



Concept Plan- Meehan Range Bike Park Project

Disclaimer-

This Concept Plan has been prepared by *Dirt Art Pty Ltd* for the Meehan Range Bike Park Project. This document represents a high-level concept plan, and not a final project design. All material presented in this document, including trail alignments, are subject to change through the design and approvals process.

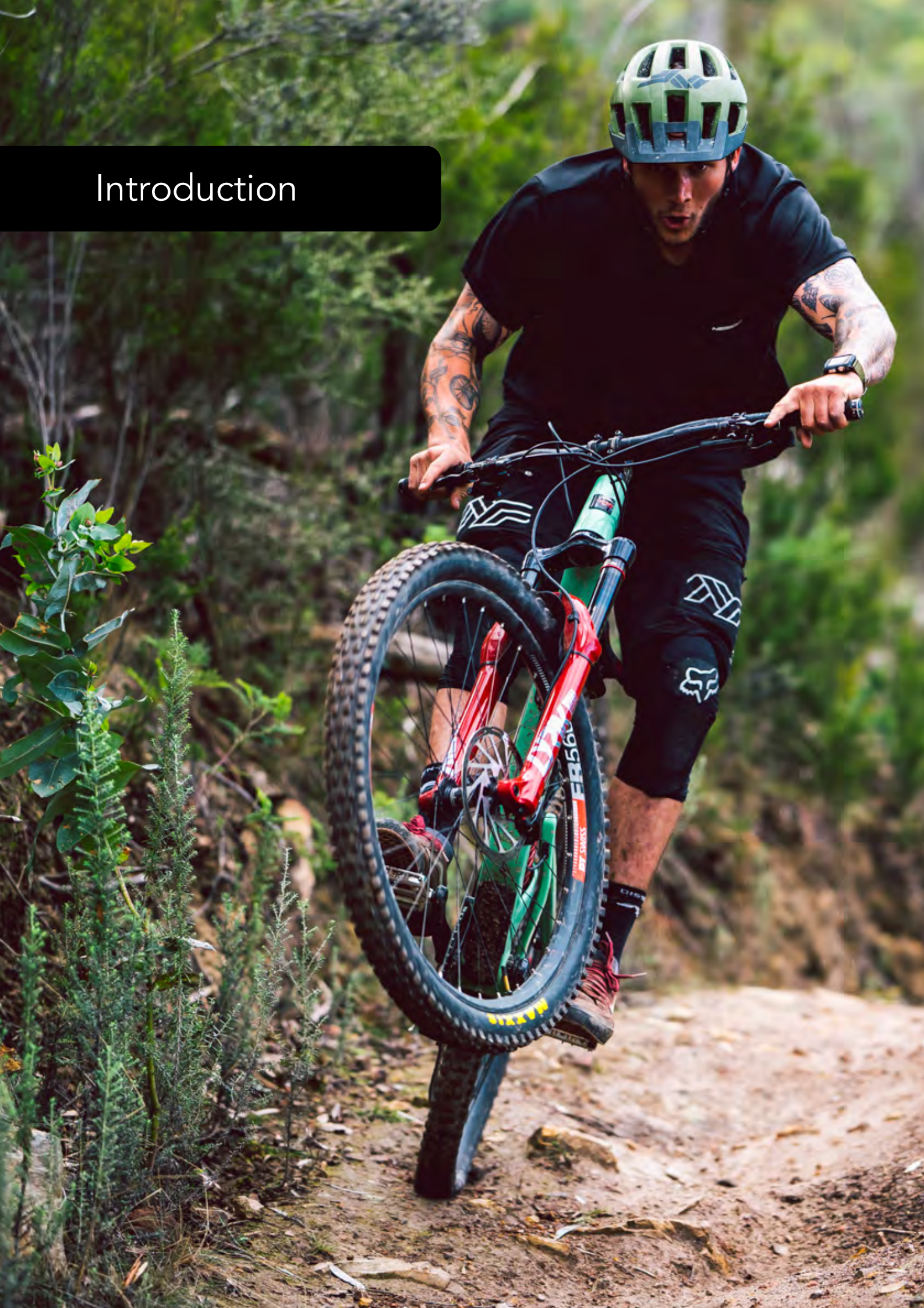
The contents of this document do not represent an approved design plan and are the work of *Dirt Art Pty Ltd* only. Approval and/or support from project stakeholders for the concepts presented is not implied.



Table of Contents

1	<i>Introduction.....</i>	<i>5</i>
2	<i>Key Development Principles.....</i>	<i>7</i>
2.1.1	Overview.....	7
2.1.2	Improve the Meehan Range experience for all riders	7
2.1.3	Develop world class supporting facilities	7
2.1.4	Respect the natural, cultural and social values of the area	8
2.1.5	Maintain unrestricted public access	9
2.1.6	Develop sustainable solutions.....	9
3	<i>Consultation.....</i>	<i>11</i>
4	<i>Key Infrastructure Development Components</i>	<i>13</i>
4.1	Overview	13
4.2	Car Park.....	13
4.3	Base Building.....	13
4.4	Uplift Road	13
5	<i>Key Trail Development Components</i>	<i>19</i>
5.1	Overview	19
5.2	New Proposed Trails	21
5.2.1	Trail 1	21
5.2.2	Trail 2	21
5.2.3	Trail 3	22
5.2.4	Trail 4	22
5.2.5	Trail 5	23
5.2.6	Trail 6	23
5.2.7	Trail 7	24
5.2.8	Trail 8	24
5.2.9	Trail 9	25
5.2.10	Trail 10.....	25
6	<i>Next Steps.....</i>	<i>27</i>
6.1	Consultation.....	27
6.2	Detailed Design.....	27
6.3	Statutory Approvals.....	27
6.4	Construction	28
7	<i>Conclusion.....</i>	<i>30</i>
8	<i>Appendix 1- User Needs Survey Data.....</i>	<i>31</i>

Introduction



1 Introduction

The Meehan Bike Park (MBP) Project will provide high-quality mountain bike uplift service, retail, food and beverage, tours and bike hire services, along with new trails and infrastructure at Southern Tasmania's busiest mountain bike trail destination; the Meehan Range. The project seeks to cater for strong local rider demand while encouraging visitation from interstate and international riders. *Dirt Art* is developing the project to complement existing and new proposed Tasmanian mountain bike destinations, with a focus on growing the mountain bike destination industry in Southern Tasmania.

The Meehan Range has offered formal mountain bike trails since 2006, though steadily growing local user numbers, and a booming Tasmanian mountain bike tourism industry have placed the trails and infrastructure under significant pressure in recent years. While the trail network provides a generally good quality experience, trail diversity is lacking, trail maintenance is generally inadequate, and infrastructure such as parking is under immense strain during peak times.

The MBP project aims to provide significant public benefit to current users of the Meehan Range, while not restricting access to existing trails or facilities, or diminishing any aspect of the existing experience for those wishing to utilise the trails without engaging with the proposed new commercial facilities. A significant component of the project will be the development of a range of new trails, which will be available for free, unrestricted public use. These trails currently include 10 mountain bike trails, and a number of walking and shared-use trails. These new trails will build upon the key strengths of the existing trail network to provide a more diverse, high-quality trail experience for a broad range of riders. The new trail network will include a number of beginner-friendly trails, significantly broadening the market for riders of the Meehan Range.

