

Walking Track Management Strategy for the

Tasmanian Wilderness
World Heritage Area

Volume II

Appendix A: Track Conditions, Local
Management Actions and Works Priorities

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Tasmania

Parks and Wildlife Service

DEPARTMENT of ENVIRONMENT
and LAND MANAGEMENT

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Track
conditions and
local
management
actions

Notes

(i) **Grouping and ordering of areas, tracks and sections**

Regions, areas and tracks are listed as in section 11 of Volume 1. For the purpose of this list the World Heritage Area (together with some areas immediately adjacent to it) has been somewhat arbitrarily subdivided into regions and areas. Within each region areas are listed in a sequence which corresponds broadly to their geographical location within that region; similarly tracks are listed according to their geographical location within each area.

Sections are listed in the order in which they occur along the track in question. Side-tracks or side-routes consisting of one or two sections are sometimes listed as part of the track from which they branch off (eg the Hanging Lake track is listed as a section of the Eastern Arthurs traverse).

Regions, areas, tracks and sections are identified by the following fonts:

Region

AREA

Track

SECTION

(ii) **Relation of layout to the WHA track inventory database**

The track sections listed here correspond closely to the sections listed in the WHA track inventory database, although some of the sections in this list incorporate more than one of the database sections. Areas, tracks or routes marked with the symbol \$ were not inspected in the inventory and were not included in the database, although some of these areas and tracks were inspected by the author whilst preparing track management plans prior to undertaking the track inventory. Some tracks were inspected but were not included in the database, eg the Old Powerline Track on the Western Tiers.

(iii) **Area zoning**

The zoning for each area (as per the *WHA Management Plan 1992*) is indicated in {} brackets immediately after the area ID, or after the track ID if more than one zone is traversed by the tracks listed in the area in question. A plus sign (eg RZ+SRRZ) indicates that more than one zone is traversed. Areas outside the WHA are unzoned. The term "VSZ" includes Visitor Services Zones and Visitor Services Sites.

(iv) **Track classification**

Track classifications (as per section 10) are indicated in brackets after the track ID or after the section ID if the classification varies between sections. Note that the classification scheme is *prescriptive*, ie it specifies track standards as guidelines for management and may not reflect existing conditions.

Notations such as T3+T4 and X, T2 are defined in 10.5.

Track classifications for tracks and areas outside the WHA are recommended classifications only.

(v) **Impact data**

The data recorded in this document are abridged from the data contained in the WHA Track Inventory Database. For further details see the document *Guide to the Inventory Form*, copies of which can be obtained from the Parks & Wildlife Service WHA monitoring officer.

In this document the following data are recorded for each section: length, degree of track development, average width, presence of moss/litter on track surface (if >25%), average

gradient (if $>20^\circ$), track conditions, rate of deterioration and substantial improvements. Comments are also included if relevant.

All recorded data and comments reflect track conditions as at 1991 unless otherwise stated.

(a) **Length**

Approximate horizontal (map) distance traversed by each section. To obtain a more accurate estimate of the length of steep sections this value should be divided by the cosine of the average track gradient. Map distances may underestimate the actual length of tracks which follow locally erratic routes.

(b) **Degree of track development**

Indicated as follows:

No pad: Marked or unmarked route with no defined pad or track.

Pad: Visibly trampled route with original vegetation still mostly intact.

Track: Visibly trampled route; mostly bare soil or covered with moss/litter.

Note: These categories describe existing (as at 1991) track conditions and should not be confused with the track classification scheme.

(c) **Average width**

If track is braided, track width is estimated as the sum of the widths of the braided sections. Where “pad” is recorded track width can be assumed to be $<0.5\text{m}$.

Widths are categorised as follows: $<0.5\text{m}$, $0.5\text{-}0.9\text{m}$, $1\text{-}1.9\text{m}$, $2\text{-}2.9\text{m}$, $\geq 3\text{m}$.

(d) **Moss/litter**

Where a section is designated “track” the surface may be assumed to be mostly bare soil unless it is stated that a specified percentage of the section is covered with moss and/or litter. The percentage of moss/litter is listed if it exceeds 25%.

(e) **Gradient**

Refers to the average absolute (ie positive) gradient of track or route over section; eg if half of section descends at 15° into a valley and the other half climbs back out at 30° , the average gradient will be recorded as “ $20\text{-}30^\circ$ ”. Note: average gradients are only indicated when they exceed 20° .

Local gradients are also noted in some instances, eg “ $>20^\circ$ in places”.

(f) **Track conditions**

Severity of erosion is indicated as follows:

Moderate: $> 10\text{ cm}$

Heavy: $> 25\text{ cm}$

Severe: $> 50\text{ cm}$

Note that “moderate” erosion is defined as erosion of depth $>10\text{ cm}$, *not* as erosion of depth $10\text{-}25\text{ cm}$. Hence the percentage estimate for moderate erosion includes those parts of the section where heavy or severe erosion has occurred. Similarly a percentage estimate for heavy erosion includes sections where severe erosion has occurred.

Erosion of depth $>1\text{m}$ is mentioned for some sections but is not listed as a category because such erosion is relatively rare in the WHA.

Significant mud formation and track braiding are noted where relevant.

(g) **Rate of deterioration**

Indicated as follows:

Category **Definition**

Stable Conditions appear likely to remain generally stable over at least 90% of section indefinitely.

Slow Conditions appear likely to remain generally stable over at least 90% of section for at least another 20 years, but may deteriorate in the longer term.

Moderate Percentage of section subject to erosional factor in question likely to increase significantly, and/or severity of this type of erosion over at least 10% of section likely to increase significantly, in 10-20 years.

Fast As for “Moderate”, but substitute “5-10 years”

Very fast As for “Moderate” but substitute “< 5 years”.

Note: These indicators are based on estimated rates of track deterioration if usage continues at (estimated) *current* levels. The terms listed above are defined more precisely in the document *Guide to the inventory form*.

(h) Improvements
Substantial improvements (eg benching, cording) are recorded if they occur on more than 10% of the section in question. Minor improvements such as track markers and scrub clearance are not mentioned in this section.

(vi) Campsites
Campsite conditions are noted, where relevant, after the section details for each track.

(vii) Management actions - tracks
The management actions listed here are supplementary to the management actions implied by the track classifications and by the strategies listed in section 9. All proposed management actions should be regarded as provisional pending more detailed investigations of the tracks in question and the preparation of track management plans (see 9.18 and appendix G)
Management actions involving restrictions on usage, maintenance and monitoring are not listed unless special conditions apply (eg temporary use restrictions at levels much lower than those specified by the track classification scheme).
Where no management actions are listed it is assumed that no actions are necessary except those implied by the track classifications and by the strategies listed in section 9. Management actions are listed for works which are likely to be necessary within the next 20 years. Works which may be required in the longer term are also indicated in some instances.

Two main categories of works are listed:

(a) Priority erosion control
The primary objective of these works is to avoid or substantially retard track degradation, at minimum expenditure of time and resources, on tracks where failure to undertake such works would result in a substantial and unacceptable increase in degradation in the short to medium term (ie within ten years).
Priority erosion control will generally involve the installation of widely-spaced waterbars or side-drains to minimise erosion due to water flow along a track surface. However in some cases it may involve other measures such as the installation of widely spaced crossboards to slow down the rate at which loose materials are shifted down a track by trampling impacts.
Priority erosion control will generally be undertaken on the assumption that these works will be followed up by more intensive stabilisation works at a later date (see (b) below). However works undertaken as priority erosion control should be designed to last at least ten years - preferably much longer - and to be suitable for incorporation into more intensive stabilisation works at a later date.

(b) Longterm stabilisation and repair
The term “longterm stabilisation and repair” is used in this document to refer to works undertaken with a view to:

- preventing, halting or at least substantially reducing track deterioration for upwards of 20 years; and
- where necessary repairing and upgrading degraded tracks.

The nature of such works will vary widely according to the relevant track classification, the nature and extent of the problems to be addressed and local

factors such as terrain gradient and the remoteness of the site. Thus on some tracks “longterm stabilisation and repair” will involve intensive track “hardening” with duckboard, cording etc, whereas in other areas it may involve the installation of widely spaced waterbars and sporadic light benching. Further information as to the nature of the works required are indicated for some tracks but it is assumed that detailed assessments will be made before any works are undertaken.

Wherever rerouting is proposed it is implicit that works will be undertaken to prevent further erosion (eg by water flow) on redundant track sections. Unless otherwise stated the terms “track hardening” and “stabilisation” can be taken to imply longterm stabilisation and/or repair.

All management actions listed for tracks and areas not under the jurisdiction of the Parks & Wildlife Service, ie tracks and areas outside the WHA or in WHA Forest Reserves, are to be regarded as recommendations to the relevant management authorities (in most cases the Forestry Commission). Recommended works for tracks and areas not under the jurisdiction of the Service are indicated with the symbol ¥; works for tracks and areas partially under the jurisdiction of the Service are indicated by (¥).

(viii) Management actions - huts

All management actions involving the removal or alteration of huts will be subject to an assessment of the cultural values of the huts concerned and the impact of the proposed action on those cultural values.

(ix) Priorities

All management actions involving physical works such as the relocation, construction or stabilisation of tracks and campsites and the installation or removal of facilities are prioritised as follows:

- | | |
|------------------|---------------------------------------|
| Very high | To be undertaken within two years. |
| High | To be undertaken within five years. |
| Medium | To be undertaken within ten years. |
| Low | To be undertaken within twenty years. |

Priorities generally reflect the rate of deterioration and the environmental significance of potential impacts; eg works designed to prevent damage to alpine vegetation are generally awarded higher priority than similar works in lowland areas.

However user comfort and recreation opportunity are also taken into consideration, especially for tracks classified T2 or higher. Some management actions are given medium or high priority primarily because they can be accomplished easily and there is no reason for delay, eg removal of track markers.

Where a range of priorities are indicated, eg “medium-low priority”, it is recommended that the works in question commence within the time frame indicated by the higher priority and are completed within the time frame indicated by the lower priority.

Where priorities are indicated for recommended works outside the jurisdiction of the Parks & Wildlife Service, these priorities reflect the urgency with which works are required (to prevent erosion etc) and are the priorities the Service would assign to those works if the areas concerned were under its jurisdiction.

(x) Education/publicity/monitoring/maintenance

Management actions involving education, publicity, monitoring and track maintenance are listed where these are not implicit in the track classification scheme. Where no comments are listed about monitoring this should not be taken to imply that no monitoring will be done on the track in question.

Unless otherwise stated it may be assumed that actions involving education, publicity, monitoring and track maintenance will be undertaken as soon as possible and may be ongoing.

(xi) Cost estimates

Where possible the cost of proposed works have been estimated and are indicated by the

following categories (1993 dollars):

Cheap (\$C): Less than \$1000

Low (\$L): \$1000-9999

Medium (\$M): \$10 000 - \$49 999

High (\$H): \$50 000+

Cost estimates in brackets apply to works which may not be necessary, and cost estimates for maintenance works are not included.

(xii) Additional comments

Additional management measures such as the installation of washdown points and restrictions on access may be necessary to minimise the spread of *Phytophthora cinnamomi* in some areas.

BATHURST HARBOUR

Mt Rugby routes {WZ}

SOUTHERN ROUTE (X)

Length (km): 2.75 Deg. of dev't: Track Width (m): < 0.5
 Gradient: 20-30° on upper part.
 Track cond's: Moderate erosion on 25-50% of section; heavy in places on upper part of ascent.
 Rate of det'n: Moderate
 Comments: Local rangers report rapid deterioration in last three years. While peat is still intact over most of the section the prospect for rehabilitation is good. However at current usage rates remaining peat may be lost from much of section within the next few years.

WESTERN ROUTE - DIRECT ASCENT (X)

Length (km): 2.5
 Deg. of dev't: Isolated sections of pad.
 Gradient: 20-30°

WESTERN ROUTE - PROPOSED TRACK (INDIRECT ASCENT) (T4)

Length (km): 3-4
 Deg. of dev't: No pad at present.

Management actions - Mt Rugby:

Very high priority:

- Investigate ease of access by boat to Ila Bay. \$C
- Survey and mark a route up Mt Rugby from Ila Bay, choosing low gradients and hard surfaces where possible. Eg, mark route sidling/climbing to saddle at 273014, thence sidling/climbing northwards across slope via rock outcrops where possible. Note: Proposal to relocate track needs to be discussed with current users. \$L
- Close southern ascent of Mt Rugby. \$C
- Stabilise redundant track up Mt Rugby when closed. \$L

Medium priority:

- Stabilise new route up Mt Rugby where necessary, eg install waterbars. \$L

Low priority:

- In long term, further stabilise new route/track where necessary. \$M

Education/publicity/monitoring/maintenance:

- Publicise relocation of route up Mt Rugby but do not otherwise promote use. Note: a route up from Ila Bay would be accessible both from the Port Davey Track and by boat from Bathurst Channel.

Balmoral Hill route {RZ} (T4)

ASCENT FROM HORSESHOE INLET

Comments: Pad; not inspected.

§ SOUTHWEST CAPE {RZ+SRRZ+WZ}

Southwest Cape tracks:

SOUTH COAST TRACK TO WILSON BIGHT {SRRZ} (T3)

NEW HARBOUR TO NEW FALLS {SRRZ} (T4)

WILSON BIGHT TO SW CAPE {SRRZ} (T4)

MT KARAMU TO SW CAPE RANGE {SRRZ} (R)

TRAVERSE OF (SOUTHERN) SW CAPE RANGE {SRRZ} (T4)

SW CAPE RANGE TO WINDOWPANE BAY {SRRZ} (T4)

WINDOWPANE BAY TO NOYHENER BEACH {SRRZ+WZ} (T4)

NOYHENER BEACH TO STEPHENS BAY {WZ} (R)

STEPHENS BAY TO SPAIN BAY {WZ} (T4)

NOYHENER BEACH TO NARROWS VIA BATHURST CHANNEL SHORELINE {WZ+RZ} (T3)

OTHER ROUTES (X, R)

Comments: Current indications are that the majority of users are undertaking a return trip from New Harbour to SW Cape, and that usage of the western section remains low.

Management actions - Southwest Cape area:

Very high priority:

- Investigate alternative route between New Harbour and Hidden Bay via plateau at 300832 and western side of ridge west of New Harbour. Cut and mark new track if practical. Stabilise redundant track if and where necessary. **\$M**
- Investigate practicality of rerouting track between Hidden Bay and Ketchem Bay. Reroute if practical and undertake priority erosion control on this section. **\$M**

High priority:

- Investigate priority rerouting of erosion-prone sections of track between South Coast Track and New Harbour. Reroute track where practical and undertake priority erosion control on this section. **\$L**
- Remove steel marker posts at either end of track between New Harbour and Mt Melaleuca (direct). **\$C**
- Investigate practicality of rerouting track between Ketchem Bay and Wilson Bight as per section 6 of the *SW Cape Track Management Plan*. Reroute if practical and undertake priority erosion control on this section. **\$M**
- Improve track marking on plains north of Wilson Bight to avoid track duplication and discourage use of route to the eastern end of the bay. **\$C**
- Reroute track to campsite at Wilson Bight, GR 255784 approx, 5m to north to avoid midden site. **\$C**
- Install sand ladder on 3m dune at entrance to Wilson Bight at 256786. **\$C**
- Undertake priority erosion control on ascent from Wilson Bight to Mt Karamu ridge. **\$L**
- Investigate local rerouting of track on southern ascent of highest peak on SW Cape Range (229841) and reroute if practical. Undertake priority erosion control on this section. **\$L**
- Investigate alternative route on ascent from Windowpane Bay to crest of Southwest Cape Range at 230864. **\$L**

- Install sand ladder on dune face at Windowpane Bay (GR 213870) and reroute track to avoid crest of eroding dune face. **\$C**
- Reroute 500m section of track south of Noyhener Beach inland from shoreline to improve user safety and avoid erosion and vegetation damage to shoreline environment. Cut and mark track as necessary. **\$L**
- Undertake priority erosion control on steep sections between Windowpane Bay and Noyhener Beach. **\$L**
- Investigate reroute of start of track from Stephens Bay to Spain Bay, possibly starting from small campsite at 158962. Reroute if practical. Otherwise install steps or sand ladder on dune face at western end of beach. **\$C-L**
- **Medium priority:**
- Undertake further rerouting and longterm stabilisation of section of track between South Coast Track and New Harbour. **\$M**
- Investigate reroute of track to base of New Falls to avoid steep ascent and descent. Cut and mark new track if reroute practical. **\$L**
- Undertake longterm stabilisation of track between New Harbour and Wilson Bight. **\$H** (Cost dependent on practicality of rerouting)
- Undertake longterm stabilisation of ascent from Wilson Bight to Mt Karamu ridge. **\$M**
- Investigate local rerouting between Mt Karamu and SW Cape and reroute if practical. Undertake longterm stabilisation on this section. **\$M**
- If track formation appears unavoidable, mark a track between the highest peak on the SW Cape Range (229841) and the marked track at 230864. Undertake longterm stabilisation of SW Cape Range traverse. **\$M-H**
- Reroute track on ascent from Windowpane Bay to crest of Southwest Cape Range at 230864 if practical. Undertake longterm stabilisation works where necessary. **\$H**
- Investigate alternative route for track between Windowpane Bay and Noyhener Beach (excluding 500m section of track south of Noyhener Beach) and reroute where practical. Cut and mark new track and undertake minor benching where necessary. Undertake other stabilisation works as necessary on open and redundant track sections between Windowpane Bay and Noyhener Beach. **\$M**
- Install sand ladder if necessary on dune at start of track near Windowpane Creek. **(\$C)**
- Reroute track (heading south from beach) to southern side of small creek at Noyhener Beach, approx 15m south of current location. **\$C**
- If financially practical and depending on user demand and use trends, commence survey and marking of a coastal track of T3 standard linking Noyhener Beach to the Port Davey Track south of the Narrows as described in the *SW Cape Track Management Plan*. **\$H**
- **Low priority:**
- If necessary cut and mark a track over Chatfield Point to avoid proliferation of impacts. **\$C**
- If practical complete survey, marking and where necessary stabilisation of a track of T3 standard linking Noyhener Beach to the Port Davey Track south of the Narrows. **\$H**
- **Education/publicity/monitoring/maintenance:**
- Discourage and if necessary prohibit use of routes recommended for closure in the *South West Cape Track Management Plan*.
- Encourage users to fan out on section between Mt Karamu and southern crest of SW Cape Range.
- Encourage users to fan out between highest point on SW Cape Range (229841) and marked track at 230864.

