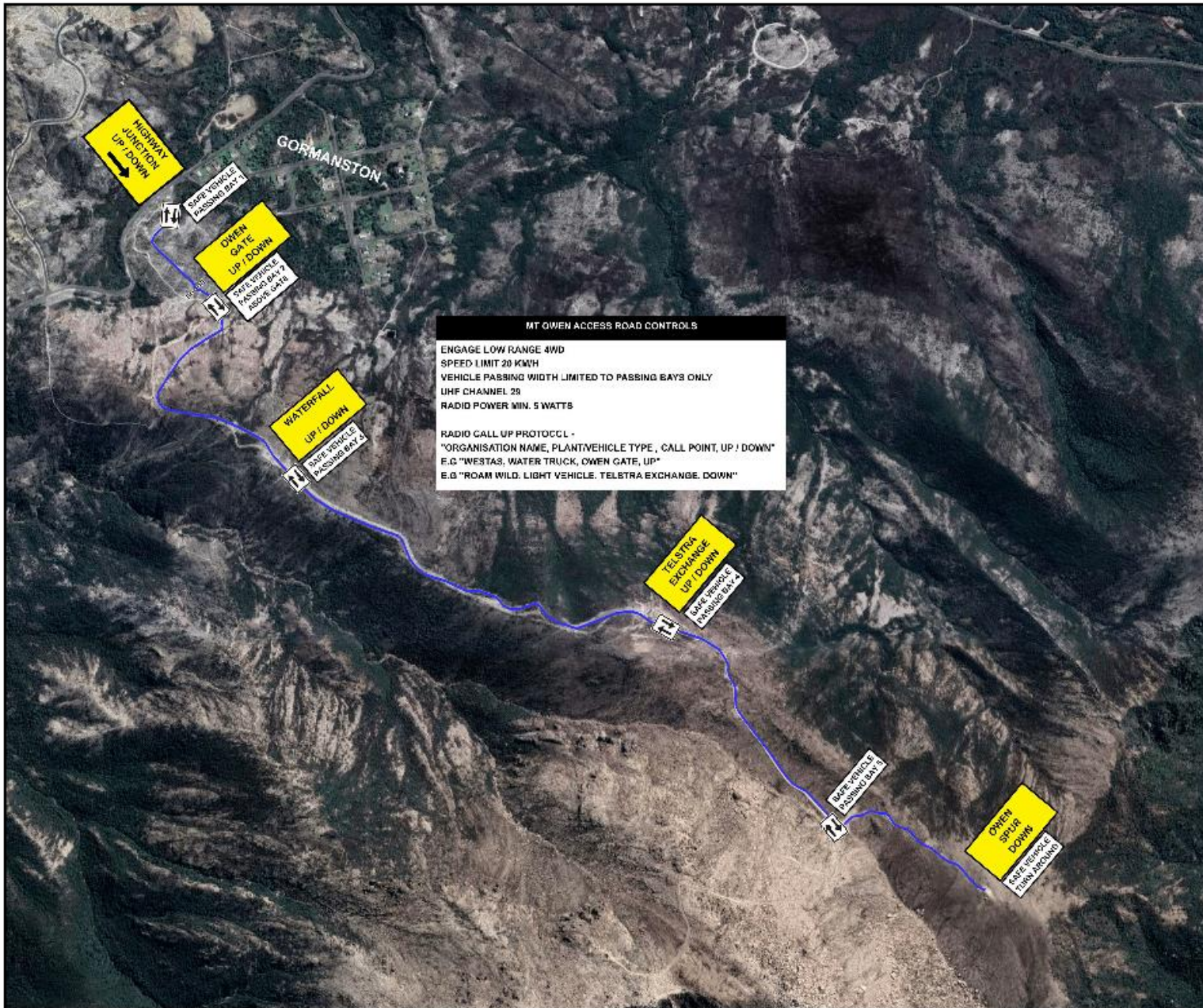
Attachment 2 – Mt Owen Access Road – Call Points

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# WEST COAST COUNCIL

Tasmania  
 Tel 03 6471 4700  
 Fax 03 6471 4720  
 PO Box 63, Queenstown 7467  
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<b>Plan #:</b> MO - 101	
<b>Location:</b> Mt Owen	
<b>Title:</b> Mt Owen Access Rd Temporary Traffic Management	
<b>Onsite Contact:</b> West Coast Council - 03 6471 4700	
<b>Site Induction:</b>	
<b>Date Drawn:</b> 15/01/2021	
<b>Revision:</b> 0	<b>License #:</b>
<b>Drawn By:</b> Aaron Stewart	
<b>Date and Time of Project:</b>	
<b>Posted Speed:</b> 20 km/h	<b>Reduced Speed:</b> NA
<b>Signature:</b>	
<b>Notes:</b> Warning: Steep, loose surfaces. Users to maintain vehicle traction and controlled speeds at all times. All gates to remain securely locked. Descending vehicles to give way to ascending vehicles in designated passing bays.	