The project will be delivered by the team at *Dirt Art* (www.dirtart.com.au), who are responsible for the Maydena Bike Park Project, amongst many other local and interstate mountain bike destinations. *Dirt Art* are one of Australia's most experienced mountain bike trail companies, with proven experience across the design, consultancy and construction of over 3,000km of trails.

This Concept Plan provides a high-level design for the project, which will progress through a comprehensive consultation process, before being refined and progressed through statutory approvals. The designs presented in this Concept Plan do not represent final designs, and importantly do not constitute an approved development plan.

Key Development Principles



2 Key Development Principles

2.1.1 Overview

Dirt Art has developed a set of guiding principles to assist in providing a framework for the proposed development. A focus on triple bottom line (TBL) principles will ensure that the project places equal importance on planet, people and profitability.

Key development principles are as below;

1. Improve the Meehan Range trail experience for all riders
2. Develop high-quality supporting facilities
3. Respect the natural, cultural and social values of the area
4. Maintain unrestricted public access
5. Develop sustainable solutions

These key development principles will be further explored below;

2.1.2 Improve the Meehan Range experience for all riders

The project will improve the Meehan Range experience for all riders, through the following objectives;

- Development of 10 new public trails
- Development of improved signage
- Focus on development of flow trails (including progressive intermediate jump trail)
- Focus on development of beginner/intermediate riders
- Development of Australia's most beginner-friendly descent
- Improvement of trail network connectivity

2.1.3 Develop high-quality supporting facilities

The project will work to develop high-quality supporting facilities, including;

- Development of a new access road and parking area
- Shelter and seating
- Access to drinking water
- Café
- Micro bike store

- Bike hire
- Bike school
- Uplift service

These supporting facilities include a number of free-access amenities such as drinking water and car parking. Commercial facilities will be discretely located so as not to disrupt other users of the area.

2.1.4 Respect the natural, cultural and social values of the area

2.1.4.1 *Natural Values*

A strong focus will be placed on protecting the natural values of the site. This will be achieved through the following objectives;

- Avoid impacting on rare and threatened flora
- Comprehensive natural values assessment
- Refinement of trail corridors as required
- MBP intend to seek carbon neutrality for the company, beginning with carbon offsetting the emissions from all shuttle buses

2.1.4.2 *Cultural Values*

The cultural values of the site will be protected through the following initiatives;

- Engagement with the indigenous community through the statutory approvals process
- Indigenous heritage assessment forms an important component of assessment and approvals process

2.1.4.3 *Social Vales*

Dirt Art has placed significant focus on ensuring that the project does not disrupt existing and potential future recreational users in the Meehan Range.

The social values of the site will be protected through the following initiatives;

- Provision of an improved walking route to the Skyline Trail
- Avoid impacting on any existing users
- Respect all users of the area
- Work to establish broad public support
- Extensive consultation

- Extensive work with stakeholders

2.1.5 Maintain unrestricted public access

A key focus of the project is on maintaining unrestricted public use of the trail network. The project will not proceed if this objective cannot be met. This objective will be met through the following initiatives;

- All existing and new trails will remain available for unrestricted public access
- Current opportunities and approvals processes for events (private and club) will remain unchanged
- Current opportunities and approvals for commercial operators will remain unchanged
- MBP will not have any authority over the trail network beyond planned maintenance agreements

2.1.6 Develop sustainable solutions

2.1.6.1 Trail management

The project intends to include maintenance agreements for all trails serviced by the uplift service. This will ensure that there is no negative impact on the trails from the higher traffic volumes likely to result from the establishment of the uplift service.

- Planned MOU to take responsibility for descending trail maintenance
- A sustainable business model that re-invests in public infrastructure
- Develop sustainable trails to best practice standards

2.1.6.2 Investment in new trail development

The current trail network is not adequate in quantity or quality to cater for the demands of local and visiting riders. It is unsustainable and/or impractical for many government bodies to invest in recreational trails to the extent required to facilitate tourism.

This project will invest in these trail assets, before making them publicly available.

Consultation



3 Consultation

Given the existing high levels of mountain bike and broader recreational use in the Meehan Range, a significant consultation process will be undertaken throughout the project. Consultation will include the following groups;

- State Government
- Office of the Coordinator General (OCG)
- Tasmanian Parks and Wildlife Service
- Clarence City Council (CCC)
- Meehan Range Trail Groomers
- Commercial operators
- Conservation groups
- Property owners
- General mountain bike riders
- Broader public

The consultation process will be utilised to undertake a needs analysis (completed), present concepts, and to refine final designs based on feedback from key stakeholders and the general public.

A needs analysis survey has been undertaken. A complete summary of survey data can be found at Appendix 1.

Key Infrastructure Development Components



4 Key Infrastructure Development Components

4.1 Overview

The project aims to create the most minimal footprint on the landscape, and has in most cases proposed development on previously cleared and/or disturbed sites. Beyond the trail network, infrastructure development focuses on a small base operations building, and an uplift road (using majority existing fire trails).

A summary of proposed infrastructure development can be found below. Infrastructure concepts can be found on page 15.

4.2 Car Park

Dirt Art will work with the CCC and other stakeholders to develop a new car parking area that provides for an expanded area of parking availability, closer to the trails and facilities. The final size and location of this car parking area will be determined through the next phase of design and approvals.

4.3 Base Building

Dirt Art plans to develop an off-grid base building that will house guest services, retail store, workshop and a café. Proposed as a non-permanent structure, the building is proposed to be constructed from two 40 ft shipping containers. The base building is currently proposed to sit alongside the existing and proposed council toilet and shelter.

The base building will also include a courtyard with seating.

4.4 Uplift Road

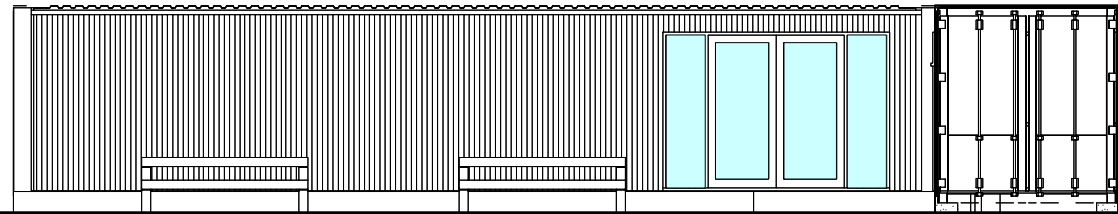
One of the core components of the project is the provision of an uplift service, which will transport riders from the base to the summit of the trail network (using approximately 200m vertical elevation). This uplift service will also be offered to walkers and sightseers. This service requires the development of an uplift road, which is currently proposed to be gravel surfaced, and to include mostly existing fire trails, with a short section of new road development.