§ OLD RIVER {WZ}

Old River route (R)

§ SOUTHWEST COAST {UNZONED+WZ}

Low Rocky Point to Port Davey (R)

§ PORT DAVEY TRACK

Port Davey Track {RZ} (T3)

Notes:

- (i) See Port Davey Track Management Plan.
- (ii) Priority erosion control on descent from Lost World Plateau undertaken by 1993.
- (iii) Section of Port Davey Track immediately adjacent to Melaleuca lies outside the WHA.

Management actions - Port Davey Track:

High priority:

- Investigate alternative route across “Hesperus Creek” gully as per section 2.2 of the *Port Davey Track Management Plan*. Mark and cut new route if feasible and undertake priority erosion control on this section. **\$L**
- Continue longterm stabilisation between end of Scotts Peak reroute and Junction Creek. **\$H**
- Re-lay 100m cording on section between “Triton Creek” and “Hesperus Creek”. **\$L**
- Install 20m duckboard approx 50m east of Moraine A turnoff. **\$L**
- Undertake priority erosion control between Moraine A turnoff and start of Spring River sidle. **\$M**
- Undertake priority erosion control on Spring River sidle (sections 3.3-3.6 of *Port Davey Track Management Plan*). **\$M**
- Undertake priority erosion control on sections between Spring River and Melaleuca. **\$M**

Medium priority:

- Install cable bridge at main crossing over Junction Creek, remove old bridge and close flood-crossing track. **\$L**
- Undertake longterm stabilisation of section traversing “Hesperus Ck” gully. **\$L**
- Undertake longterm stabilisation of track between Junction Creek and “Triton Creek” using parallel planking where possible. **\$M**
- Lay approx 250m cording and 15m duckboard on section between “Triton Creek” and “Hesperus Creek”. **\$L**
- Commence longterm stabilisation of section between Moraine A turnoff and start of Spring River sidle as per sections 2.4 , 3.1 and 3.2 of the *Port Davey Track Management Plan*. **\$H**
- Commence longterm stabilisation and repair of the Spring River sidle as per sections 3.3 and 3.4 of the *Port Davey Track Management Plan*. **\$H**
- Commence reroute of track between Spring River and Melaleuca as per sections 4 and 5 of the *Port Davey Track Management Plan*. **\$H**

Low priority:

- Continue longterm stabilisation of section between Moraine A turnoff and start of Spring River sidle as per sections 2.4 , 3.1 and 3.2 of the *Port Davey Track Management Plan*. **\$H**
- Continue longterm stabilisation and repair of the Spring River sidle as per sections 3.3-3.6 of the *Port Davey Track Management Plan*. **\$H**
- Complete reroute and longterm stabilisation of track between Spring River and Melaleuca as per sections 4 and 5 of the *Port Davey Track Management Plan*. **\$H**

White Monoliths routes {WZ} (R)

SOUTH COAST

**§ South Coast Track (Melaleuca to Prion Beach)
{Unzoned+RZ} (T2)**

SIDETRACKS:

Louisa Bay side-route {SRRZ} (T4)

Summit of Ironbound Range {RZ} (T4)

Notes:

- (i) Much of this half of the South Coast Track has now been stabilised. Key exceptions are the sections between Cox Bight and the eastern side of Red Point Hills, and the eastern ascent of the Ironbound Range.
- (ii) Section between Melaleuca and eastern end of Cox Bight lies outside the WHA.

**Management actions - South Coast Track and sidetracks
(Melaleuca to Prion Beach):**

Note: See also the *South Coast Track Management Plan*.

Very high priority:

- Commence repair and longterm stabilisation of section between Melaleuca and northern end of New Harbour Range. Note: works will consist mainly of replacement of inadequate surfacing (eg “floating” parallel planking) and installation of parallel planking or duckboard over much of this section. **\$M**
 - Commence repair and longterm stabilisation of sidle of New Harbour Range. Note: works will consist mainly of installation of topdrains, replacement and/or augmentation of gravel surfacing and hardening of some unsurfaced sections. **\$M**
 - Undertake priority erosion control on the traverse of Red Point Hills. **\$M**
 - Complete priority erosion control on the eastern ascent of the Ironbound Range. **\$M**
- High priority:**
- Complete repair and longterm stabilisation of section between Melaleuca and northern end of New Harbour Range. **\$H**
 - Complete repair and longterm stabilisation of New Harbour reroute. **\$H**
 - Commence longterm stabilisation of the traverse of Red Point Hills. **\$H**
 - Commence longterm stabilisation of the eastern ascent of the Ironbound Range. **\$H**

- **Medium priority:**
- Complete longterm stabilisation of the traverse of Red Point Hills. **\$H**
- Complete longterm stabilisation of the eastern ascent of the Ironbound Range. **\$H**
- Undertake longterm stabilisation of the sidetrack to the summit of the Ironbounds. **\$M**
- **Education/publicity/monitoring/maintenance:**
- Continue to discourage the use of campfires.

South Coast Track (Prion Beach to Cockle Creek) {RZ+Unzoned} (T2)

SIDETRACKS:

Rocky Boat Inlet {SRRZ} (R)

Osmiridium Beach {RZ} (T4)

Note: See also the South Coast Track Management Plan. Some of the management actions listed here are different from those in the Plan.

PRION DUNES TRAVERSE

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 25-50%
 Track cond's: Moderate erosion on 50-75% of section. Severe erosion of dune-faces.
 Rate of det'n: Slow.
 Improvements: Recently partially relocated to dune crest.

PRION BEACH TO ROCKY PLAINS

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
 Moss/litter: 90-100%
 Track cond's: Moderate erosion on 10-25% of section.
 Rate of det'n: Slow

ROCKY PLAINS TRAVERSE

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Heavy erosion on 50-75% of section. Up to 25% braided.
 Rate of det'n: Moderate.

ROCKY PLAINS TO SURPRISE BAY

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 90-100%.
 Track cond's: Some local erosion.
 Rate of det'n: Stable, slow local deterioration.

SURPRISE BAY TO GRANITE BEACH

Length (km): 1.75 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 50-75%
 Gradient: 20-30° avg on western side, 30-40° in places.
 Track cond's: Moderate erosion on 10-25% of section, especially on western side. Local erosion and mud-bowls on eastern side. Severe erosion of dune-face at Granite Beach.
 Rate of det'n: Slow

GRANITE BEACH TO TOP OF FIRST ASCENT (757726), STH CAPE RANGE

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 50-75%
 Gradient: 20-30°

Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%.
Rate of det'n: Moderate.

TOP OF FIRST ASCENT TO WESTERN LOOKOUT, STH CAPE RANGE

Length (km): 1 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy erosion on 50-75% of section.
Rate of det'n: Moderate.
Comments: Track follows fall-line over deep peat on upper part of section.

WESTERN LOOKOUT TO "BLACKHOLE CK PLAINS", STH CAPE RANGE

Length (km): 4.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy to severe erosion over most 90-100% of section, mud on 25-50%.
Eroded to bedrock in places.
Rate of det'n: Moderate.

TRAVERSE OF "BLACKHOLE CK PLAINS"

Length (km): 0.75 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Heavy erosion of peat over 50-75% of section.
Rate of det'n: Moderate.

"BLACKHOLE CK PLAINS" TO STH CAPE BAY

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 90-100%.
Track cond's: Moderate erosion on 10-25% of section, worsening on steep sections especially on section immediately east of "Blackhole Ck Plains".
Rate of det'n: Moderate.

LION ROCK BYPASS TRACK

Not inspected.

SOUTH CAPE BAY TO COCKLE CK

Length (km): 7 Deg. of dev't: Track Width (m): 0.5-1
Rate of det'n: Stable
Improvements: Recently rerouted and stabilised over entire section.

Management actions - South Coast Track and sidetracks

(Prion Beach to Cockle Creek):

Very high priority:

- Stabilise dune-face at western end of Surprise Bay by installing steps or sand ladder. \$L

High priority:

- Undertake priority erosion control on traverse of Rocky Plains. \$L
- Investigate reroute between Surprise Bay and Granite Beach to replace steep western ascent with oblique ascent of lower gradient. \$L
- Investigate major reroute over South Cape Range via South Cape. \$M
- Undertake priority erosion control on western ascent of South Cape Range. \$L
- Investigate local rerouting between Prion Beach and Surprise Bay to avoid steep gradients. \$M

Medium priority:

- Reroute track between Surprise Bay and Granite Beach if practical. \$L
- Reroute track over South Cape Range via South Cape if practical. \$M
- Commence longterm stabilisation of entire track. \$H

Low priority:

- Complete longterm stabilisation of entire track. \$H

**§ Access tracks from forestry roads to Sth Cape Bay
{Unzoned/RZ} (X)**

Comments: Two unauthorised tracks have been cut, one joining the South Coast Track in Blowhole Valley and the other going direct to South Cape Rivulet.

**Recommended management actions -
access tracks from forestry roads to Sth Cape Bay:**

Education/publicity/monitoring/maintenance:

- (¥) Encourage use of official track through Blowhole Valley and discourage use of unofficial tracks to South Cape Bay.
- ¥ If necessary close unofficial access tracks to South Cape Bay.

SOUTHERN RANGES {SRRZ}

Traverse (T3+T4)

DOZER TRACK TO OLD QUARRY (T3)

Length (km): 1.5 Deg. of dev't: Track Width (m): >3m
 Track cond's: Minimal; some mud.
 Rate of det'n: Mostly stable
 Improvements: Dozer trail

LOWER PART OF ASCENT TO LOWER MOONLIGHT RIDGE (T3)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 50-75%
 Gradient: >20° in places
 Track cond's: Local erosion.
 Rate of det'n: Moderate

UPPER PART OF ASCENT TO LOWER MOONLIGHT RIDGE (T3)

Length (km): 0.9 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: 20-30°
 Track cond's: Moderate erosion on 25-50% of section, heavy erosion on 10-25%.
 Rate of det'n: Fast

LOWER MOONLIGHT RIDGE TO UPPER MOONLIGHT RIDGE (T3)

Length (km): 1.25 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Moderate erosion on 25-50% of section, heavy in places.
 Rate of det'n: Moderate

MOORLAND TRAVERSE TO MOONLIGHT CK (T3)

Length (km): 2.2 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Mud >25cm on 25-50% of section; heavy erosion on 25-50%, braided over most of section.
 Rate of det'n: Moderate.

MOONLIGHT CK TO HILL 1 (T3)

Length (km): 1 Width (m): 1-2
 Deg. of dev't: Track on most of section; pad and no pad near top.
 Track cond's: Heavy erosion on 50-75% of section.
 Rate of det'n: Fast
 Comments: Possibly stable on bedrock in places.

WESTERN DESCENT OF HILL 1 (T3)

Length (km): 0.9 Deg. of dev't: Mostly no pad
 Width (m): < 0.5
 Gradient: >20° at bottom of section.
 Track cond's: Mainly stable but heavy and worsening erosion in places, especially near bottom of section.
 Rate of det'n: Moderate.

HILL 2 SIDLE (T3)

Length (km): 1.2 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Moderate erosion on 75-90% of section, heavy erosion on 25-50%.
 Rate of det'n: Moderate.
 Comments: Some parts appear to be fairly stable on stones and rocks.

HIPPO SIDE-ROUTE (R)

Comments: Not inspected but no sign of track or pad at Moonlight Ridge end.

HILL 2/3 SADDLE TO PIGSTY PONDS (T3)

Length (km): 3 Width (m): < 0.5
Deg. of dev't: 50-75% no pad, some pad and track.
Track cond's: Mainly stable but worsening damage to moorland and local erosion, moderate to heavy on descent to Pigsty Ponds.
Rate of det'n: Formation of pad - moderate; erosion - slow.

DIRECT DESCENT HILL 4 TO RESERVOIR LKS (T4)

Length (km): 0.75 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30°
Track cond's: Heavy erosion on 25-50% of section.
Rate of det'n: Moderate
Comments: Water running down track over much of section.

PIGSTY PONDS TO RESERVOIR LKS (T4)

Length (km): 0.8 Width (m): < 0.5
Deg. of dev't: Track on 75-90% of section, the rest pad.
Moss/litter: 25-50%.
Track cond's: Moderate erosion on 10-25% of section.
Rate of det'n: Slow
Comments: Track/pad duplicated: two separate routes.

PIGSTY PONDS TO ARNDELL FALLS (R)

Length (km): 1.2
Deg. of dev't: 75-90% no pad; pad and track in places, mainly on upper part of section.
Track cond's: Minimal erosion to date.
Rate of det'n: Moderate.

PIGSTY PONDS TO OOZE LK (T3)

Length (km): 4 Width (m): 0.5-1
Deg. of dev't: Track; no pad in places on eastern ascent of Maxwell Ridge.
Gradient: 20-30° on slopes of Maxwell Ridge.
Track cond's: Heavy erosion on 75-90% of western descent of Maxwell Ridge, severe in places. Moderate erosion on 25-50% of section between base of Maxwell Ridge and Ooze Lake, locally heavy.
Rate of det'n: Fast on slopes of Maxwell Ridge; moderate between Maxwell Ridge and Ooze Lake.

MT LA PEROUSE SIDE-TRACK (T3)

Length (km): 1.5 Width (m): < 0.5
Deg. of dev't: 50-75% no pad, the rest track.
Track cond's: Some channelling in peats and clays on either side of saddle at 782838. No noticeable erosion on main ascent of Mt La Perouse massif over and above natural erosion.
Rate of det'n: Slow.

OOZE LK TO PINDARS PK (T3)

Length (km): 2.5 Width (m): < 0.5
Deg. of dev't: Not recorded.
Track cond's: Mostly fairly stable, local active erosion.
Rate of det'n: Slow.

NE RIDGE OF PINDARS PK TO WYLLY PLATEAU (T4)

Length (km): 7 Width (m): < 0.5
Deg. of dev't: Track; no pad on northern side of Pindars Peak.
Track cond's: Moderate erosion on up to 10% of section, local moderate to heavy erosion. Damage to moorland on saddles. Worsening and potentially severe erosion on side of Mt Wyllly.
Rate of det'n: Slow overall, fast on Mt Wyllly side.

WYLLY PLATEAU TO PB LOW CAMP (T4)

Length (km): 4 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Little erosion to date.
Rate of det'n: Slow.

EASTERN ASCENT OF PB RIDGE (T4)

Length (km): 1 Width (m): < 0.5
Deg. of dev't: Track; pad or no pad in places.
Gradient: 30-40° in places.
Track cond's: Little erosion to date. Damage to vegetation and soils on steep rock ledges and alpine moorland.
Rate of det'n: Moderate.