The uplift road concept location has been chosen as it meets the following desired attributes;

- Minimises interaction with existing trails
- Removes on-hill trail crossings of existing or new proposed trails
- Utilises majority existing roads/trails
- Avoids visible scarring
- Avoids known areas of rare and endangered flora/fauna



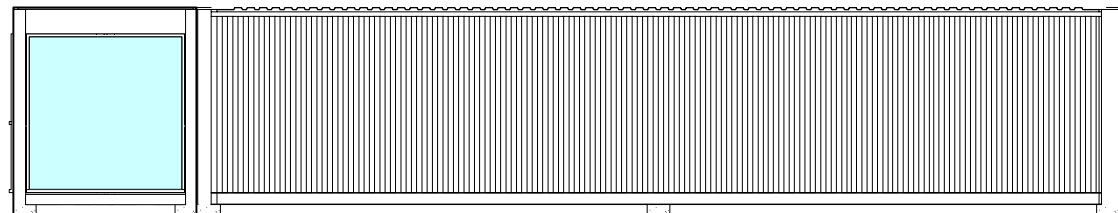




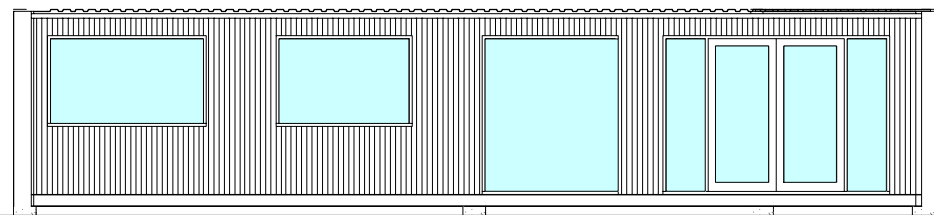
1 ELEVATION: NORTH
Scale: 1:100



2 ELEVATION: EAST
Scale: 1:100



3 ELEVATION: SOUTH
Scale: 1:100



4 ELEVATION: WEST
Scale: 1:100

Key Trail Development Components



5 Key Trail Development Components

5.1 Overview

The most important component of the proposed development is a new network of trails, which will expand upon the existing trail network. No existing trails are proposed for modification or closure. All proposed trails are gravity-focused (aside from one short climbing trail) and have been designed to complement the existing trails network. All proposed trails will be constructed and maintained by the Meehan Bike Park Company by *Dirt Art* but will remain available for unrestricted public use.

In total, 10 new trails have been proposed at this concept design stage. The final number of proposed trails is subject to change following consultation, during design and through the statutory approvals process.

While the final length of new trails is dependent on a number of factors, a total new trails length of approximately 10-15km is expected. Trail distances cannot be accurately determined until the next phase in the design process.

A focus has been placed on the development of trails that provide experiences not currently available in the Meehan Range, and in most cases not in the Greater Hobart area.

A component of the works will also include the upgrade of an existing fire trails into an improved walking trail experience, providing access to the Skyline Trail for walkers.

A trail concept map can be found over the page.

Meehan Bike Park

TRAIL CONCEPT PLAN

01.11.19



Proposed Trails

- New 1
- New 2
- New 3
- New 4
- New 5
- New 6
- New 7
- New 8
- New 9
- New 10

Proposed Infrastructure

- Cafe / Base Building
- New Uplift Road

Existing Infrastructure

- Car Parking
- Trails
- Walking Route
- Uplift Road Section 1
- Uplift Road Section 2
- Land Tenure
- Contours_5metres_

5.2 New Proposed Trails

5.2.1 Trail 1

LENGTH	TBC
DIFFICULTY	Green Circle
STYLE	Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 1 is proposed as a beginner flow trail descent. The trail will include a number of bermed corners and flow style elements suitable for beginner riders, providing a fantastic opportunity for riders to learn and progress their ability.</p> <p>The trail removes a steep section of trail from the trail network, replacing it with a purpose-built, directional descent that will cater for a broad range of riders.</p>	

5.2.2 Trail 2

LENGTH	TBC
DIFFICULTY	Green Circle
STYLE	Flow
DIRECTION	Climb
PROPOSED USERS	MTB / Walking
OVERVIEW	
<p>Trail 2 is proposed as a beginner-friendly, directional climbing trail. The trail will also be available for walkers.</p> <p>Proposed on a gently ascending alignment, the trail removes a steep section of fire trail from the existing trail network.</p>	

5.2.3 Trail 3

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Technical
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 3 is proposed as a technical, blue square trail, suitable for advanced intermediate riders. The trail capitalises on a steep, rock area of the site, and provides a unique and engaging descending experience alongside existing descents in the area.</p> <p>The trail provides an arterial, technical intermediate descent to complement existing trails in the area.</p>	

5.2.4 Trail 4

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Flow/Jump
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 2 is proposed as an intermediate jump/flow trail descent. The trail will include a number of progressive tabletop jumps, providing a fantastic opportunity for riders to learn and progress their ability.</p> <p>The trail removes a steep section of trail from the trail network, replacing it with a purpose-built, directional descent that will cater for a broad range of riders.</p>	

5.2.5 Trail 5

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 5 is proposed as a short descending link trail, connecting into the existing Clifftop Trail. The trail allows riders to descend from the uplift drop off point, through Clifftop to provide access to dramatic views across Hobart.</p> <p>As an intermediate trail the trail will include both technical and flow style trail features.</p>	

5.2.6 Trail 6

LENGTH	TBC
DIFFICULTY	Green Circle
STYLE	Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 6 is proposed as a gradually descending beginner-friendly trail, which will allow the existing K's Choice trail to be converted to a single directional climbing trail. The trail also continues the gradual descent beyond the end of K's Choice, allowing riders to effectively descend from the summit back to the main bike park area without the need to utilise flat fire roads</p> <p>The trail will include a range of easy progressive trail features, allowing beginner riders to safely progress their skills. The intention is for this trail to provide a kid-friendly trail experience, that is one of the easiest uplift-accessed descents in Australia.</p>	

5.2.7 Trail 7

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Flow/Jump
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 7 is proposed as an intermediate jump/flow trail, with a range of progressive tabletop jumps features and large bermed corners. The trail will be enjoyable for a wide range of rider abilities, while providing a safe and structured opportunity to progress jumping ability.</p>	

5.2.8 Trail 8

LENGTH	TBC
DIFFICULTY	Black Diamond
STYLE	Technical/Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 8 is proposed as an advanced technical/flow trail, that will include a range of built and natural trail features. The trail will feature a combination of hand and machine construction and will utilise the natural terrain features of the area.</p>	

5.2.9 Trail 9

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 9 is proposed as an intermediate flow trail, which will act as a gentle progression in difficulty from Trail 8. The trail will be flow-focused, and suitable for experienced beginner riders. Larger berms and jumpable rollers will ensure the trail caters for a broad audience of riders.</p>	

5.2.10 Trail 10

LENGTH	TBC
DIFFICULTY	Blue Square
STYLE	Technical/Flow
DIRECTION	Descent
PROPOSED USERS	MTB only
OVERVIEW	
<p>Trail 10 provides a direct descent from the summit down into the Belbins Road trail zone. Notably, there is no proposed uplift in this area, so riders will pedal back to the main hub building or may exit the network at Belbins Road.</p> <p>The trail is proposed as at an intermediate difficulty with a range of technical and flow trail features. The trail will be designed and constructed to cater for a broad audience of riders.</p>	

Next Steps



6 Next Steps

6.1 Consultation

Consultation will continue with key stakeholders, land managers and the general public. Consultation will occur as per the project consultation plan. Key public consultation opportunities will include;

- On-site drop-in sessions
- Online survey
- Direct one-on-one and group consultation sessions

6.2 Detailed Design

Based on outcomes of the consultation process, the design plan will be updated and finalised.

The revised design will then progress through a detailed design process, where the final layout and design of trails and facilities will be completed.

The detailed design process will include completion of the specialist consultant investigations and reports that will be required to achieve statutory approvals. This process will include environmental impact assessments, amongst a number of other likely investigations and reports. The project design will be amended based on this process as required.

6.3 Statutory Approvals

Following the completion of the design process, the statutory approvals process will be undertaken. The four key components of this process are;

- Lease and license negotiation and finalisation
- Tasmanian Parks and Wildlife Service Reserve Activity Assessment (RAA)
- Clarence City Council Development Application (DA)
- Federal EPBC assessment (if required)

It is anticipated that the statutory approvals process is likely to take several months to complete.

6.4 Construction

Construction will be undertaken over a period of 3-6 months and will employ approximately 10 construction staff during this period.

The trail network will be for the most part professionally constructed, though some elements of the process may utilise volunteer labour, should there be interest from local individuals and groups.

6.5 Timeline to Opening

The project is currently working towards a target opening of Easter 2021.

Conclusion



7 Conclusion

The Meehan Range Bike Park Project offers an exciting opportunity to engage a private/public partnership to improve the Meehan Range riding experience for all riders. The addition of commercial facilities, along with the free access public facilities, and expanded trail network will be a significant drawcard for visiting riders, while improving the experience immensely for local riders.

This concept plan provides a high-level overview of the project, which will be updated and refined based on the next stage of land manager, stakeholder and public consultation. We would welcome all feedback on the concept, via the following key consultation opportunities;

Online Survey- <https://www.surveymonkey.com/r/MBPconceptfeedback>

Drop in sessions- Dates to be announced soon

Direct contact- info@meehanbikepark.com

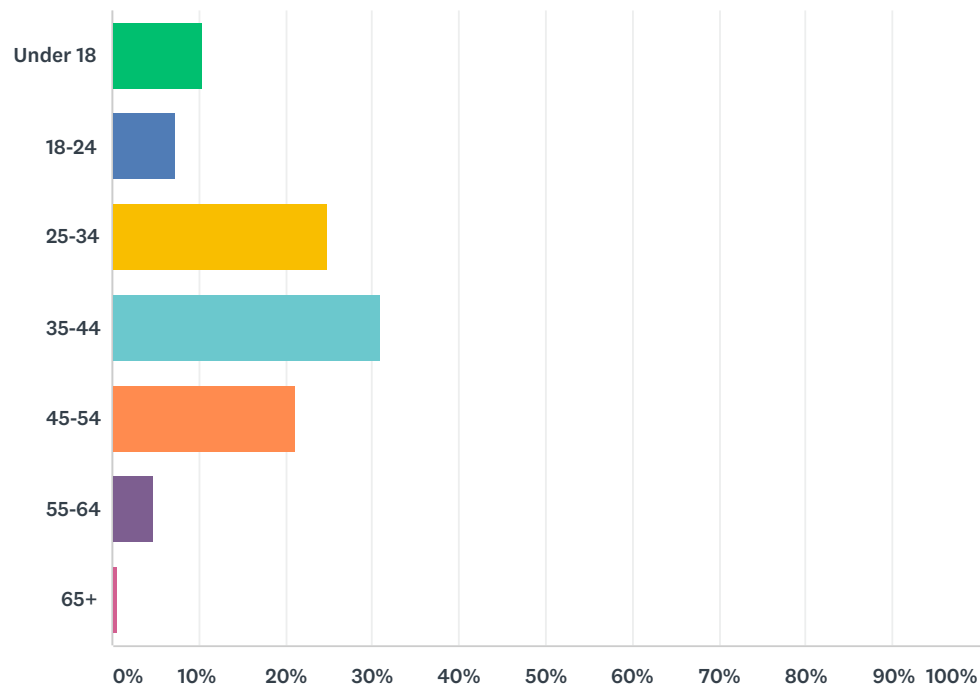
8 Appendix 1- User Needs Survey Data

Q1 Please enter your post code

Answered: 845 Skipped: 0

Q2 How old are you?

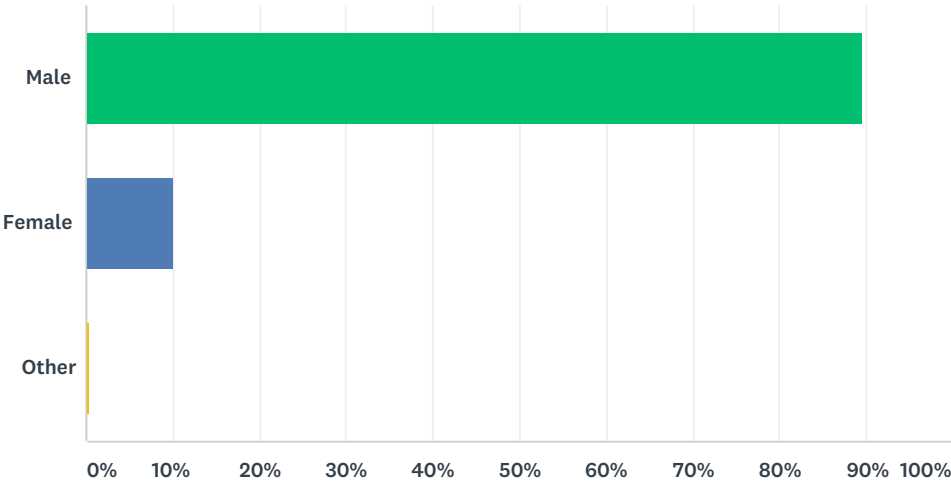
Answered: 845 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	10.41%	88
18-24	7.22%	61
25-34	24.97%	211
35-44	30.89%	261
45-54	21.07%	178
55-64	4.73%	40
65+	0.71%	6
TOTAL		845

Q3 Are you male or female

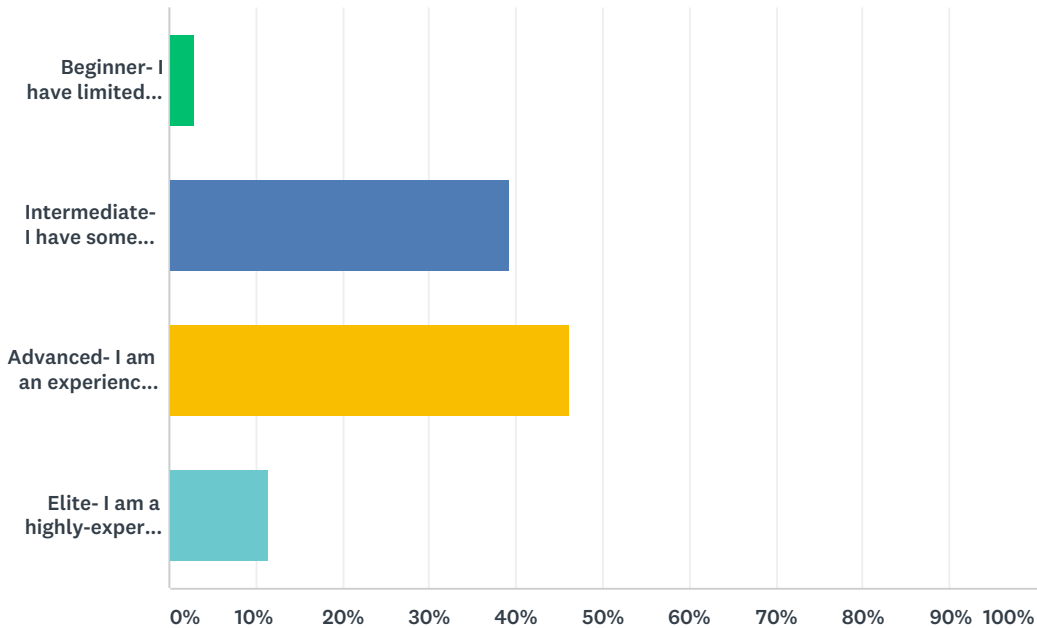
Answered: 845 Skipped: 0



ANSWER CHOICES	RESPONSES	
Male	89.59%	757
Female	10.06%	85
Other	0.36%	3
TOTAL		845

Q4 How would you rank your current riding ability?