PB SUMMIT ROUTE (T4)

Length (km): 0.5 Width (m): < 0.5
Deg. of dev't: 25-50% track, the rest pad or no pad.
Track cond's: Minor erosion to date.
Rate of det'n: Slow

WESTERN DESCENT AND SIDLE OF PB CLIFFS (T4)

Length (km): 1 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30° avg, frequently 30-40°
Track cond's: Moderate erosion on 10-25% of traverse of base of cliffline. Several places with fast erosion of deep beds of mineral soils, potentially severe. Damage to vegetation on scree.
Rate of det'n: Slow overall, fast in places.

TOP THIRD OF WESTERN DESCENT TO NEW RIVER LAGOON (T4)

Length (km): 1 Deg. of dev't: Track Width (m): < 0.5
Gradient: 30-40°
Track cond's: Moderate erosion on 10-25% of section. Potential for severe erosion of deep clays over much of section.
Rate of det'n: Fast

LOWER 2/3 OF DESCENT TO NEW RIVER LAGOON (T4)

Length (km): 2 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 50-75%
Gradient: 20-30° avg, up to 45° in places.
Track cond's: Some local erosion especially on steeper sections.
Rate of det'n: Mainly stable.

SHORELINE OF NEW RIVER LAGOON (R)

Length (km): 7 Deg. of dev't: No pad Width (m): N/A
Track cond's: No erosion.
Rate of det'n: Stable.
Comments: Route traverses flats below mean waterline. Marked tracks cut inland at major creek crossings.

CAMPSITES

Comments: Poor and worsening over most of traverse, especially Moonlight Ck, Ooze Lk, "Smiths Saddle" (728834), Wyllly Plateau, PB high & low camps.

Management actions - Southern Ranges traverse:

Very high priority:

- Investigate reroute of Maxwell Ridge traverse (avoid fall-line, reduce gradients especially on western side). **\$L**
- If reroute on Maxwell Ridge practical, mark and cut new route and undertake priority erosion control on open and redundant track sections. Otherwise undertake priority erosion control on existing track. **\$M**
- Investigate reroute from PB low camp around northern slopes of PB, with access to summit from eastern side only. If this route not practical, investigate descent from summit ridge from a point further north, and the possibility of

- installing a sidling descent between the base of the PB cliffs and New River Lagoon to avoid steep gradients over deep clays. **\$M**
- If reroute on PB practical, mark and cut new route and undertake priority erosion control on open and redundant track sections. **\$M**
- If reroute on PB not practical, reroute track locally on high moor east of PB summit ridge to maximise use of rock shelves (**\$L**), and undertake priority erosion control on western descent of PB cliffs. (**\$M**)
- Stabilise campsites at Moonlight Creek, Ooze Lake, Leaning Teatree Saddle, Wyly Plateau, PB low camp and PB high camp. **\$M**
- **High priority:**
- Investigate reroute of track between Hill 4 and Reservoir Lakes to reduce gradients and avoid fall-line. Reroute if practical, cutting and marking track. Undertake priority erosion control on open and redundant tracks. **\$M**
- If reroute not practical between Hill 4 and Reservoir Lakes, undertake priority erosion control on existing track. (**\$L**)
- Survey, cut and mark a track across wide saddle southeast of Kameruka Saddle. **\$L**
- Ongoing longterm stabilisation of rest of traverse and sidetracks as necessary. **\$H**
- **Medium priority:**
- Investigate reroute on ascent to Moonlight Ridge (reduce gradients). Mark and cut new route if practical. **\$M**
- Investigate reroute on moorland traverse to Moonlight Ck (relocate on sideslope of ridge?). Mark and cut new route if practical. **\$M**
- Ongoing longterm stabilisation of traverse as necessary. **\$H**
- If necessary, rationalise and mark route in places on traverse of the northern slopes of Pindars Peak. (**\$C**)
- **Education/publicity/monitoring/maintenance:**
- Encourage users walking between Pigsty Ponds and Reservoir Lks to use to eastern route.
- Encourage walkers to fan out away from main track and tracks to summits of Mt La Perouse, Pindars Peak and PB. All other routes to be managed as per "Route" classification.
- Encourage walkers to fan out where possible on the traverse of the northern slopes of Pindars Peak and to keep to rock where possible.

§ Vanishing Falls route {WZ} (R)

ADAMSONS/ESPERANCE

§ Hastings Cave Track {Unzoned} (W1)

§ Hot Springs NT {Unzoned} (W2)

Adamsons Peak Track {Unzoned+SRRZ} (T3)

Note: WHA boundary at 650m contour.

ASCENT TO MANUKA FLAT

Length (km):	2.5	Deg. of dev't: Track	Width (m):	1-2
Track cond's:	Moderate erosion on 10-25% of section; locally heavy.			
Rate of det'n:	Slow			

Improvements: Walk (W2) standard track for first 300m approx, following old haulage way. Section follows haulage way over much of its length - remnant timber, some old cording.

MANUKA FLAT TO HIGH PLATEAU

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 50-75% of section, heavy erosion on 10-25%. Eroded to rock or bedrock over much of section - rock appears to be stable.
Rate of det'n: Moderate
Improvements: Rough cording in places. Hut (old fire lookout) at edge of plateau - hut in very dilapidated condition.

TRAVERSE OF PLATEAU AND SLOPES WEST OF PLATEAU

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 25-50% of section. Water flowing down track over much of section.
Rate of det'n: Moderate

ASCENT TO SUMMIT

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 10-25% of section. Rapid erosion on lower part of section; mostly stable on upper part.
Rate of det'n: Moderate

Management actions - Adamsons Peak Track:

High priority:

- Investigate reroute of ascent from Manuka Flats to plateau, choosing more circuitous route with lower gradient. **\$L**
- (¥) Undertake priority erosion control on ascent to Manuka Flats. **\$L**

Medium priority:

- Reroute ascent from Manuka Flats to plateau if practical, choosing more circuitous route with lower gradients. Undertake priority erosion control on open and redundant track sections where necessary. **\$M**
- Harden traverse of plateau. **\$H**
- Reroute lower part of final ascent, installing large switchbacks on north-facing slope. **\$L**

Low priority:

- (¥) Local rerouting on ascent to Manuka Flats to avoid sections with steep gradients. **\$L**
- (¥) Undertake further longterm stabilisation of track where necessary. **\$M**

Adamsons Falls / Creekton Falls / Duck Hole Lake circuit {Unzoned+SRRZ}

Note: Adamsons Falls and Creekton Falls are both just inside the WHA.

CHESTERMANS ROAD TO ADAMSONS FALLS (T2)

Length (km): 3 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 10-25% of section; heavy in places. Much of section prone to heavy erosion of deep clays.
Rate of det'n: Moderate overall, fast in places.
Improvements: Follows dozer trail for first 1km approx. Numerous sections of narrow cord and lily pads, often poorly laid.

ADAMSONS FALLS TO CREEKTON FALLS (X, T2)

Length (km): 1.75 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places. Steep (30-40°) terrain.

Track cond's: Moderate erosion on 10-25% of section; heavy in places. At least 50% of section prone to heavy erosion of deep clays.
Rate of det'n: Fast.

CREEKTON FALLS TO DUCK HOLE LAKE (X, T2)

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75
Gradient: Up to 30° in gorge, < 10° on lower part.
Track cond's: Moderate erosion on 10-25° of section, heavy on some steeper sections. Potential for heavy erosion over much of section.
Rate of det'n: Fast

DUCK HOLE LAKE TO CREEKTON RD (T2)

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75
Track cond's: Little deterioration to date, but much of section prone to mud. Large mudbowls will soon form on section near lake.
Rate of det'n: Moderate.
Improvements: Follows old log haulage way over much of section - remnant timber.

Recommended management actions - Adamsons Falls / Creekton Falls / Duck Hole Lake circuit:

- **Very high priority:**
¥ Close section between Adamsons Falls & Duck Hole Lake, maintaining separate tracks to these destinations. **\$C**
Rationale:
Track closure necessary to prevent severe and extensive erosion.
- **High priority:**
¥ Stabilise hotspots on track to Adamsons Falls. **\$L**
- **Medium priority:**
¥ Harden other erosion-prone or mud-prone sections of track to Adamsons Falls. Replace lily pads with cord. **\$M**
- ¥ Stabilise mud-prone sections of track to Duck Hole Lake (from Creekton Rd). **\$M**
- **Low priority:**
¥ Construct stable track to link Adamsons Falls to Duck Hole Lake via Creekton Falls, rerouting in places if expedient. Note: may be given higher priority if funding available. **\$H**
- **Education/publicity/monitoring/maintenance:**
¥ Publicise closure of section between Adamsons Falls & Duck Hole Lake.

§ Adamsons Pk to Moores Garden route {SRRZ+WZ} (R)

HARTZ MOUNTAINS

Waratah Lookout track {VSZ} (W2)

Length: 150m Deg. of dev't: Track Width (m): 1-2
Rate of det'n: Stable.
Improvements: Entirely surfaced with gravel, some cord. Safety fence at lookout.

Management actions - Waratah Lookout track:

- Maintain at W2 standard.

Keoghs Pimple track {VSZ} W2

Length (km): 0.4 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° on upper section.
Track cond's: Moderate erosion on 10-25% of section.
Rate of det'n: Slow.
Improvements: Follows dozer trail for first 200m.

Management actions - Keoghs Pimple track:

High priority:

- Upgrade and promote Keoghs Pimple Track to W2 standard. Reroute upper part to reduce gradients. \$M

Arve Falls track {RZ} (W2)

Length (km): 0.7 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-40° in vicinity of falls.
Comments: Upgraded to W2 standard by 1993.

Management actions - Arve Falls track:

- Maintain at W2 standard.

Lakes Osborne & Perry (old tracks) {RZ} (X)

Comments: Track closed at time of inspection.

Management actions - Lakes Osborne & Perry (old tracks):

Education/publicity/monitoring/maintenance:

- Keep old tracks closed.

Lake Osborne track {RZ} (W2)

Comments: New track constructed to Lake Osborne by 1993.

Devils Backbone lookout track (proposed) {RZ} (W2)

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° in places.
Improvements: To be surfaced to W2 standard over entire section. Steps or stairs to be constructed where necessary.
Comments: Proposed track would extend the existing Lake Osborne track to a lookout on the Devils Backbone at 794154 approx. An exact route for the lookout track has yet to be determined but it would probably ascend the moraine north of Lake Perry.

Management actions - Devils Backbone lookout track:

Low priority:

- Construct track if sufficient funding available. \$H

Rationale:

This track would provide relatively easy access to one of the best grandstand views of the Southwest that is available within a short walking distance from any road. As such it can be promoted as a major wilderness-tourism attraction. However the steepness and height of the climb would be a barrier to many tourists. In view of the need for stabilisation and maintenance of existing tracks in the WHA the construction of this track must be given low priority.

Hartz Peak Track {RZ} (T1+T2)

ROAD TO LADIES TARN (T1)

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Some cord poorly laid and/or rotten. Some local erosion and mud on sections not yet stabilised.
Rate of det'n: Stable.
Improvements: Most of section stabilised with cord, drainage, some duckboard.
Comments: 150, side-track to Lk Esperance, partly corded.

LADIES TARN TO HARTZ PEAK (T2)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° over much of section.
Track cond's: Moderate erosion on 25-50% of section; light erosion over most of section but much of it is fairly stable on rocks and stones. Some ongoing damage to moorland vegetation.
Rate of det'n: Slow.

CAMPSITES:

Comments: Lightly impacted sites at Lk Esperance; damage caused by campfires.

Management actions - Hartz Peak Track:

- **High priority:**
Complete repair of track to Ladies Tarn and Lake Esperance. \$M
- **Medium priority:**
Local stabilisation of ascent to Hartz Peak where necessary. \$M
- Minor rerouting of start of Hartz Peak track from carpark. \$M

Hartz Lake track {RZ} (T3)

Length (km): 0.7 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Light erosion over most of section but mostly stable on rocks. Some moderate erosion, mud and braiding near lake.
Rate of det'n: Stable overall, local slow deterioration.

Management actions - Hartz Lake track:

- **High priority:**
Install "Hartz Peak/Hartz Lake" signpost on Hartz Pass to prevent walkers heading to Hartz Peak from following the Hartz Lake track by mistake. \$C
- **Medium priority:**
Mark track in vicinity of Hartz Lake to concentrate usage. Rationalise lower end of Hartz Lake track and if necessary stabilise a resting area near the lake shore at the terminus of the track. \$L
- **Low priority:**
Stabilise lower part of Hartz Lake track using local materials if possible. \$M
- **Education/publicity/monitoring/maintenance:**
In user notes, encourage walkers on Hartz Lake Track to walk on the middle of the marked track.

Kermandie Track (a.k.a. Hartz Track) - upper section {RZ+Unzoned} (T4, T2)

Note: Section in question runs between Hartz Peak Track and recent logging coupe in upper Esperance valley.

Length (km): 5 Deg. of dev't: Track Width (m): 1-2
Moss/litter: 75-90%.
Track cond's: Mostly stable at current low usage but much of section would be subject to mud or erosion if usage increased.

Rate of det'n: Slow.

Management actions - Kermadie Track (a.k.a. Hartz Track) - upper section:

General comments:

- (¥) Maintain at T4 standard.

Low priority:

- (¥) In long term and funds permitting, upgrade to T2 standard. (Note: substantial stabilisation would be required to cope with increased usage.) \$H

Hartz Peak to Adamsons Peak route {SRRZ+WZ} (R)

BOBS/BOOMERANG {WZ}

Lake Sydney Track (T4)

Length (km): 5.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 90-100% on main ascent of spur; little moss/litter on other parts of section.
Track cond's: Deep mudbowls on traverse of flats at Picton/Bobs saddle; local erosion on ascent of main ridge; moderate erosion on 25-50% of descent to valley north of Lk Sydney; deep mudbowls on moorland and damage to soils and root-systems in rainforest in valley north of Lake Sydney.
Rate of det'n: Slow between start of track and northern end of track in valley north of Lake Sydney, moderate from there to Lake Sydney.
Comments: Start of track not obvious and first few hundred metres are difficult to negotiate (scrub and deep mudbowls).

Management actions - Lake Sydney Track:

High priority:

- Investigate reroute of track north of Lk Sydney to avoid wet moorland. (Note: may be possible to sidle slopes west of moorland.) \$L

- Reroute track if practical; cut and mark new track. \$L

- If reroute not practical, undertake longterm stabilisation (eg install duckboard) on moorland north of Lake Sydney. \$M

Medium priority:

- Stabilise other sections of Lake Sydney track where necessary. \$M

Education/publicity/monitoring/maintenance:

- Keep start of Lake Sydney track unsignposted. (A signpost indicating the direction of Farmhouse Creek and the Federation Peak track may be required at the track junction.)

- Declare FSOA for entire Bobs-Boomerang area (eg extend Arthurs FSOA) (Very high priority).

Other routes in Bobs/Boomerang area (R)

Comments: Approx 50m of pad leading from Lake Sydney Track northwards towards Pine Lake - possibly animal pad. Formation of a track on this section would lead to massive mud churning.
No pad between Lake Sydney and summit of Mt Bobs. Formation of pad on this section would lead to rapid development of serious erosional problems, especially gouging of deep clays.
Danger of damage to outstanding alpine vegetation on Bobs & Boomerang summit plateaus.

Management actions - other routes in Bobs/Boomerang area:

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out away from Lake Sydney track.

PICTON VALLEY/HUON VALLEY

§ Picton River (below Farmhouse Ck) {Unzoned} (Riv 1)

§ Huon River (below Tahune bridge) {Unzoned} (Riv 1)

§ Huon River (Cracroft junction - Tahune bridge) (Riv 2)

WESTERN ARTHURS {SRRZ}

Traverse (Moraine A to Strike Ck via Lk Rosanne) (T3)

PORT DAVEY TRACK TO BASE MORAINES A

Length (km): 0.3 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 25-50% of section, mud on 75-90%.
Rate of det'n: Moderate

MORAINES A

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° avg, 30-40° in places.
Track cond's: Heavy erosion on 75-90% of ascent; severe erosion in peat on up to 10% of section. Braided on lower 10% of section.
Rate of det'n: Fast

MORAINES A TO LK CYGNUS

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places
Track cond's: Conditions vary widely. Some moorland vegetation intact - will rehabilitate rapidly if usage stops but otherwise will deteriorate rapidly. Heavy erosion on 10-25% of section. Severe erosion of loose fragments on some steeper sections, especially on descent to Lake Cygnus. Track triplicated on side of Mt Hesperus. Severe (>4m) widening of track on steep mineral soils at top of descent to Lk Cygnus.
Rate of det'n: Fast
Comments: Preliminary stabilisation works were undertaken at the top of the NW descent to Lake Cygnus in the summer of 92/93.