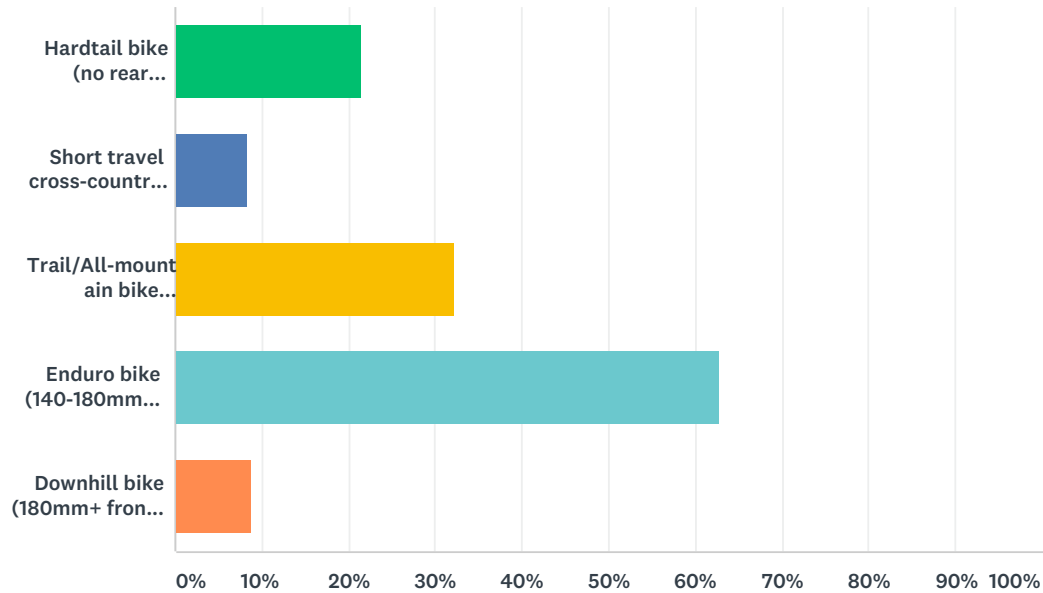
Answered: 845 Skipped: 0



ANSWER CHOICES	RESPONSES	
Beginner- I have limited mountain bike experience	2.84%	24
Intermediate- I have some mountain bike experience and am confident on intermediate (IMBA Blue Square) trails	39.41%	333
Advanced- I am an experienced rider who is confident on advanced (IMBA Black Diamond) trails	46.27%	391
Elite- I am a highly-experienced rider who is confident riding extreme trails (IMBA Double Black Diamond and above)	11.48%	97
TOTAL		845

Q5 Please choose the best description of your mountain bike (if you have multiple bikes, please select multiple answers)

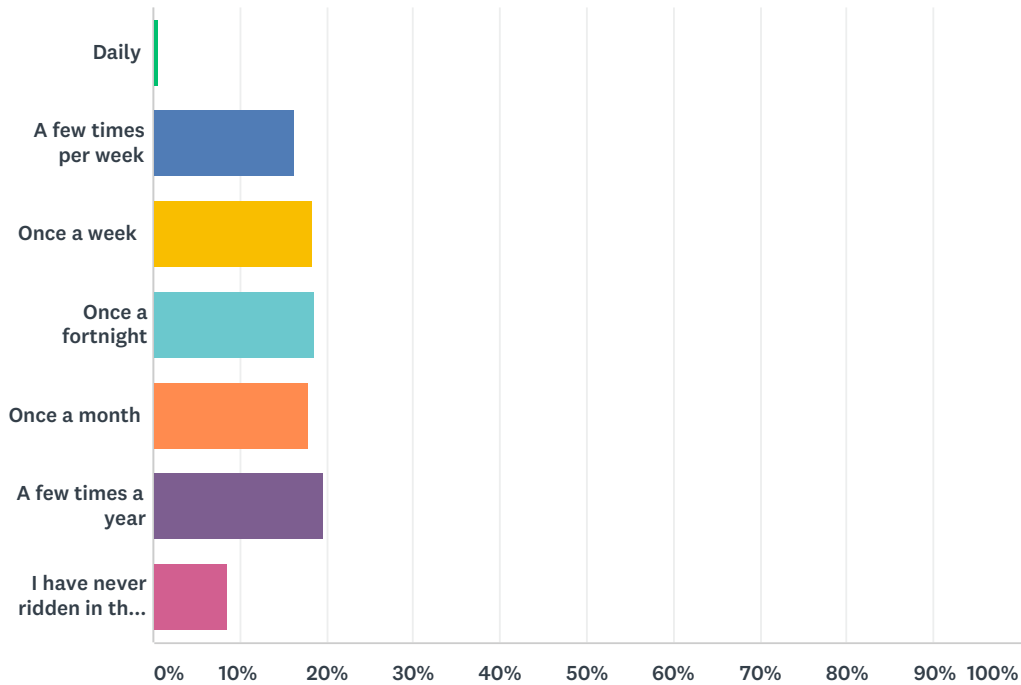
Answered: 845 Skipped: 0



ANSWER CHOICES	RESPONSES	
Hardtail bike (no rear suspension)	21.54%	182
Short travel cross-country bike (<100mm front and rear suspension travel)	8.40%	71
Trail/All-mountain bike (100-140mm front and rear suspension)	32.19%	272
Enduro bike (140-180mm front and rear suspension)	62.72%	530
Downhill bike (180mm+ front and rear suspension with a dual crown fork)	8.76%	74
Total Respondents: 845		

Q6 How often do you ride in the Meehan Range

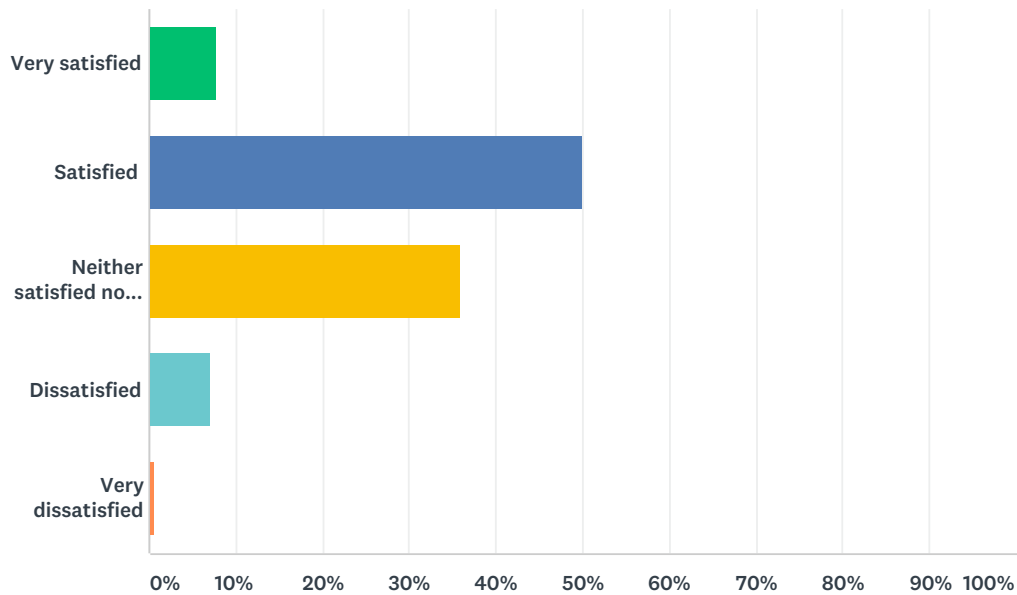
Answered: 820 Skipped: 25



ANSWER CHOICES	RESPONSES	
Daily	0.73%	6
A few times per week	16.22%	133
Once a week	18.41%	151
Once a fortnight	18.54%	152
Once a month	17.93%	147
A few times a year	19.63%	161
I have never ridden in the Meehan Range	8.54%	70
TOTAL		820

Q7 How would you rate your satisfaction with the current quality of trails in the Meehan Range?

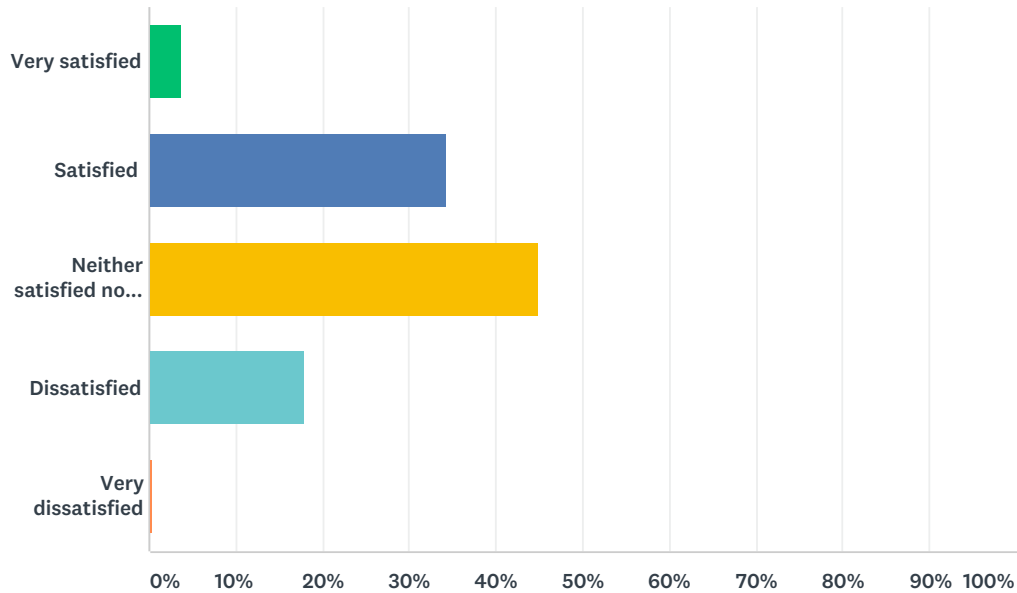
Answered: 820 Skipped: 25



ANSWER CHOICES		RESPONSES	
Very satisfied		7.80%	64
Satisfied		50.00%	410
Neither satisfied nor dissatisfied		35.98%	295
Dissatisfied		7.07%	58
Very dissatisfied		0.61%	5
Total Respondents: 820			

Q8 How would you rate your satisfaction with the current volume of trails in the Meehan Range?

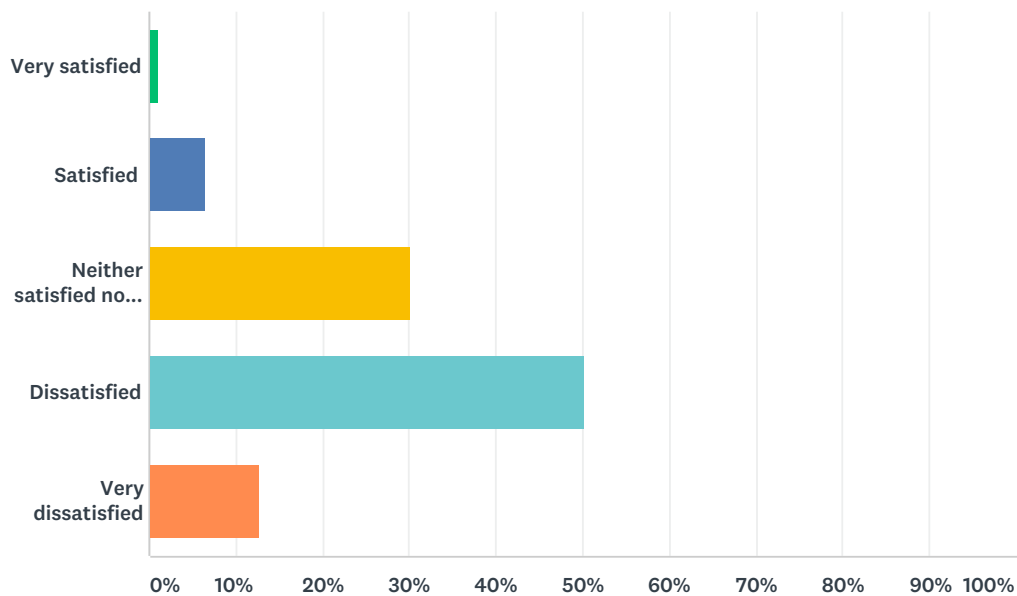
Answered: 820 Skipped: 25



ANSWER CHOICES		RESPONSES	
Very satisfied		3.78%	31
Satisfied		34.39%	282
Neither satisfied nor dissatisfied		45.00%	369
Dissatisfied		18.05%	148
Very dissatisfied		0.37%	3
Total Respondents: 820			

Q9 How would you rate your satisfaction with the current quality of ancillary facilities in the Meehan Range (including things such as parking, shelter, water and amenities)?

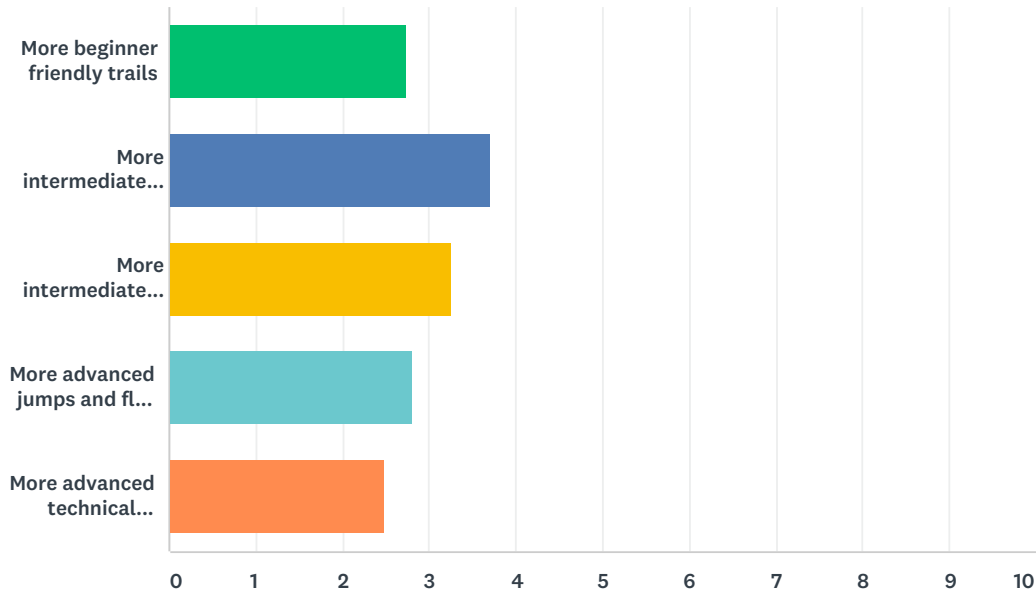
Answered: 820 Skipped: 25



ANSWER CHOICES	RESPONSES	
Very satisfied	0.98%	8
Satisfied	6.46%	53
Neither satisfied nor dissatisfied	30.12%	247
Dissatisfied	50.24%	412
Very dissatisfied	12.68%	104
Total Respondents: 820		