LAKE FORTUNA SIDE ROUTE

Length (km): 0.4 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30°
Track cond's: Mud on 50-75% of section, moderate erosion on 10-25%, especially on lower part of section.
Rate of det'n: Fast

LK CYGNUS TO LK OBERON

Length (km): 4.75 Deg. of dev't: Track
Width (m): 0.5-1m overall, 1-2m between Square Lake and Lake Oberon.
Gradient: 20-30°, >30° in many places.
Track cond's: Moderate erosion on 75-90% of section, heavy on 50-75%, severe and/or rapidly worsening in many places.
Rate of det'n: Fast

LK OBERON TO HAVEN LK

Length (km): 10 Deg. of dev't: Track
Width (m): 0.5-1m avg, 1-2m over much of section.
Gradient: 20-30° avg, frequently much steeper.
Track cond's: Moderate erosion on 90-100% of section, heavy to severe erosion especially of peat and loose fragments on 50-75%.
Rate of det'n: Fast
Comments: Some steep sections may become impassable as peat and vegetation removed.

HAVEN LK TO LK VESTA TURNOFF (MORAINE K)

Length (km): 2.5 Width (m): < 0.5
Deg. of dev't: Track on 75-90% of section, the rest pad.
Track cond's: Moderate erosion on 50-75% of section.
Rate of det'n: Moderate.

LK VESTA TURNOFF (MORAINE K) TO PROMONTORY LK

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° avg, 30-40° in places.
Track cond's: Heavy erosion on 25-50% of section. Very wet with frequent mudbowls around shoreline of Promontory Lake.
Rate of det'n: Moderate

PROMONTORY LK TO LK ROSANNE

Length (km): 10.5 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Moderate erosion on 25-50% of section, heavy and potentially severe in places.
Rate of det'n: Moderate overall; fast on section between Lk Rosanne and NW end of Lucifer Ridge.

LK ROSANNE TK (STRIKE RIDGE TO LK ROSANNE)

Length (km): 4.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° on ascent.
Track cond's: Moderate erosion on 75-90% of ascent, heavy on 10-25%; peat eroded to bedrock in places. Moderate erosion on 10-25% and mud on 50-75% of plains traverse, very wet.
Rate of det'n: Moderate.

CAMPSITES

Comments: Mostly in bad and worsening condition.

Side moraines

MORAINE E (JUNCTION CREEK TO SQUARE LAKE) (X)

Length (km): 6.5 Deg. of dev't: Track Width (m): < 0.5
Gradient: 30-40° on upper part of ascent.
Track cond's: Little erosion on plains traverse to date but potential for worsening mud. Heavy erosion on 25-50% of lower third and top third of ascent of moraine; little erosion to date on middle third. Moderate erosion on 10-25% of section between Square Lake and top of Moraine E.
Rate of det'n: Moderate overall, fast in places.

MORAINE K (T3)

Length (km): 6 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30° in places on ascent.
Track cond's: Moderate erosion on 75-90% of ascent, heavy on 25-50% of ascent. Little erosion on plains but deep mudbowls at northern end.
Rate of det'n: Moderate on ascent; slowly worsening mud on plains and track widening at northern end.

TRACK CONDITIONS - GENERAL COMMENTS:

Comments: Some moorland still intact - good prospects for rehabilitation.

Most of the severe erosion is occurring in deep peat and deep, steep beds of loose fragments.
 Bedrock unstable and loose fragments friable in many places: relatively unmetamorphosed quartzite, sandstone in places.
 Severe visual scarring in places, especially in vicinity of Lake Cygnus and Lake Oberon.
 Some sections stable on bedrock.

Management actions - Western Arthurs:

Very high priority:

- Undertake preliminary investigation of an alternative route accessing Lake Cygnus from the western end of the range (bypassing Moraine A and Mt Hesperus), and of alternative routes on main traverse between Lake Cygnus and Lake Sirona. (Note: Stabilisation of Moraine A ascent, if it remained in use, would probably require the installation of continuous surfacing and steps over most of the ascent.) **\$M**
- Rationalise track on descent from Moraine K to Lake Vesta, closing gully descent and rerouting (ie marking and if necessary cutting) a well-sited track on spur to reduce gradients. **\$L**
- Undertake priority erosion control on rapidly eroding sections of traverse. **\$M**
- Stabilise campsites at Lake Cygnus, Lake Oberon, High Moor and Haven Lake. **\$M**
- Install toilets at major alpine campsites. **\$M**

High priority:

- Conduct detailed investigation of reroute accessing Lake Cygnus from the western end of the range (bypassing Moraine A and Mt Hesperus), and of alternative routes on the main traverse between Lake Cygnus and Lake Sirona. Reroute, cut and mark track where practical. **\$M**
- Investigate reroutes on the following sections: Lake Sirona to top of Moraine K; Moraine K descent; Lake Vesta to Lake Juno; Lake Juno to western end of Promontory Lake; Promontory Lake to Lake Rosanne; ascent to Lake Rosanne. **\$M**
- Reroute track on these sections if practical, installing switchbacks if necessary. **\$M**
- Undertake further longterm stabilisation of tracks and campsites, giving priority to sections where rate of deterioration is highest. **\$H**

Medium-low priority:

- Undertake ongoing stabilisation of tracks. **\$H**
- **Education/publicity/monitoring/maintenance:**
- Educate visitors concerning the type of recreational experience provided by the Western Arthurs, the levels of experience and fitness required and the environmental problems occurring in the region. Dissuade inexperienced walkers from visiting the range. (Very high priority)
- Restrict usage to levels at which further track and campsite deterioration and campsite crowding can be contained. Note: this may require fairly drastic usage restrictions until substantial stabilisation works can be undertaken. Daily departures may have to be restricted during the peak season to avoid crowding and minimise impacts at campsites.
- Access restrictions in the Western Arthurs to be brought in simultaneously with access restrictions elsewhere (eg the Frankland Range) to avoid problems associated with recreational displacement.
- Close Moraine E except for emergency use (eg quitting range in severe weather). (Very high priority.) Encourage walkers to access western end of range via Lake Cygnus. **\$C**

Rationale:

Continued use of Moraine E will result in severe track erosion over much of the ascent unless track is stabilised, and stabilisation costs would be very high. If use is discontinued in the near future the prospects for rehabilitation are good because soils are currently intact over much of the section.

- Limited access may be allowed on other routes, eg lowland lakes or ascent of some peaks from the upper Crossing River valley. Monitor these routes. All routes to have “Route” classification unless otherwise stated.
General comments:
- Initial stabilisation works should include the trialling of new techniques such as the use of steel-mesh walkways and plastic matting, and encouraging users to traverse rock outcrops instead of alpine moorland.
Rationale for general strategy
Given the extensively and severely degraded state of the Western Arthur Range it could be argued that the best policy from the point of view of environmental protection would be to prohibit all usage until a stable track could be constructed. However this would effectively ban access to the “jewel in the crown” of the Southwest and would be strenuously opposed by some sectors of the bushwalking community. Moreover closure of the range would put increased pressure on other, hitherto undamaged areas.
By contrast the strategy outlined here allows restricted access whilst undertaking priority rerouting and erosion control, with a view to stabilising the entire traverse in the long term.

ARTHUR PLAINS/HUON TRACK

Arthur Plains Track (T3) {SRRZ}

JUNCTION CK TO SEVEN MILE CK

Length (km): 12 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Medium erosion on >90% of section, heavy on 50-75%. Numerous deep mudbowls.
Rate of det'n: Moderate overall, locally fast.

SEVEN MILE CK TO NINE MILE CK

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Heavy erosion on 10-25% of section. Numerous mudbowls.
Rate of det'n: Slow.

RAZORBACKS TRAVERSE

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Heavy erosion on 50-75% of section, severe in places. Water running down track along much of section.
Rate of det'n: Moderate.
Improvements: Old benching along most of section.

RAZORBACKS TO CRACROFT CROSSING

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Heavy erosion on 10-25% of section; numerous mudbowls.
Rate of det'n: Moderate.

Management actions - Arthur Plains Track:

- **High priority:**
Undertake priority erosion control on Razorbacks traverse and rapidly eroding sites on plains. **\$M**
- Investigate prospect for restoring track to original benched route on the lower northern slopes of the Razorback Range. **\$L**
- **Medium priority:**
Undertake longterm stabilisation of track where necessary. Relocate track to original benched route on the lower northern slopes of the Razorback Range if practical. **\$H**

Huon Track {SRRZ+Unzoned} (T3)

Length (km): 20 Deg. of dev't: Track Width (m): >3
Moss/litter: 75-90%
Track cond's: Some local active erosion, mainly due to water flow in ruts caused by vehicular use.
Rate of det'n: Slow overall, locally moderate erosion.
Improvements: Dozer track.
Comments: Poorly sited from point of view of user enjoyment: punishing undulations.
Bridge over Cracroft River unusable since 1992.
WHA boundary at Tentfly Creek.

Management actions - Huon Track:

- **Very high priority:**
(¥) Install notice at eastern end of track warning that Cracroft River may be impossible to cross unless river levels are low. **\$C**
- **High priority:**
(¥) Undertake priority erosion control on steep sections including Alexander Spur. **\$L**
- **Medium priority:**
(¥) Undertake longterm stabilisation where necessary. **\$M**
- **Low priority:**
(¥) In long term, close parts of dozer trail and construct walking track closer to Huon River avoiding unnecessary undulations. **\$H**
- (¥) Allow parts of dozer track still in use to revert to walking track (ie allow sides to revegetate).
- **Education/publicity/monitoring/maintenance:**
(¥) Bridge over Cracroft River will not be replaced.
- Warn users that Cracroft River may be impossible to cross unless river levels are low.

PICTON RANGE

Mt Picton track (from Blakes Opening) (T4)

TRAVERSE OF BLAKES OPENING {UNZONED}

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 25-50% of section, heavy erosion on 10-25%. Most of existing channelling probably due to former vehicular use. Active erosion and track follows fall-line over most of section. Some mudbowls on flats.
Rate of det'n: Slow.
Improvements: Former bombardier track.

ASCENT TO PLATEAU {UNZONED+SRRZ}

Length (km): 1.5 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 75-90%
Gradient: 20-30° over much of lower part, 40-50° on extended section ascending limestone outcrops.
Track cond's: Little erosion overall but active erosion of steep sections. Small trees may get pulled out and steep ascents may become dangerous or impassable. Due to high litter cover track would be mainly stable if gradients reduced. Sections of track heavily obscured by fallen vegetation and difficult to follow.
Rate of det'n: Slow.
Comments: WHA boundary at 650m contour.

TRAVERSE TO NORTH LAKE {SRRZ}

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 25-50% of section, heavy erosion on 10-25%; mud >10cm on 25-50% of section, mud >25cm on 10-25%. Much of section moderately overgrown
Rate of det'n: Slow

NORTH LAKE TO SADDLE {SRRZ}

Length (km): 0.8 Width (m): < 0.5
Deg. of dev't: Pad on 10-25% of section, track 75-90%.
Track cond's: Moderate erosion on 25-50% of section; potential for further erosion, loss of vegetation and mud formation. Potential for damage to cushion plant communities on moorland.
Rate of det'n: Slow.

SADDLE TO BASE OF EXPOSED SCREE {SRRZ}

Length (km): 0.5 Width (m): < 0.5
Deg. of dev't: Pad 50-75%, track 25-50%.
Track cond's: Rough track pushed through scrub. Minimal erosion.
Rate of det'n: Slow.

ASCENT (VIA SCREE) TO SUMMIT {SRRZ}

Length (km): 1.2 Width (m): 0
Deg. of dev't: Pad 10-25%, the rest no pad.
Gradient: 20-30°
Track cond's: Mostly stable on boulders. Local ongoing damage to vegetation and soil.
Rate of det'n: Loss of vegetation - slow, otherwise stable.

CAMPSITES

Comments: Poorly drained and heavily worn sites at Clearwater Creek and North Lake.

Management actions - Mt Picton track (from Blakes Opening):

Medium priority:

- Depending on usage and impacts, investigate alternative route between Huon Track and North Lake to reduce gradients and avoid boggy flats and erosion-prone sections northeast of North Lake. Possible route ascending slope between Winking and Clearwater Creeks. **\$M**
 - If feasible, reroute (ie mark and cut) track between Huon Track and North Lake, installing switchbacks where necessary. **\$M**
 - Investigate alternative route between North Lake and saddle at 672225. **\$L**
 - Reroute (ie mark and cut) between North Lake and saddle at 672225 if practical. **\$L**
 - Stabilise campsites at Clearwater Creek and North Lake. **\$M**
- Low priority:**
- Undertake further longterm stabilisation of track where necessary. **\$M**

§ Mt Picton track (from Picton forestry roads) {Unzoned+SRRZ} (T4?)

Comments: Track not inspected.
WHA boundary at 650m contour.

Management actions - Mt Picton track (from Picton forestry roads):

High priority:

- Inspect track and assess management options. **\$C**

South Pictons {SRRZ} (R)

Comments: Former route to Federation Peak, now little used. Old markers in places but few signs of a pad.

Wargata Mina (Judds Cavern) from E Arthurs Track {SRRZ} (T4)

Comments: Location of Federation Peak Track prior to recent rerouting.

Management actions - Wargata Mina (from E Arthurs Track):

Medium priority:

- If necessary to avoid ongoing erosion, reroute track to reduce gradients. (\$L)

Education/publicity/monitoring/maintenance:

- Track markers will be retained and vegetation may be cleared occasionally but start of track at Picton-Bobs saddle will be kept obscure to discourage use.

EASTERN ARTHURS {SRRZ}

Traverse (Farmhouse Ck to Cracroft Crossing) (T3)

FARMHOUSE CK TO PICTON/BOBS SADDLE

Length (km): 5 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: 25-50%.

Track cond's: Little erosion to date, some local erosion and mud. Extended chain of deep mudbowls near saddle.

Rate of det'n: Moderate.

Comment: Access road (ie Farmhouse Ck Rd) currently closed approx 3km north of Farmhouse Creek. WHA boundary at Farmhouse Creek.

PICTON/BOBS SADDLE TO (WEST) CRACROFT RIVER (END OF NEW REROUTE)

Length (km): 9 Deg. of dev't: Track Width (m): 0.5-1

Track cond's: Little erosion to date but much of section wet and prone to mud formation. Some erosion likely to occur, especially on ascent of ridge west of South Cracroft Plains.

Rate of det'n: Moderate.

Improvements: Recently rerouted over entire section.

W CRACROFT RIVER TO CUTTING CAMP

Length (km): 2.25 Deg. of dev't: Track Width (m): < 0.5

Track cond's: Little erosion to date. Some parts of track subject to flood scouring.

Rate of det'n: Moderate.

MOSS RIDGE

Length (km): 2.5 Deg. of dev't: Track Width (m): < 0.5

Gradient: 20-30° average, much steeper in places.

Track cond's: Heavy erosion of peat on 50-75% of section, severe in places. Vegetation still intact over much of traverse of Bechervaise Plateau(s).

Rate of det'n: Fast.

Comments: Some steep peat-covered cliffs may become impassable in the near future.

BECHERVAISE PLATEAU TO START OF SOUTHERN TRAVERSE

Length (km): 0.3 Deg. of dev't: Track Width (m): < 0.5

Gradient: 45° (average)

Track cond's: Heavy erosion of peat on 50-75% of section.

Rate of det'n: Fast.

Comments: Difficult and exposed ascent. May become impassable in near future.

SOUTHERN TRAVERSE

Length (km): 1 Deg. of dev't: Track Width (m): < 0.5

Gradient: > 40° (avg), > 60° in places.

Track cond's: Moderate erosion on < 10% of section. Heavy to severe erosion of steep beds of loose fragments in places, also damage to exposed bedrock.

Rate of det'n: Moderate.

Comments: May become impassable or dangerous in near future.

HANGING LAKE TRACK

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places.
Track cond's: Heavy erosion on 10-25% of section; local severe erosion of deep beds of loose fragments; worsening damage to moorland vegetation.
Rate of det'n: Fast

THWAITES PLATEAU TRAVERSE

Length (km): 2.25 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%. Potential for heavy to severe erosion over most of section. Water running down track over most of section.
Rate of det'n: Fast

THWAITES PLATEAU TO GOON MOOR

Length (km): 4.25 Deg. of dev't: Track Width (m): < 0.5
Gradient: Up to 40° in places.
Track cond's: Heavy erosion on 25-50% of section. Rapid erosion of peat and beds of loose deposits in places, especially on side of Four Peaks.
Rate of det'n: Moderate overall; locally fast.