Q10 Please rank what you see as the highest trail development priorities for the Meehan Range (1 = Highest Priority; 5 = Lowest Priority)

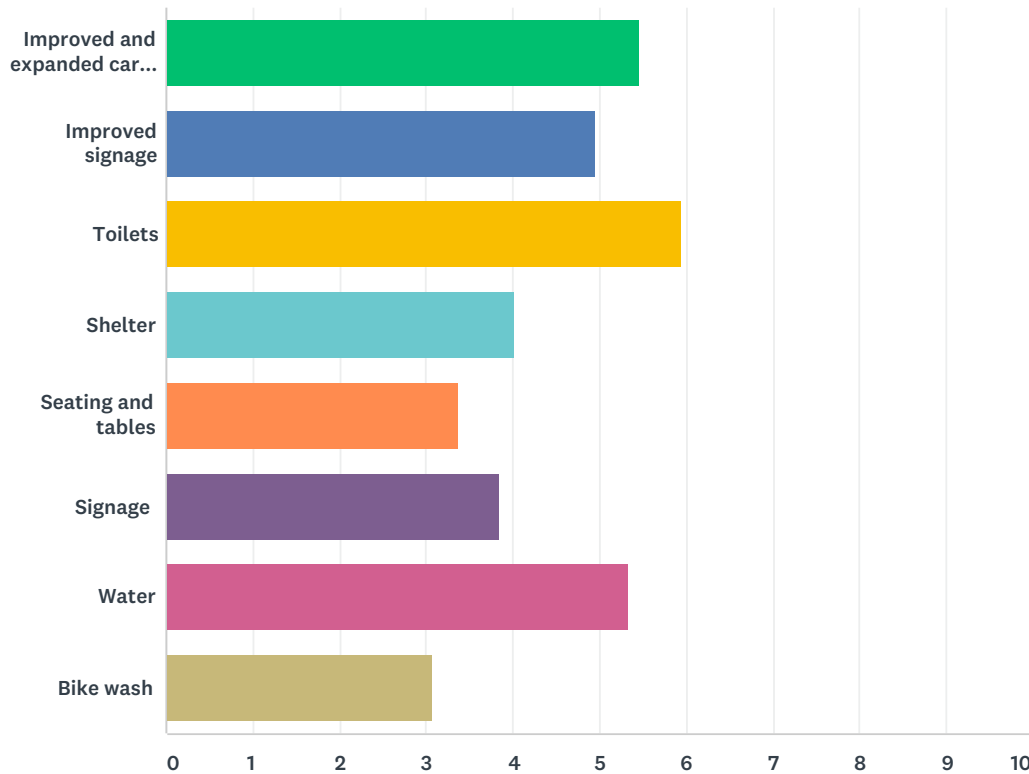
Answered: 772 Skipped: 73



	1	2	3	4	5	TOTAL	SCORE
More beginner friendly trails	19.04% 147	15.93% 123	19.56% 151	11.66% 90	33.81% 261	772	2.75
More intermediate flow and jump trails	35.23% 272	25.39% 196	18.65% 144	15.54% 120	5.18% 40	772	3.70
More intermediate technical trails	15.93% 123	27.20% 210	30.44% 235	19.56% 151	6.87% 53	772	3.26
More advanced jumps and flow trails	16.71% 129	15.54% 120	17.49% 135	31.35% 242	18.91% 146	772	2.80
More advanced technical trails	13.08% 101	15.93% 123	13.86% 107	21.89% 169	35.23% 272	772	2.50

Q11 Please rank what you see as the highest priority ancillary infrastructure developments for the Meehan Range (1 = Highest Priority; 8 = Lowest Priority)

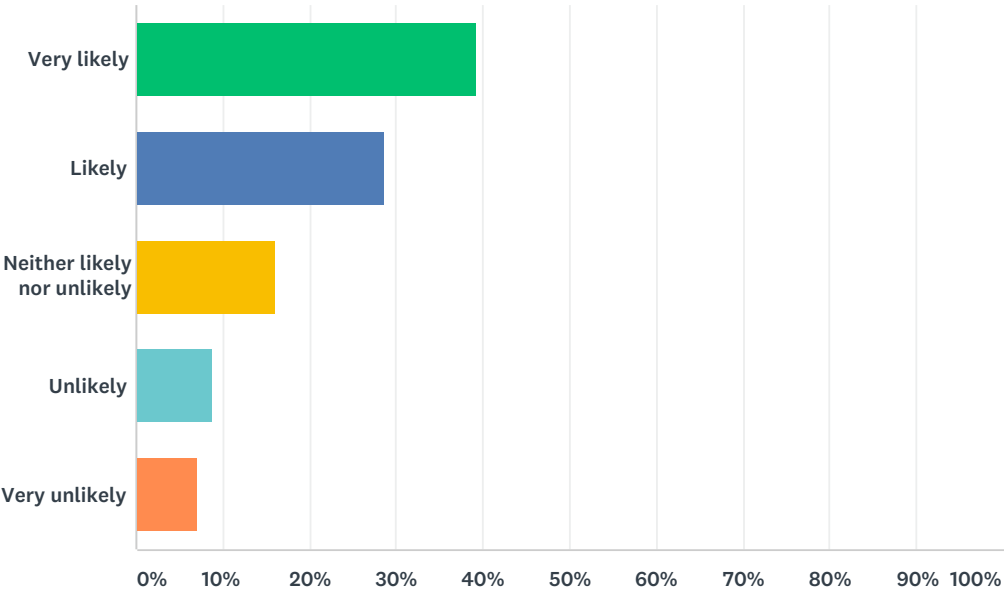
Answered: 772 Skipped: 73



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Improved and expanded car parking	29.40% 227	12.56% 97	13.08% 101	9.84% 76	12.31% 95	8.29% 64	6.48% 50	8.03% 62	772	5.46
Improved signage	15.03% 116	17.75% 137	11.92% 92	14.12% 109	11.14% 86	11.27% 87	12.69% 98	6.09% 47	772	4.96
Toilets	23.45% 181	23.06% 178	18.01% 139	15.80% 122	8.03% 62	5.44% 42	3.50% 27	2.72% 21	772	5.94
Shelter	2.33% 18	6.22% 48	12.82% 99	20.34% 157	17.62% 136	17.49% 135	14.77% 114	8.42% 65	772	4.02
Seating and tables	1.81% 14	3.11% 24	8.81% 68	11.01% 85	17.62% 136	21.63% 167	20.60% 159	15.41% 119	772	3.36
Signage	5.31% 41	12.56% 97	10.88% 84	8.42% 65	10.62% 82	16.19% 125	19.30% 149	16.71% 129	772	3.84
Water	17.62% 136	20.21% 156	16.19% 125	12.56% 97	10.88% 84	6.87% 53	11.40% 88	4.27% 33	772	5.34
Bike wash	5.05% 39	4.53% 35	8.29% 64	7.90% 61	11.79% 91	12.82% 99	11.27% 87	38.34% 296	772	3.08

Q12 Is the availability of a cafe, uplift and related services likely to result in you visiting the Meehan Range more often?