GOON MOOR TRAVERSE

Length (km): 0.8
Deg. of dev't: Pad or track (< 0.5m) on 25-50% of section, the rest no pad.
Track cond's: Pad likely to form leading to severe vegetation damage, mud formation and erosion.
Rate of det'n: Moderate.

GOON MOOR TO TOP OF LUCKMANS LEAD

Length (km): 2.5 Deg. of dev't: Track Width (m): < 0.5
Gradient: 30-40°
Track cond's: Heavy erosion on 10-25% of section, severe in places.
Rate of det'n: Fast
Comments: Route unclear in places, some duplications.

LUCKMANS LEAD

Length (km): 2 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30°
Track cond's: Heavy to severe erosion of peat on 50-75% of top 500m of section: track >2m wide in places, >1m deep in places. Moderate erosion on 10-25% of next 500m, potential for erosion over most of this section. Heavy erosion on 25-50% of lower 1km.
Rate of det'n: Fast on upper 1km, moderate on lower 1km.

LUCKMANS LEAD TO STRIKE CK

Length (km): 4 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 50-75% of section, heavy erosion on 10-25%.
Rate of det'n: Moderate.

TRAVERSE OF RAZORBACK RANGE

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° in places.
Track cond's: Heavy erosion on 50-75% of section; excessive width in places. Water running down braided channels on northern side, especially near bottom.
Rate of det'n: Moderate.

RAZORBACK RANGE TO CRACROFT CROSSING

Length (km): 1 Deg. of dev't: Track Width (m): >3
Track cond's: Extremely wet, boggy and excessively wide and braided over entire section.
Rate of det'n: Fast.

§ ROCK CHUTE/FOREST CHUTE (T4)

Comments: Not inspected.

CAMPSITES

Comments: Very poor condition over entire traverse.

Management actions - Eastern Arthurs traverse:

Very high priority:

- Undertake preliminary investigation of alternative routes for traverse of Eastern Arthur Range (eg rerouting eastern approach via Northern Lakes and Rock Chute). **\$L**

- Undertake preliminary investigation of alternative route between Pass Creek and Cracroft Crossing, eg via forest bordering Cracroft River. **\$L**

- Undertake priority erosion control on rapidly eroding sections of track, eg Thwaites Plateau and northern side of Razorbacks traverse. **\$M**

- Stabilise campsites at Cutting Camp, Bechervaise Plateau, Hanging Lake, Thwaites Plateau, Goon Moor and Stuart Saddle. **\$M**

- Install toilets at major alpine campsites. **\$M**

High priority:

- Undertake detailed investigation of alternative routes. Reroute (ie mark and cut) track if practical. **\$M**

- Undertake further stabilisation of tracks and campsites, giving priority to sections where rate of deterioration is highest. **\$H**

Medium priority:

- Undertake ongoing stabilisation of tracks. **\$H**

Education/publicity/monitoring/maintenance:

- Educate visitors concerning the type of recreational experience provided by the Eastern Arthurs, the levels of experience and fitness required and the environmental problems occurring in the region. Attempt to dissuade inexperienced walkers from visiting the range. (Very high priority)

- Restrict usage to levels at which further track and campsite deterioration and campsite crowding can be contained. Note: this may require fairly drastic usage restrictions until substantial stabilisation works can be undertaken. Daily departures may have to be restricted during the peak season to avoid crowding and minimise impacts at campsites.

- Access restrictions in the Eastern Arthurs to be brought in simultaneously with access restrictions elsewhere (eg the Frankland Range) to avoid damage due to recreational displacement.

Rationale for general strategy

See rationale for general strategy for Western Arthurs.

LOWER WELD/MOUNT WELD

Dozer track (T4) {Unzoned}

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Mud on 10-25% of section.
Rate of det'n: Slow
Improvements: Narrow walking track on heavily overgrown dozer track.

Mt Weld route (to subalpine moorland) {SRRZ} (T4)

Length (km): 3.25 Width (m): < 0.5
Deg. of dev't: Track on main ascent through forest; track on 25-50%, pad on 50-75% of traverse of plateau.
Moss/litter: 90-100% of main ascent through forest.
Gradient: 20-30° on lower part of ascent.

Track cond's: Little erosion to date on main ascent but potential for erosion especially of steep sections. Many wet spots and some minor mudbowls on traverse of plateau.

Rate of det'n: Slow.

Comments: No pad or marked route beyond moor at 669381. Taped side track (no pad) to Arakas doline branching from Mt Weld route at 691393 approx.

Mt Weld route (subalpine moorland to summit) {SRRZ} (R)

Deg. of dev't: No pad over most of section.

Riverside track {WZ} (R)

Length (km): 10.5 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: >90% over most of section.

Track cond's: Minimal erosion to date. One extended very wet area on recently cut track near bottom of section descending to Weld River.

Rate of det'n: Slow on recently recut section. Stable on rest of section.

Comments: Recently recut section follows close to north bank of "Trout Ck" to near Weld River, then follows up SW bank of river for 500m approx. Original cut track continuing to Snake River is now very obscure in many places and appears to have had little or no use in recent years.

Improvements: Rough 3-sided shelter near the point where the recently recut track reaches the Weld River.

Cavers track up SW side of valley past sinkhole; {WZ} (X, R)

Length (km): 4 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: >90%

Gradient: Frequently 20-30° north of sinkhole.

Track cond's: Minimal erosion to date.

Rate of det'n: Stable at current levels of usage.

Management actions - Lower Weld/Mt Weld:

- High priority:**
- Remove shelter and squalor near Weld River after consulting with user groups. \$L
 - Detape all tracks except dozer track and track up Mt Weld. \$C

UPPER WELD/STYX

Weld arch route {WZ} (X, R)

Length (km): 8 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: 75-90%

Gradient: 20-40° in places.

Track cond's: Little erosion overall to date, but damage to moss and peat has occurred along most of track. Local erosion occurring especially on steep sections in vicinity of Weld River downstream from arch. Mudbowls developing on moorland/sphagnum bog at 563564 approx.

Rate of det'n: Slow, locally moderate.

Comments: Cut track continues to Weld River approx 1.75km downstream of Weld Arch. Taped route branches off cut track and follows gully 1km approx to a point approx 750m downstream of arch, then sidles high up side of gorge to arch. Section of cut track south of track junction obscured by vegetation and almost impossible to follow.

Damage to scrub and trees caused by recent snowfalls have probably helped obscure parts of this track.

Management actions - Weld arch route:

Very high priority:

- Close track by removing tapes. If necessary prohibit access until track becomes impossible to follow. \$C

Rationale:

Existing track represents a recent intrusion into what is otherwise a largely pristine and trackless wilderness area containing extensive stands of tall forest and rainforest. The track substantially reduces the remoteness of the upper Weld River, which has been zoned a Wilderness Zone.

Closure of track will minimise the risk of accidental damage or vandalism to a major archaeological site.

Mt Mueller track {RZ} (T4+R)

DOZER TRACK - QUARTZITE SECTION (T4)

Length (km): 3 Deg. of dev't: Track Width (m): 2-3

Moss/litter: 50-75%

Track cond's: Local erosion, mainly due to vehicular use and subsequent water flow. Numerous potential mudbowls. Heavily overgrown over much of section.

Rate of det'n: Stable.

Improvements: Old dozer track.

DOZER TRACK - SANDSTONE SECTION (T4)

Length (km): 2.25 Deg. of dev't: Track Width (m): 2-3

Track cond's: Moderate erosion on 90-100% of section, heavy on 50-75%, eroded to bedrock in places. Water flowing down track in places. Potential for further erosion over much of section if usage increases. Dozer track partly revegetated with high scrub in places.

Rate of det'n: Slow.

Improvements: Dozer track.

VICINITY OF FOSSIL LAKE (T4)

Comments: Dozer track branches at 575635 approx. Main branch sidles NE slopes of Mt Mueller and continues along Mueller-Needles ridge to 562662 approx; not inspected on ground but track is visible on aerial photographs. Some revegetation occurring at southern end of this track. Western branch terminates SW of Fossil Lake as shown on 1: 25 000 map.

Taped route leaves dozer track at 574637 and traverses scrubby moorland in Southwesterly direction to Fossil Lake. Appears to follow old vehicular track for part of the distance - fairly wet and muddy.

FOSSIL LAKE TO EASTERN PEAK (T4+R)

Length (km): 0.75 Width (m): < 0.5

Deg. of dev't: No pad 50-75%, pad 10-25%, track 10-25%.

Gradient: 20-30°

Track cond's: Potential for heavy to severe erosion of deep beds of soil and loose fragments in places.

Rate of det'n: Slow.

TRAVERSE TO SUMMIT (R)

Length (km): 1.75 Deg. of dev't: No pad Width (m): <0.5

Gradient: Up to 30° in places.

Track cond's: Signs of pad developing in places.

Rate of det'n: Slow.

Management actions - Mt Mueller track:

Very high priority:

- Remove tapes between Fossil Lake and spur west of lake and encourage walkers to fan out on this section. \$C
- Relocate track/route (ie reposition cairns) on spur west of Fossil Lake to reduce gradients and avoid erosion-prone sections. \$L

Education/publicity/monitoring/maintenance:

- Encourage walkers to stay on the track on the spur west of Fossil Lake.
- Encourage users to fan out on the crest of the range.
- Usage levels between Fossil Lake and summit to be managed as per T4 classification.

General comments

- Allow dozer track to revegetate and revert to walking track of T4 standard. \$C

Old Port Davey Track {RZ} (T4, T2)

FRODSHAMS PASS PLAINS TO SPUR AT 522555

Length (km):	4.5	Deg. of dev't:	Track	Width (m):	1-2
Moss/litter:	90-100%				
Track cond's:	Minimal erosion relative to original track surface, but much of section would be prone to mud or erosion if usage increased. Fairly overgrown.				
Rate of det'n:	Stable.				
Improvements:	Old benching, cording and bridging still intact over much of section. Peat channelled out to expose quartzite gravels in places.				

SPUR AT 522555 TO SCOTTS PEAK RD

Comments: Track becomes increasingly overgrown. Not inspected. Length: 7km approx.

Management actions - Old Port Davey Track:

Low priority:

- In long term, funds permitting, upgrade to T2 standard. \$H

General comments

- Manage as per T4 classification. Vegetation may be cut occasionally by user groups if desired.

Mt Bowes route (from Old Port Davey Track) {RZ} (X, R)

Length (km):	1.25	Width (m):	< 0.5
Deg. of dev't:	Pad on 25-50% of section, the rest no pad.		
Gradient:	20-30° over much of section.		
Track cond's:	Bare soil and light erosion already occurring in places. Formation of track would lead to heavy erosion over most of section in the long term.		
Rate of det'n:	Slow.		
Comments:	Taped route: tapes removed at time of inspection.		

Management actions - Mt Bowes route (from Old Port Davey Track):

Low priority:

- If the Old Port Davey Track is upgraded to T2 standard it will be necessary to survey and construct a stable track to the summit of Mt Bowes, probably of T3 standard. \$M

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out on ascent (Very high priority).

SNOWY RANGE

Lake Skinner Track {Unzoned+RZ} (T3)

Length (km):	4.5	Deg. of dev't: Track	Width (m):	0.5-1
Track cond's:	Moderate erosion on 25-50% of section, heavy erosion on 10-25%. Exposure of roots over most of section, signs of water flow along track in many places. Some mudbowls, numerous on flats immediately below final ascent to lake. Some sections stable or likely to stabilise on rocks.			
Rate of det'n:	Slow.			
Campsites:	Poorly drained and degraded site at Lake Skinner. Unsightly constructions (eg rock wall), graffiti and litter.			
Comments:	Track duplicated; alternative route follows close to Falls Rivulet. WHA boundary at 800m contour.			

Management actions - Lake Skinner Track:

High priority:

- Clean up litter at Lake Skinner campsite and declare the area a Fuel Stove Only Area. **\$L**
- Stabilise Lake Skinner campsite. **\$M**

Medium priority:

- (¥) Select an appropriate route for the track to Lake Skinner, surveying and marking a new track and installing large switchbacks if necessary. Cut and mark new track. Close redundant track sections and undertake priority erosion control on open and redundant track sections. **\$M**
- (¥) Undertake further longterm stabilisation of Lake Skinner Track as necessary. **\$M**

Lk Skinner to Snowy South {SRRZ} (T4)

LK SKINNER TO CREST OF RIDGE

Length (km):	0.6	Deg. of dev't: Track	Width (m):	< 0.5
Gradient:	20-30° avg, up to 40° near top.			
Track cond's:	Moderate erosion on 10-25% of section. Active erosion over much of section, especially deep beds of peat and mineral soil on upper part of section.			
Rate of det'n:	Moderate.			

TRAVERSE TO SUMMIT

Length (km):	1.5	Width (m):	< 0.5
Deg. of dev't:	Approx 25% pad, 25% track, the rest no pad over first 500m after which marked route peters out. No signs of pad on rest of section.		
Track cond's:	Minimal erosion to date but local damage to vegetation and soils and potential for further damage.		
Rate of det'n:	Slow.		

Management actions - Lk Skinner to Snowy South:

High priority:

- Investigate reroute of ascent from Lake Skinner. **\$L**
- Reroute ascent from Lake Skinner if practical, installing large switchbacks to reduce gradients. **\$L**
- Undertake priority erosion control on ascent from Lk Skinner. **\$L**

Medium priority:

- Mark track (with cairns) on traverse to Snowy South, choosing stable route where possible. **\$L**
- Undertake longterm stabilisation on Snowy South track where necessary. **\$M**

§ Nevada Peak track (below scrubline) {Unzoned+SRRZ} (T4)

Length (km): 3
Comments: WHA boundary at 800m contour. Scrubline at 722483 approx.

Management actions - Nevada Peak track (below scrubline):

Medium priority:

- (¥) If necessary reroute to reduce gradients and improve drainage on Nevada Peak track (below scrubline). (\$L)
- (¥) Undertake longterm stabilisation on Nevada Peak track (below scrubline) where necessary. \$L

§ Woolleys Tarn route {SRRZ} (T4+R)

Comments: Marked track via Woolleys Tarn to scrubline SE of Wetpants Pk.

Management actions - Woolleys Tarn route:

High priority:

- Inspect Woolleys Tarn route and assess management options. \$C

§ Nevada Peak traverse (above scrubline) {SRRZ} (T4+R)

Comments: Route traverses from scrubline at 722483 to scrubline SE of Wetpants Pk. Marked route but minimal pad development to date.

Management actions - Nevada Peak traverse (above scrubline):

Education/publicity/monitoring/maintenance:

- Retain basic track marking (ie intermittent cairns).
- Encourage users to walk on rocks where possible and to fan out if walking on moorland vegetation.
- Monitor impacts and pad development.
- Depending on impacts and pad development it may be necessary to concentrate usage on impacted tracks in some areas (by a combination of user education, “fan in” signs and more intensive track marking).

High priority:

- Install fanout signs on Nevada Peak traverse (above scrubline) where appropriate. \$C

Medium priority:

- Depending on impacts and pad development it may be necessary to relocate the track/marked route on the Nevada Peak traverse in some areas. (\$L)

§ Snowy North track {Unzoned+SRRZ} (T4)

Notes:

- (i) Start of track obscure.
- (ii) WHA boundary at 800m contour.

Management actions - Snowy North track:

Medium priority:

- (¥) Investigate alternative route to reduce gradients and avoid fall-line. \$L
- (¥) Reroute track if practical, marking and cutting new route. \$L
- (¥) Undertake longterm stabilisation of track where necessary. \$M

Snowys traverse (SRRZ) (R)

FRANKLAND RANGE {WZ}

Mt Sprent track (T3)

Length (km):	3	Deg. of dev't: Track	Width (m):	0.5-1
Gradient:	20-30° avg overall, 30-40° avg on lower part.			
Track cond's:	Moderate erosion on 50-75% of section, heavy to severe on 10-25%, especially on lower part.			
Rate of det'n:	Fast.			
Comments:	Track still indistinct in places on upper part of ascent			
Improvements:	Stopgap stabilisation works (waterbars etc) installed by 1993.			

Management actions - Mt Sprent track:

- **Very high priority:**
Complete priority erosion control. \$L
- **High priority:**
Investigate potential for rerouting track to reduce gradients. Cut and mark new route if practical. \$L
- Undertake further erosion control as necessary. \$M
- **Medium priority:**
Complete longterm stabilisation of track. \$H

Franklands Traverse (Frankland Peak to Mt Sprent) (R)

Length (km):	30
Deg. of dev't:	Pad on approx 5% of section, mainly in sections of scrub or bottlenecks on ridgetop.
Gradient:	Steep in places.
Track cond's:	Minor erosion to date. Much of traverse reasonably stable with bedrock close to surface, but potential for severe erosion and/or formation of wide track in places. Formation of pad certain to continue unless usage kept very low or usage restricted and users encouraged to fan out.
Rate of det'n:	Slow.
Campsites:	Mostly in fair-good condition except site at Islet Lake which is in poor condition.

Management actions - Franklands Traverse:

- **Very high priority:**
Install fanout/fan-in signs where necessary. \$L
- **Medium priority:**
If necessary, stabilise campsite in vicinity of the Moat. (\$M)
- Stabilise tracks where track formation is unavoidable and erosional damage is occurring. \$M
- **Education/publicity/monitoring/maintenance:**
Encourage users to fan out where practical.

ANNE RANGE

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989)

Mt Anne Track {RZ} (T2)

CONDOMINIUM CREEK TO MEMORIAL HUT

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 10-20° avg, 20-30° in places.
Track cond's: Active erosion occurring on parts not yet stabilised, especially upper half where track is often 2-3m wide with deep mud and moderate to heavy erosion.
Rate of det'n: Moderate
Improvements: 50-75% stabilised with crossboards, waterbars, cord, duckboard, drainage. Widely spaced (10-20m apart) waterbars on upper 1.5km of section.

MEMORIAL HUT TO MT ELIZA SUMMIT

Length (km): 0.6 Deg. of dev't: Track Width (m): < 0.5
Gradient: 30-40°
Track cond's: Local erosion of soil and loose fragments but little erosion overall.
Rate of det'n: Stable.

§ MT ELIZA SUMMIT TO MT ANNE SUMMIT

Comment: Not inspected.

Management actions - Mt Anne Track:

Very high priority:

- Complete longterm stabilisation on section below hut. Stabilise edges of track where excessively wide to assist revegetation. **\$M**

High priority:

- Undertake longterm stabilisation between Mt Eliza and the north Eliza plateau as per section 1.7 of the *Mt Anne Area Track Management Plan*. **\$M**
- Rationalise track with minor rerouting between north Eliza plateau and Mt Anne summit. Close duplicated sections. **\$L**

Medium priority:

- Minor works on the section between Memorial Hut and Mt Eliza as per section 1.6 of the *Mt Anne Area Track Management Plan*. **\$L**
- Undertake minor works between north Eliza plateau and Mt Anne summit as per section 1.8 of the *Mt Anne Area Track Management Plan*. **\$L**

§ Anne circuit (Mt Anne to Lake Judd) {SRRZ} (T3)

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989).

Management actions - Anne circuit:

Very high priority:

- Undertake local rerouting and priority erosion control between Mt Anne Track and Lot "slot". **\$L**
- Undertake priority erosion control on steeper sections between Judds Charm and southern edge of Sarah Jane plateau. **\$L**

High priority:

- Undertake longterm stabilisation of section between Mt Anne Track and Lot "slot" as per section 2.1 of the *Mt Anne Area Track Management Plan*. **\$M**
- Inspect traverse of Mt Lot (from Lot "slot" to Judds Charm) and undertake minor rerouting and track rationalisation if necessary. **\$C**
- Commence longterm stabilisation between Judds Charm and southern edge of Sarah Jane plateau as per section 2.4 of the *Mt Anne Area Track Management Plan*. **\$M**
- Investigate potential for rerouting southern ascent to Sarah Jane plateau, installing switchbacks if necessary. Reroute if practical by taping new track and undertaking rudimentary clearance of vegetation. Undertake priority erosion control (install sidedrains or waterbars) on open and closed tracks. **\$M**

Medium priority:

- Undertake further longterm stabilisation between Judds Charm and southern edge of Sarah Jane plateau as necessary. **\$M**
- Undertake longterm stabilisation on southern ascent to Sarah Jane plateau. **\$M**
- Harden traverse of plains to base of southern ascent to Sarah Jane plateau if necessary. (**\$M**)

§ Judds Charm to Lots Wife {SRRZ} (T4)

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989).

Management actions - Judds Charm to Lots Wife:

High priority:

- Inspect route and re-assess management requirements. **\$L**

Lake Judd Track {RZ} (T2)

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989).

RED TAPE CREEK TO ANNE RIVER

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places
Track cond's: Moderate erosion on 75-90% of section, heavy erosion on 25-50%. Some existing cord in poor state of repair; one section of cord dangerously steep. Cable bridge over Anne River fixed to, and cutting into, living trees.
Rate of det'n: Moderate.
Improvements: 10-25% stabilised with cord, duckboard, some steps and spillage drains.

STABILISED SECTION EAST OF ANNE RIVER

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Stabilised.
Rate of det'n: Stable.
Improvements: Entire section stabilised with benching, cord, duckboard, drainage.
Comments: In places rerouted above original track.

SIDLE OF SCHNELLS RIDGE SLOPES - UNSTABILISED SECTION

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 90-100% of section, heavy erosion on 25-50%. Mud >10cm on 50-75% of section.
Rate of det'n: Moderate.

TRAVERSE OF PLAINS TO UPPER ANNE RIVER

Length (km): 0.8 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 25-50% of section; mud >10cm on 90-100%, mud >25cm on 25-50%. Braided on 90-100% of section.
Rate of det'n: Slow

TRAVERSE OF LAKE JUDD MORAINES

Length (km): 0.75 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Gradient: A few sections >20°.
Track cond's: Light erosion over much of section. Some deep mudbowls.
Rate of det'n: Slow.

CAMPSITES

Comments: Large site at Lake Judd with heavily worn central area.

Management actions - Lake Judd Track:

High priority:

- Investigate reroute between Lake Judd and the foot of Schnells Ridge as recommended in section 3.1 of the *Mt Anne Area Track Management Plan*. \$L
- Reroute (ie cut and mark) track between Lake Judd and the foot of Schnells Ridge if practical. \$L
- Undertake longterm stabilisation of track between Lake Judd and the foot of Schnells Ridge and install cable bridge over Anne River if necessary. \$H
- Continue longterm stabilisation of traverse of foot of Schnells Ridge and section between Red Tape Creek and Anne River. \$H
- Stabilise Lake Judd campsite. \$M

§ NE Ridge Track (Gelignite Ck to Mt Anne) {SRRZ} (T4)

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989).

Management actions - NE Ridge Track:

High priority:

- Investigate reroute of upper part of ascent to NE Ridge (section 4.3 of the *Mt Anne Area Track Management Plan*) to reduce gradients. Reroute if practical and carry out priority erosion control. \$M
- Stabilise traverse between crest of NE Ridge and northern (sic) end of Pandani Shelf using narrow-gauge metal walkway where necessary. \$H
- Stabilise major campsites on Pandani Shelf. \$M
- Investigate optimum route on ascent from Pandani Shelf to Mt Anne. Mark track if appropriate. \$L

Medium priority:

- Undertake longterm stabilisation where necessary on ascent to NE Ridge and on section between Pandani Shelf and Mt Anne summit. \$H

Education/publicity/monitoring/maintenance:

- Strictly limit camping on Pandani Shelf. Ban camping if necessary, otherwise restrict camping to selected sites. (Very high priority)
- Strictly limit trampling on Pandani Shelf by discouraging walking off formed tracks. Ban off-track walking if necessary.

§ Lake Timk track (from NE Ridge Track) {SRRZ+WZ} (T4)

Note: See the *Mt Anne Area Track Management Plan* (Department of Parks, Wildlife & Heritage 1989).

Management actions - Lake Timk Track:

- No action required.

SCHNELLS RIDGE {SRRZ}

Schnells Ridge routes (R)

- Isolated sections of pad on ridge south of Smiths Tarn.
- Pad forming in places on ascent of ridge from Lk Judd Track in vicinity of Anne River crossing (not inspected).

Management actions - Schnells Ridge:

Very high priority:

- Install fanout signs where appropriate. \$L

Education/publicity/monitoring/maintenance:

- Encourage users to fan out where possible.
- Encourage users to complete a circuit, thereby minimising trampling impacts due to doubling back.

GORDON ROAD

Tim Shea {Unzoned} (R)

Needles track {RZ} (T4)

Length (km):	1.0	Width (m):	0
Deg. of dev't:	Track on 25-50% of section, the rest pad.		
Gradient:	20-30° avg, >30° in places.		
Track cond's:	Much of pad close to threshold of vegetation loss. Minimal erosion to date but potential for moderate to heavy erosion over most of section in long term. Track goes direct up slope over most of section.		
Rate of det'n:	Moderate.		

Management actions - Needles track:

Very high priority:

- Survey and mark alternative route avoiding steep gradients and fall-line. \$L
- Close existing track after new track marked. \$C

High priority:

- Install waterbars or cross-drains on open and redundant tracks where necessary. \$L

Low priority:

- Carry out other stabilisation works where necessary using local materials where possible. \$L

Education/publicity/monitoring/maintenance:

- Encourage users to stay on new track.

Adamsfield Track {Unzoned+SRRZ/Resource use} (T4, T1)

OLD SECTION {UNZONED}

Length (km):	2.75	Deg. of dev't:	Track	Width (m):	2-3
Moss/litter:	90-100%				
Track cond's:	Currently heavily obstructed by fallen vegetation. Original benching in good repair but timber cording and bridging in an advanced state of decay. Track dangerous in places due to rotten, slippery timber and exposed bridging spikes. Minimal erosion or mud.				
Rate of det'n:	Stable. However substantial stabilisation would be necessary if usage substantially increased.				
Improvements:	Old cording and bridging (2.5m wide) over much of section, benching on cross-slopes.				

RECENTLY BULLDOZED SECTION {RZ / RESOURCE USE}

Comments: Bulldozed swathe >3m wide has obliterated original track on section between McGillan Ck and Adamsfield. Length: 3 km approx.

Management actions - Adamsfield Track:

Low priority:

- (¥) In long term and funds permitting, upgrade to T1 standard. (\$H)

General comments:

- Allow old section to be recut as per T4 classification if volunteer groups wish to undertake the task. \$C

Education/publicity/monitoring/maintenance:

- Warn users of danger of rotten bridges and exposed bridging spikes.

Creepy Crawly NT {VSZ} (W2)

Length (km):	0.4	Deg. of dev't:	Track
Width (m):	1-2m avg but 0.5-1 in places.		
Track cond's:	No erosional problems or mud. Track designed to require ducking under branches in places.		
Rate of det'n:	Stable.		
Improvements:	Elevated walkway over entire section. Several sets of steps, viewing platforms, interpretation.		
Comments:	Scrub clearance and width fall short of W2 specifications in places. Steps have been installed close to the start of the trail to warn visitors that minor difficulties will be encountered.		

Management actions - Creepy Crawly NT:

- Maintain at current standard.

Boyd NT {Unzoned} (X)

Length (km):	0.5	Deg. of dev't:	Track	Width (m):	0.5-1
Moss/litter:	75-90%				
Gradient:	>20° in places.				
Track cond's:	Some active erosion. Track conforms to T1 standards.				
Rate of det'n:	Slow.				
Improvements:	Some benching, stabilisation.				
Comments:	Virtually a duplication of the Wedge NT. Car park on opposite side of road to start of track.				

Recommended management actions - Boyd NT:

High priority:

- ¥ Close track. \$C

Wedge NT {Unzoned} (T1)

Length (km):	0.5	Deg. of dev't:	Track	Width (m):	0.5-1
Moss/litter:	75-90%				
Track cond's:	Little erosion to date, but could deteriorate if usage increases.				
Rate of det'n:	Slow.				
Improvements:	Track follows dozer trail for first 75m. Some cording and rough steps. Signs identify some tree species and forest types. Track partly obstructed by vegetation and currently conforms only to T1 standard.				

Recommended management actions - Wedge NT:

High priority:

- ¥ Upgrade interpretation to provide more information on forest types and forest ecology. \$L

Mt Wedge track {Unzoned} (T4 until reroute of ascent; T3, T1)

FOREST ASCENT

Length (km):	2	Deg. of dev't:	Track	Width (m):	0.5-1
Moss/litter:	90-100%				
Gradient:	Close to or greater than 20° on lower 1.2km of ascent.				

Track cond's: Minimal erosion to date. However steeper sections have less litter and appear more erosion-prone. Increased usage could cause rapid deterioration of most of section. Track follows fall-line over much of section.

Rate of det'n: Slow.

Comments: An alternative start to the track has been taped from the Wedge Nature Trail to link with the existing track at 406572 approx. This track is undesirably steep (>20°) and traverses complex ground which appears fairly erosion prone.

SCRUB ASCENT

Length (km): 0.5 Deg. of dev't: Track Width (m): 0.5-1

Gradient: 20-30°

Track cond's: Moderate erosion on 25-50% of section. Eroded to rock in places - may be stable on rock.

Rate of det'n: Moderate.

ASCENT OF SUMMIT MASSIF

Length (km): 0.5 Deg. of dev't: Track Width (m): <0.5

Gradient: Varies from >30° at base of ascent to <10° at top.

Track cond's: Mainly stable on rock but some local erosion. Potential for severe erosion of loose fragments near base of section.

Rate of det'n: Slow.

Comment: If track classification is upgraded and usage increases, stabilisation work will be required over much of the track.

Recommended management actions - Mt Wedge track:

- **High priority:**
 ¥ Reroute ascent to reduce gradients, avoid fall-line and avoid unstable ground (eg deposits of loose fragments at base of final ascent). Install switchbacks where necessary. **\$M**
- **Education/publicity/monitoring/maintenance:**
 ¥ Upgrade classification to T3 after reroute of ascent.
- **Medium priority:**
 ¥ Undertake longterm stabilisation where necessary. **\$M**
- **Low priority:**
 ¥ In long term and funds permitting, upgrade to T1 classification. **(\$M)**

Sentinels route {RZ} (X, [R or T4])

Length (km): 2.5 Width (m): < 0.5.

Deg. of dev't: Pad on 50-75% of section, track 10-25%, the rest no pad.

Gradient: 30-40°

Track cond's: Track/pad hard to locate in places especially near base of main climb. Route goes direct up slope - potential for major erosional problems over much of section. Distinct pad along ridge for approx 250m west of summit.

Rate of det'n: Moderate.

Management actions - Sentinels route:

- **Very high priority:**
 Remove tapes on existing track. **\$C**
- **Education/publicity/monitoring/maintenance:**
 Encourage users to fan out, and encourage repeated users (eg walking clubs) to choose different routes on each subsequent visit.
- **Medium priority:**
 If fanout policy unsuccessful, investigate prospect for marking a route (suitable for eventual formation of a track of T4 standard) via the western end of the range. If suitable, survey and mark route and manage as per T4 specifications. **(\$L)**

Old Lake Pedder Track {RZ} (T4, R)

FIRST 2.5 KM

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 25-50% of section, mud >10cm on 10-25%. Heavily overgrown in sections of tall scrub but little or no rehabilitation has occurred of the track surface. Little active erosion.
Rate of det'n: Stable.
Comments: Usage peaked in the period 1968-72 but has been minimal since.

REST OF TRACK

Comments: Not inspected but assumed to be heavily overgrown in sections of tall scrub.

Management actions - Old Lake Pedder Track:

General comments

- Do not permit track cutting.

GORDON/FRANKLIN

RASSELAS/DENISONS/SPIRES

Timbs Track {Unzoned} (T2)

RAINFOREST FLATS TRAVERSE

Length (km): 1.2 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Track cond's: Little erosion to date; some large mudbowls.
Rate of det'n: Slow.
Improvements: Recent cording and turnpiking on first 200m.

DOZER TRAIL TO FLORENTINE RIVER

Length (km): 3.25 Deg. of dev't: Track Width (m): 2-3
Track cond's: Some erosion on steeper sections; some revegetation occurring.
Rate of det'n: Slow.
Improvements: Old dozer track - gravel surface.

Recommended management actions - Timbs Track:

Medium priority:

- ¥ Further longterm stabilisation where necessary. \$M

Rasselas Track {Unzoned+SRRZ} (T3)

FLORENTINE RIVER TO SOUTHERN EDGE OF PLAINS

Length (km): 4.5 Deg. of dev't: Track Width (m): 1-2
Moss/litter: 50-75%
Track cond's: Little erosion to date, some local erosion and mud. Becoming overgrown.
Rate of det'n: Stable overall, local slow deterioration.