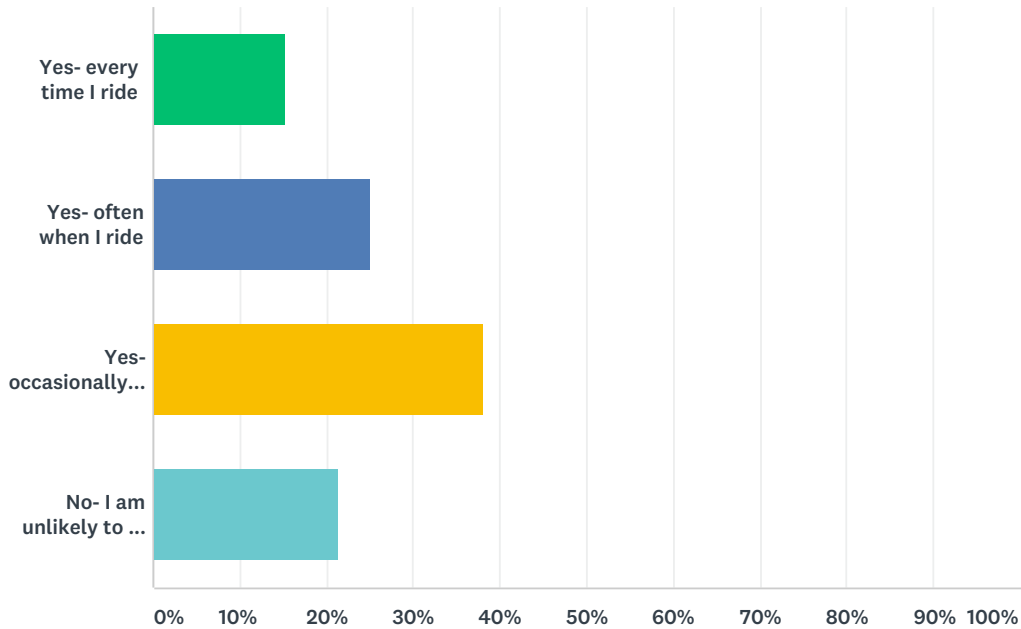
Answered: 770 Skipped: 75



ANSWER CHOICES	RESPONSES	
Very likely	39.35%	303
Likely	28.57%	220
Neither likely nor unlikely	16.10%	124
Unlikely	8.83%	68
Very unlikely	7.14%	55
TOTAL		770

Q13 Are you likely to use an uplift service when riding the Meehan Range?

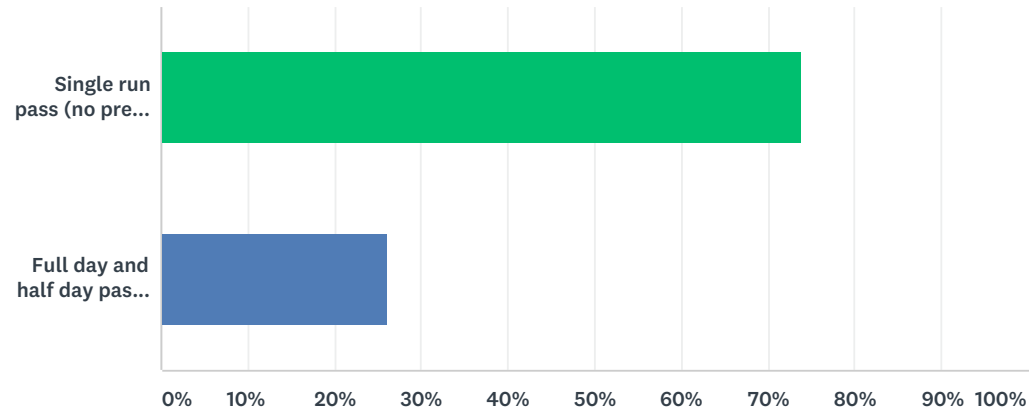
Answered: 770 Skipped: 75



ANSWER CHOICES	RESPONSES	
Yes- every time I ride	15.32%	118
Yes- often when I ride	25.19%	194
Yes- occasionally when I ride	38.05%	293
No- I am unlikely to use the service	21.43%	165
TOTAL		770

Q14 If you answered yes to the above, please indicate your preferred uplift pass option

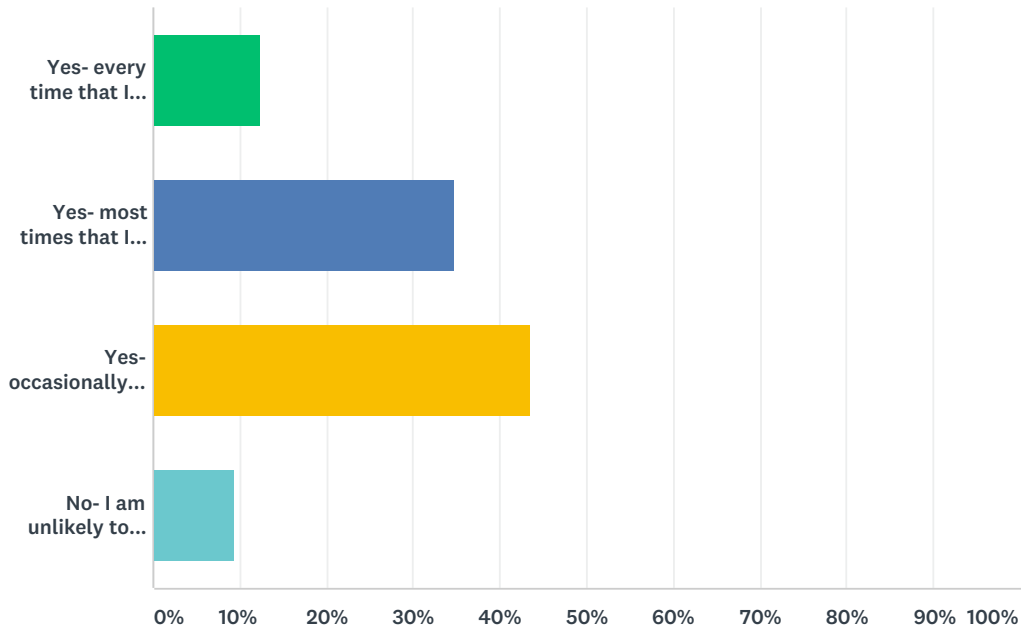
Answered: 675 Skipped: 170



ANSWER CHOICES	RESPONSES	
Single run pass (no pre booking required)	73.93%	499
Full day and half day passes (requiring pre booking)	26.07%	176
TOTAL		675

Q15 Are you likely to join us for a coffee and/or a bite to eat pre/post ride?

Answered: 770 Skipped: 75



ANSWER CHOICES	RESPONSES	
Yes- every time that I ride	12.34%	95
Yes- most times that I ride	34.81%	268
Yes- occasionally when I ride	43.51%	335
No- I am unlikely to join you for your amazing coffee and tasty food	9.35%	72
TOTAL		770

Q16 If you would like to join our mailing list to stay up to date with the latest project news, please enter your email below

Answered: 381 Skipped: 464

Q17 If you have any further feedback or comments, please provide them below

Answered: 191 Skipped: 654