EDGE OF PLAIN TO HUNTLEY RIVULET

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Heavy channelling on 75-90% of section, mostly due to original construction or early use. Minor active erosion.
Rate of det'n: Slow

Improvements: Track follows old track constructed with benching or cuttings.

HUNTLEY RIVULET TO GORDON RIVER CROSSING

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy channelling of 75-90% of section due to original construction. Active erosion in places.
Rate of det'n: Slow.
Improvements: Walking track follows along or beside original corded track or haulage way, still cluttered with rotting timber.

GORDON RIVER CROSSING TO GORDONVALE

Length (km): 7 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 10-25% of section. Some deep mudbowls.
Rate of det'n: Slow.
Comments: Stable in forest section.

GORDONVALE TO BASE OF ASCENT TO LAKE RHONA

Length (km): 6.5 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Moderate erosion on 10-25% of section. Extended (300m) section of deep mud NW of Reeds Ck crossing.
Rate of det'n: Moderate.

ASCENT TO LAKE RHONA

Length (km): 2.75 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%. Track follows fall-line along much of section. Peat mostly eroded to stones and rocks which are also likely to erode in long term. Track duplicated in places.
Rate of det'n: Moderate.

CAMPSITES

Comments: Little impact on lowland campsites. Large bare area at Lake Rhona, active sheet erosion, flood-prone in places, ugly scars caused by campfires.

Management actions - Rasselas Track:

- **High priority:**
Priority erosion control on ascent to Lake Rhona. **\$L**
- **Medium priority:**
Investigate reroute to avoid boggy sections between Gordonvale and base of ascent to Lk Rhona (eg on slopes SW of boggy section in forest NW of Reeds Ck crossing). **\$L**
- Reroute (ie cut and mark) track between Gordonvale and base of ascent to Lk Rhona if practical. **\$M**
- Investigate alternative ascent to Lk Rhona. Reroute track if practical. If not feasible, intensively stabilise existing route. **\$H**
- Stabilise rest of track where necessary. **\$H**
- **Education/publicity/monitoring/maintenance:**
- Direct walkers along old track (sidling base of low hills) between southern edge of buttongrass plains and Gordon Bend.
- Declare a FSOA for the Denison Range as a matter of high priority.

Gordon Range access routes {SRRZ} (T4+T4*)

Length (km): 1.2 Deg. of dev't: Pad in places.
Track cond's: Taped route from end of dozer trail at 505804 to near Gordon bend. Pad forming at NE end, track in places; traces of pad on other parts of section. Pad leads down hill from cairn on dozer trail at 501818 approx, but no tapes found and pad appears to peter out.

Management actions - Gordon Range access routes:

Very high priority:

- Rationalise route to prevent the formation of more than one pad between the Gordon Range and the Rasselas Track. Detape redundant sections. \$L
- Install fanout signs in appropriate locations and modify markers on sections where fanning out is feasible. \$L

Medium priority:

- Stabilise track where necessary. \$M

The Thumbs {SRRZ} (R)

Mt Wright {SRRZ} (R)

Comments: Isolated signs of pad on less than 100m of ridgeline ascending (from south) to summit.

§ Bombadier trail to Gordon Gorge {SRRZ} (R)

Management actions - Bombadier trail to Gordon Gorge:

Education/publicity/monitoring/maintenance:

- Allow to revegetate. Track marking and cutting of vegetation will not be permitted.

Lake Rhona to Reeds Peak route {SRRZ} (T4+T4*)

SW END OF LK RHONA TO CREST OF RIDGE (X)

Length (km): 0.5 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30° avg, 30-40° over much of section.
Track cond's: Minimal erosion to date but potential for severe erosion over much of section.
Rate of det'n: Moderate.

TOP OF ASCENT FROM SW END OF LK RHONA TO REEDS PK (T4+T4*)

Length (km): 1
Deg. of dev't: Track (< 0.5m) on 50-75% of section, the rest pad/no pad.
Track cond's: Minimal erosion to date but potential for further pad formation, widespread damage to moorland vegetation and erosion. Some local braiding and duplication.
Rate of det'n: Moderate.

ASCENT OF RIDGE ADJACENT TO LAVARRA TARN (T4)

Length (km): 0.8
Deg. of dev't: Track (< 0.5m) on 50-75% of section, the rest pad/no pad.
Gradient: 20-30° in places.
Track cond's: Minimal erosion to date. Some local braiding.
Rate of det'n: Slow.

Management actions - Lake Rhona to Reeds Peak route:

Education/publicity/monitoring/maintenance:

- Discourage and if necessary prohibit use of route ascending range from SW end of Lk Rhona; encourage walkers to climb from Lk Rhona to crest of range via Lavarra Tarn. Include relevant directives in User Notes. (Very high priority)
 - Encourage walkers to fan out where appropriate on crest of range.
- #### High priority:
- Install fanout signs where appropriate. \$C

Medium priority:

- Stabilise track from Lake Rhona to Reeds Peak when and where necessary using local materials if possible. \$M

Other routes in Denison Range {SRRZ} (R)

Comments: No pads evident.

Denison Range to Lk Curly route {WZ} (R)

Length (km): 9.5
Deg. of dev't: Track (< 0.5m) down most of 2.5km descent of spur west of Bonds Peak. Short sections of pad in "Gell Gap" (342925) and for 50m north of Lake Curly beach. No pad on rest of section.
Rate of det'n: Moderate on descent of spur west of Bonds Peak. Stable elsewhere providing usage is restricted and users fan out.
Campsites: Small site at Lk Curly - impacted but appears fairly stable.
Comments: Potential for rapid erosion of peat if pad forms on buttongrass slope at bottom of spur descending west of Bonds Craig.

Management actions - Denison Range to Lk Curly route:

High priority:

- Install fanout/fan-in signs at base of spur descending west of Bonds Pk, in vicinity of "Gell Gap" (342925) and in vicinity of Lake Curly beach. \$C

Medium priority:

- Reroute pad on spur descending west of Bonds Pk if practical. Stabilise where necessary. \$M

Education/publicity/monitoring/maintenance:

- Monitor pad formation, especially on spur descending west of Bonds Pk.
- Encourage walkers to fan out on most of section.

Lake Curly to Spires route {WZ} (R)

Length (km): 7
Deg. of dev't: Pad (track in places with local erosion) on 75-90% of traverse of crest of Perambulator Ridge. Pad on steep section ascending last 100m to outlet creek of Font. Only isolated signs of pad elsewhere.
Rate of det'n: Formation of pad on ascent from Lk Curly - Perambulator Ridge and on crest of Perambulator Ridge - moderate; otherwise slow. Stable on trackless areas if usage restricted and users fan out.
Campsites: Campsite at Font in poor condition.

Management actions - Lake Curly to Spires route:

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out on entire section, especially ascent of Perambulator Ridge from Lk Curly.

Medium priority:

- If necessary, mark and stabilise a low-gradient track ascending Perambulator Ridge from Lk Curly. (\$M)

Spires pads {WZ} (T4+R)

OUTLET CREEK OF FONT TO CREST OF SPIRES (T4)

Length (km): 0.5
Deg. of dev't: Track (< 0.5m) on 25-50% of section, no pad on 25-50%, the rest pad.
Gradient: 20-30° avg, steeper in places.

Track cond's: Active erosion of peat on steep ascent immediately above Font. Little erosion elsewhere to date but potential for heavy to severe erosion over much of section.

Rate of det'n: Moderate.

OTHER ROUTES (R)

Comments: Pad starting to form around NE shoreline of Font.
Only isolated sections of pad elsewhere in Spires Range.

Management actions - Spires pads:

High priority:

- Undertake longterm stabilisation of track between Font and crest of range. **\$M**
- Install fanout signs at top and bottom of track between Font and crest of range. **\$C**

Education/publicity/monitoring/maintenance:

- Encourage users to fan out except between outlet creek of Font and crest of range.

Spires to Gell River route {WZ} (sthn airstrip) (R)

Length (km): 14

Deg. of dev't: Pad along crest of Spires (heading north) for 400m approx; signs of pad on low ridge at 301960; pad for 500m through scrub on crest of ridge NE of 300966. No pads elsewhere.

Rate of det'n: Slow

Improvements: Pad formation on buttongrass on ridge NE of 300966 would lead to serious erosion of peat.

Management actions - Spires to Gell River route:

High priority:

- Install fanout signs at western end of pad along crest of northern Spires and at either end of pad through scrub on crest of ridge NE of 300966. **\$C**

Medium priority:

- Undertake longterm stabilisation of tracks along crest of northern Spires and through scrub on crest of ridge NE of 300966. **\$M**

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out over entire section where possible, except on tracks along crest of northern Spires and through scrub on crest of ridge NE of 300966.

General management actions for Lk Curly-Spires area:

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out throughout most of the region.
- Restrict issue of access permits, especially for boat access to Spires via Gordon Impoundment.

Rationale:

Usage must be restricted in order to protect the fragile environment in the Spires Range and to prevent the formation of pads and tracks throughout the region.

Restrictions on boat access will help to preserve the wilderness values of what is otherwise a relatively inaccessible area.

§ Prince of Wales Range {WZ} (R)

UPPER GORDON/KING WILLIAMS

Wylds Craig track {Unzoned+SRRZ} (T3)

ROAD TO GOODWINS MOOR

Length (km): 5.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%
Gradient: 20-30° in places.
Track cond's: Mostly stable on moss/litter or bare rock. Minor erosion on some steep sections.
Rate of det'n: Stable overall; local slow deterioration.

GOODWINS MOOR TO SUMMIT

Length (km): 1.2
Deg. of dev't: 75-90% pad, 10-25% no pad.
Gradient: 20-30° on final ascent.
Track cond's: Vegetation worn on pad but still mostly intact and alive. Track likely to develop over entire section in long term; most of section likely to stabilise on bedrock, but some erosion will occur and mud will develop on moorland.
Rate of det'n: Slow

CAMPSITES

Comments: Campsites at creek crossing (514978) in very poor condition.

Management actions - Wylds Craig track:

Medium priority:

- (¥) Investigate reopening old track (from logging road in Glow Worm Ck catchment, joining existing track at 533956 approx) and closing first section of current track to reduce gradients. Relocate to original route if desirable. \$L
- Stabilise campsite at creek crossing (514978). \$L

Low priority:

- If erosion worsens on ascent from creek to Goodwins Moor, investigate alternative routes (eg switchbacks) to reduce gradients. Reroute track if practical. \$L
- In long term, may be necessary to stabilise some parts of the section between Goodwins Moor and the summit, preferably by using local materials. \$L

§ Darkes Peak {SRRZ} (R)

Mt King William track {RZ} (VT+T4)

DOZER TRACK (VT)

Length (km): 3.5 Deg. of dev't: Track Width (m): >3
Track cond's: Heavy erosion (relative to original track surface) over 25-50% of section. Bulldozed or eroded to bedrock over much of section. Water flowing along track over much of section. Some revegetation occurring on sides of track.
Rate of det'n: Moderate.
Improvements: Dozer track. Some stabilisation undertaken by 1993.
Comments: Dozer track closed to public vehicles but used by Service vehicles when fire tower staffed during periods of high fire danger - a few times per year.

WALKING TRACK TO SUMMIT (T4)

Length (km): 1
Deg. of dev't: Track (< 0.5m) on 50-75% of section, the rest pad.
Gradient: 30-40°
Track cond's: Little erosion to date but potential for severe erosion in places.

Rate of det'n: Slow

Management actions - Mt King William 1 track:

Medium priority:

- If necessary reroute and/or stabilise walking track to Mt King William I. (\$M)

Education/publicity/monitoring/maintenance:

- Monitor walking track between dozer track and summit.

Other tracks in King William Range {WZ} (X, R)

Comments: Several cut and blazed pads and tracks (< 0.5m) in vicinity of lake north of Lake Richmond. Minimal erosion to date, some potential for erosion on steep (30-40°) ascent of range west of this lake.
No other pads in area, except short cut track along eastern shoreline of Lk Rufus.
Hut at Lk Rufus. Another small hut further south - exact location not disclosed.
Risk of damage to alpine moorland if further pads form, especially in KW 2 area.

Management actions - other tracks in King William Range:

High priority:

- Detape unauthorised tracks in vicinity of lake north of Lk Richmond. \$C

Medium priority:

- Remove huts at Lk Rufus and lake further south along range. \$L

Rationale:

Unauthorised huts in wilderness zone.

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out where possible, especially on (lowland and alpine) moorland.

**Gell River dozer track (Butlers Gorge to southern airstrip)
{Unzoned+WZ} (T4, R)**

Length (km): 24 Deg. of dev't: Track Width (m): 2-3
Moss/litter: Mostly moss/litter in forest sections.
Track cond's: Little active erosion; most erosion caused by past vehicular use. Track becoming overgrown and hard to locate in places, especially (a) on moorland and (b) between the two airstrips. Likely to become unusable within five years.
Rate of det'n: Stable.

**Management actions - Gell River dozer track
(Butlers Gorge to southern airstrip):**

High priority:

- Undertake assisted rehabilitation of airstrips. \$M

Education/publicity/monitoring/maintenance:

- (¥) Maintain and police ban on ORV use.

General comments

- (¥) Allow dozer track to naturally rehabilitate. Do not allow track marking or cutting of vegetation.

Wayatinah Tall Trees track (proposed) {VSZ+RZ} (T3/2, W2)

Comments: The *WHA Management Plan* contains the following proposals:

- Visitor Services Sites...will be developed...in the tall trees area west of the Derwent River near Wayatinah.
- Construct a short 'walk' standard track in the tall forest west of Wayatinah. Formalise the track to the Trident Tree. Investigate routes for longer 'track' standard walks to the Derwent River and Beech Creek.

- Investigate the possibility of conducting staffed education programs at Wayatinah.
- [Develop] interpretative walks in the forests west of the Derwent River near Wayatinah.

However the suitability of such development needs to be reviewed in the light of the recent development of a high-grade tall trees interpretative walk at Mt Field National Park.

Management actions - Wayatinah Tall Trees track:

Medium priority:

- Depending on demand, survey, cut and mark a track of T3 or T2 standard in the tall forest near Wayatinah.

Low priority:

- Depending on demand, develop a high-grade tall trees interpretative walk and associated infrastructure including longer walking tracks (eg to Beech Creek) in the tall forest near Wayatinah.

HAMILTONS/SPLITS {WZ}

Eastern ascent of Hamilton Range (T4)

Length (km): 5 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: 20-30° in places.
 Track cond's: Moderate erosion on 25-50% of section; eroded to bedrock in places.
 Rate of det'n: Moderate.
 Comments: Dozer track on much of first 500m; slow erosion due to water flow in places.
 First 100m approx of track lies outside the WHA boundary.

Management actions - Eastern ascent of Hamilton Range:

High priority:

- Undertake priority erosion control. \$M

Medium priority:

- Undertake further longterm stabilisation as necessary. \$M

Splits Track (T4+R)

TRAVERSE OF SW RIDGE OF HAMILTON RANGE (T4+R)

Length (km): 1.75
 Deg. of dev't: Track (< 0.5m) on 10-25% of section, pad on 50-75%, the rest no pad.
 Track cond's: Minimal erosion to date.
 Rate of det'n: Slow.

DESCENT OF SPUR WEST OF MT ROBERT (R)

Length (km): 3
 Deg. of dev't: Pad on 10-25% of section, the rest no pad.
 Gradient: 20-30° avg, 30-40° in places.
 Track cond's: No erosion as yet but potential for heavy to severe erosion of peat over much of section.
 Rate of det'n: Slow.

LOWLAND TRAVERSE TO SPLITS (T4)

Length (km): 5.5 Deg. of dev't: Track Width (m): < 0.5
 Moss/litter: 50-75%
 Gradient: 30-40° in vicinity of Gordon River.
 Track cond's: Minimal erosion to date but much of section prone to erosion or mud.
 Rate of det'n: Erosion - slow; mud - moderate.

Comments: Walking track heavily overgrown and difficult to negotiate. HEC track in vicinity of Gordon River between 1st and 2nd Splits: rapidly disappearing in scrub but some longterm erosional damage. Litter (eg 44 gal drums) in places.

Management actions - Splits Track:

High priority:

- Remove HEC camp and litter in vicinity of Gordon River. \$M

Education/publicity/monitoring/maintenance:

- Restrict usage as per "Route" classification.

- Encourage users to fan out on the spur west of Mt Robert in order to avoid pad formation.

Truchanas Pine Reserve route (R)

Length (km): 4.5

Deg. of dev't: Track on 10-25%, pad on 50-75% of crest of Hamiltons. No pad on descent of buttongrass spur.

Gradient: 20-30° in places, 30-40° near bottom of descent.

Track cond's: Minimal erosion to date.

Rate of det'n: Slow; stable if usage kept low and walkers fan out.

Management actions - Truchanas Pine Reserve route:

Education/publicity/monitoring/maintenance:

- Encourage users to fan out on descent.

FRENCHMANS/RAGLANS

Frenchmans Cap Track (Highway to Franklin River) {VSZ} (W2)

Frenchmans Cap Track (Franklin River to Frenchmans Cap) {RZ} (T2)

Note: See also the Frenchmans Cap Management Plan. Some of the Management actions listed here may differ from those in the Plan.

FRANKLIN RIVER TO LODDEN RIVER

Length (km): 5.5 Deg. of dev't: Track Width (m): 0.5-1

Track cond's: Heavy erosion on 10-25% of Mt Mullens traverse, especially on lower part of northern slope and upper part of southern slope - water flowing down track. Minor erosion elsewhere.

Rate of det'n: Moderate.

Improvements: Hardened for first 1km approx; some improvements on remainder including old benching on southern slopes of Mt Mullens and approx 500m recent cording, rebenching and drainage on lower part of southern slope. Flying fox over Franklin River, swing bridge over Lodden River.

Comments: Urgent stabilisation works undertaken by 1993.

LODDEN PLAINS/PHILPS LEAD

Length (km): 6 Deg. of dev't: Track Width (m): 1-2

Track cond's: Heavy erosion on 25-50% of section, mud on 75-90%. Major mudbowls appear to have got wider in last five years. Peat eroded to gravel in places.

Rate of det'n: Moderate.

ASCENT TO RUMNEY CK PLAINS

Length (km): 1 Deg. of dev't: Track Width (m): 1-2

Gradient: 20-30°

Track cond's: Moderate erosion on 75-90% of section, heavy erosion on 25-50%, severe near lower end. Exposure of roots in rainforest.
Rate of det'n: Moderate.

RUMNEY CK PLAINS TO LK VERA

Length (km): 1 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion of 25-50% of section; mud on 50-75% of plains traverse.
Eroded to gravel in places.
Rate of det'n: Moderate.

LK VERA SHORELINE

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 75-90% of section, heavy on 25-50%; will worsen as roots get destroyed.
Rate of det'n: Slow.

ASCENT TO BARRON PASS

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30°
Track cond's: Moderate erosion on 75-90% of section, heavy on 10-25%, severe in places.
Eroded to bedrock in places. Erosion will worsen as roots get destroyed.
Rate of det'n: Moderate.

BARRON PASS TO ARTICHOKE VLY

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
Gradient: >20° in places.
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%. Bedrock eroding in places.
Rate of det'n: Moderate.

ARTICHOKE VLY TO LK TAHUNE

Length (km): 0.75 Deg. of dev't: Track Width (m): 0.5-1
Gradient: >20° in places.
Track cond's: Erosion of mineral soils and gravel beds still occurring in places.
Rate of det'n: Moderate.
Improvements: Extensive stabilisation using crossboards, steps, drainage etc. Stairs on one very steep section.

LK TAHUNE TO NTH COL

Length (km): 0.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 30-40°.
Track cond's: Much of existing stabilisation needs replacing - pine boards too thin to withstand pressure, hence buckling. Some posts have also worked loose.
Rate of det'n: Slow.
Improvements: Most of section stabilised using treated pine crossboards.
Comments: Upper part of section rerouted and stabilised by 1993.

NTH COL TO SUMMIT

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° avg, up to 40° in places.
Track cond's: Local erosion of loose fragments. Stable on bedrock in places.
Rate of det'n: Moderate.

CAMPSITES

Comments: Mostly in reasonable condition, but slow to moderate deterioration especially at Lk Tahune.

Management actions - Frenchmans Cap Track

(Franklin River - Frenchmans Cap):

Very high priority:

- Undertake priority erosion control between Philips Lead and Artichoke Valley.
\$M

- Investigate local or major rerouting on the following sections to reduce gradients and improve drainage: (i) ascent to Rumney Ck; (ii) shoreline traverse of Lake Vera; (iii) ascent to Barron Pass; (iv) Barron Pass to Artichoke Valley; (v) lower part of ascent from Lake Tahune to North Col; (vi) ascent from North Col to summit of Frenchmans Cap. **\$M**
- Reroute track where practical and undertake priority erosion control between Lake Tahune and summit of Frenchmans Cap. **\$M**
- **High priority:**
- Reroute track where practical and undertake longterm stabilisation works between Philips Lead and Artichoke Valley. **\$H**
- Undertake longterm stabilisation works between Lake Tahune and summit of Frenchmans Cap. **\$H**
- Stabilise campsites at Lake Tahune. **\$M**
- **Medium priority:**
- Undertake longterm stabilisation works on Mt Mullens traverse. **\$M**
- If erosion and/or mud are worsening substantially, harden Lodden Plains traverse in medium to long term. **\$H**
- Stabilise campsites between the start of the track and Lake Vera as necessary. **\$M**
- **Education/publicity/monitoring/maintenance:**
- Monitor track width and erosion on Lodden Plains. (High priority)
- Restrict usage to levels determined by hut and campsite capacity at Lk Tahune.

North Col to Irenabyss track {RZ+SRRZ} (T3; X?)

Note: Used by commercial rafting parties undertaking daytrips to Frenchmans Cap.

LK NANCY RIDGELINE TRAVERSE

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: 20-30° in places.
 Track cond's: Minor erosion to date; potential for moderate erosion over >75% of section; potential for severe erosion in places. Some sections fairly stable on rock.
 Rate of det'n: Fast.

SOUTHERN DESCENT TO IRENABYSS

Length (km): 1.75 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: 20-30°
 Track cond's: Heavy erosion on 10-25% of section, severe in places. Erosion likely to worsen rapidly over much of section.
 Rate of det'n: Fast

Management actions - North Col to Irenabyss track:

- **Very high priority:**
- Undertake priority erosion control, especially on lower steep descent of moorland slopes. **\$M**
- Investigate alternative route between North Col and Irenabyss, sidling to avoid steep gradients (eg via 020220 and 007232). **\$L**
- If reroute feasible, mark and cut a route and undertake priority erosion control on new track, including minor benching in places if necessary. **\$M**
- If reroute not feasible, strongly discourage and if necessary ban use.
- **Rationale:**
- Potential for severe erosion if usage continues on existing track. Thorough stabilisation of existing track would require extensive works, eg cordwood steps over much of moorland ascent.)
- **High priority:**
- If reroute feasible, undertake longterm stabilisation of track. **\$M**
- **Medium/low priority**
- If reroute not feasible and when sufficient funding is available, undertake longterm stabilisation of existing track and reopen to general use. (**\$H**)

Irenabyss to Raglan Range route {RZ+SRRZ} (T4+R)

Note: Section between Irenabyss and saddle at 012261 to be managed as a T4 track, the rest as "Route".

Length (km): 10 approx
Deg. of dev't: Track on 25-50%, pad on 50-75% of first 3km from Irenabyss to saddle southeast of Mary Creek Plain (012261) - pad poorly defined in places. Only short sections of pad over rest of traverse. Concentration of boot-marks suggests that a pad is likely to form in other places in near future, eg on southern ascent of Raglan Range proper.
Track cond's: Potential for damage to alpine vegetation on Flat Bluff. Potential for severe erosion on steep ascent from Irenabyss. Track duplicated on this section.
Rate of det'n: Moderate (mainly pad formation).
Comments: Route along ridge east of Mary Creek Plain has been taped, but tapes are too scarce to assist navigation.
Some walkers access or quit the Raglan Range via the dozer track which ascends the range from the Cardigan River. Note that there is potential for severe erosion on steep descent from crest of Raglan Range at 015326. This route cannot withstand continuing usage even at current levels without suffering pad formation and eventual severe erosion unless a large percentage of the track is stabilised.
The Raglan Range is not sufficiently scenic or ecologically interesting to warrant the expense of extending the Frenchmans Cap Track at T2 standard via this route.

Management actions - Irenabyss to Raglan Range route:

Very high priority:

- Detape route on ridge east of Mary Creek Plain. \$C
- Extend marked route from hill at 013258 to saddle at 012261. \$C
- Investigate alternative route on ascent north from Irenabyss campsite.
- Rationalise and mark track on this ascent. \$L
- Install fanout signs in vicinity of saddle at 012261. \$C

High priority:

- Undertake priority erosion control on section between Irenabyss and saddle at 012261. \$L

Medium priority:

- Undertake further stabilisation works where necessary. \$M

Education/publicity/monitoring/maintenance:

- Discourage use of this route. (Very high priority)
- Usage levels to be managed as per Route classification.
- Encourage walkers to fan out between saddle at 012261 and Raglan Range Track.
- Encourage walkers to access and leave Raglan Range via Raglan Range Track.

Irenabyss loop track (proposed) {RZ+WZ} (T2)

Comments: Proposed track would extend the Frenchmans Cap Track and provide a circuit in the Frenchmans Cap area. Various possible routes exist, the most scenic of which would probably be from North Col - Irenabyss - Vera Gorge - Lodden Gorge - existing footbridge over Lodden River.
If construction is feasible, the track would have the potential to rank as one of the most outstanding wilderness trails in the WHA, as well as improving the recreational opportunity of the Frenchmans Cap Track by providing a circuit over most of its length. The existence of such a track would also take pressure off the Irenabyss - Lyell Highway route.

Management actions - Irenabyss loop track (proposed):

High priority:

- Undertake preliminary investigation of the practicality of providing a circuit of T2 standard in the Frenchmans Cap area by constructing a link track as described above. \$L

Note: High priority is deemed appropriate because the prospects for constructing this track will have a bearing on usage patterns on the Frenchmans Cap - Irenabyss - Lyell Highway route.

Medium priority:

- Undertake more detailed investigation of the practicality of providing a circuit of T2 standard in the Frenchmans Cap area. \$M

Low priority:

- Construct (ie survey, mark, cut and stabilise) link track if feasible. \$H

§ Raglan Range vehicular tracks {RZ+WZ} (T4, R)

Note: All tracks closed to vehicles. Rehabilitation works in progress.

Management actions - Raglan Range vehicular tracks:

Education/publicity/monitoring/maintenance:

- Usage by walkers will be permitted but not encouraged.
- Clearance of vegetation will not be permitted.

Fincham Track {RZ} (T4)

DARWIN DAM TO RAGLAN RANGE TRACK

Length (km): 10 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%
Track cond's: Moderate erosion on 10-25% of section. Mostly stable with current low usage but much of section (>75%) would be subject to erosion or mud if usage increased. Some sections moderately overgrown.
Rate of det'n: Stable.
Improvements: Entire section surveyed, contoured and mostly benched.

VEHICULAR TRACK TO FINCHAM HUT

Length (km): 3 Deg. of dev't: Track Width (m): 2-3
Track cond's: Moderate erosion over entire section, active heavy erosion on 75-90% of section, severe in places. Most erosion due to vehicular use and subsequent water flow. Eroded to and into bedrock in places.
Rate of det'n: Moderate.
Improvements: Former dozer track.
Comments: Rehabilitated by 1993.

FINCHAM HUT TO FRANKLIN RIVER

Length (km): 0.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Gradient: Up to 30° on lower part.
Track cond's: Moderate erosion on 10-25% of section, active heavy erosion on lower part. Most of section prone to mud and/or erosion in long term or sooner if usage increases.
Rate of det'n: Slow.
Improvements: Surveyed track, benched and contoured over entire section except lower part where track descends steeply to Franklin River.

Management actions - Fincham Track:

Medium priority:

- Undertake minor erosion control between Fincham Hut and the Franklin River. \$L

Education/publicity/monitoring/maintenance:

- Encourage use of Fincham Track as an escape route for Franklin rafters, in preference to the Raglan Range track.
- Do not promote use of Fincham Track except as an escape route.

§ Jane River Track {WZ} (T4, R)

Note: Closed to vehicles as from 1992.

Management actions - Jane River Track:

Education/publicity/monitoring/maintenance:

- Usage by walkers will be permitted but not encouraged.
- Clearance of vegetation will not be permitted.

§ Franklin River (downstream of Collingwood Junc.) {RZ} (Riv 2)

Management actions - Franklin River:

Very high priority:

- Investigate alternative routes for portage tracks at the Churn, Cauldron and Thunderush. Reroute if practical and undertake priority erosion control on current and redundant tracks. \$M
- Stabilise major campsites and campsite access tracks. \$M

Medium priority:

- Undertake further stabilisation of campsites and portage tracks as necessary. \$M

§ Collingwood R (downstream of Lyell Hwy) {RZ} (Riv 2)

LYELL HIGHWAY

Franklin River NT {VSZ} (W1)

Comments: New 1.1km track of W1 standard on south side of highway almost completed as at the end of April 1993.

Management actions - Franklin River NT:

Very high priority:

- Complete construction of new track, open new track and close old track. \$M

Alma-Collingwood Junction track {RZ} (X)

Length (km): 0.25 Deg. of dev't: Track Width (m):

Track cond's: Not inspected.

Note: Track is currently closed.

Nelson Falls track {VSZ/outside WHA} (W2)

Length (km): 0.6 Deg. of dev't: Track Width (m): 1-2

Track cond's: Currently W2 standard. Little erosion but some gravel washed away leaving geotextile exposed.

Rate of det'n: Stable.

Improvements: Hardened over entire length with gravel, cord and duckboard. Viewing platform near base of falls, bridges, signposts and interpretation.

Comments: Currently being upgraded.
Track age: 5-10 years.

Management actions - Nelson Falls track:

- Very high priority:**
- Repair & upgrade to "high W2" standard.
 - Note: Upgrading likely to be undertaken in 1994 using park entry fee funds.

Donaghys Hill NT {VSZ} (W2)

Length (km): 1.2 Deg. of dev't: Track Width (m): 1-2
Track cond's: Geotextile exposed in places - detracts from "natural" look of track.
Rate of det'n: Slow.
Improvements: Gravel road for first 500m approx. Rest of track intensively stabilised, benched and drained, and surfaced with geotextile and pine chips.
Comments: Potential for upgrading to W1 standard has been investigated but found to be impractical for the foreseeable future due to high costs and environmental impact.
Track surfaced with gravel as at 1993.

Management actions - Donaghys Hill NT:

- High priority:**
- Complete restoration and upgrading of final section. \$M

Donaghys Hill to Franklin/Collingwood junction {RZ} (T4)

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 10-20° at top of section, 30-45° on lower part.
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%. Eroded to bedrock in places.
Rate of det'n: Moderate.

Management actions - Donaghys Hill to Franklin/Collingwood junction:

- High priority:**
- Undertake priority erosion control on existing track. \$L
 - Investigate alternative route to Franklin/Collingwood junction, sidling slope north of Franklin River with gradual descent from saddle at 123278. \$L
 - If reroute feasible, mark and cut new track (T4 standard) and undertake longterm stabilisation. Close old track. \$M
- Medium priority:**
- If reroute not feasible, stabilise existing track. (\$M)
- Education/publicity/monitoring/maintenance:**
- Do not encourage use of track.

§ Linda Track {RZ} (R)

Length (km): 15 Deg. of dev't: Track Width (m):
Comments: Original track went from Ouse to Linda. Currently derelict.

LOWER GORDON/MACQUARIE HARBOUR

§ Perched Lake {RZ} (T4)

Length (km): 0.5 Deg. of dev't: Track
Comments: Part of track is old piners haulage way. Used only about twice a year during erosion-monitoring studies.

§ Eagle Creek Track {RZ+WZ} (T4)

Length (km): 9 Deg. of dev't: Track
Comments: Track age 10-15 years (ranger info). Track not currently in use.

§ Sir John Falls {RZ} (W2)

Length (km): 0.3 Deg. of dev't: Track Width (m): 1-2
Improvements: Elevated boardwalk over entire section.
Comments: Track age >25 years; age of boardwalk 5-10 years (ranger info). Track currently used by clients of Wilderness Air.

§ Angel Cliffs track {WZ} (R)

Length (km): 7 Deg. of dev't: Track
Track cond's: Heavily overgrown in places.
Comments: Old piners track. Current usage very low (< 20 per year).

§ Heritage Landing {VSZ} (W1)

Length (km): 0.5 Deg. of dev't: Track
Comments: Built Dec 1989. Used by clients of Gordon River cruises.

§ Sarah Island {VSZ} (W2)

Length (km): 1 Deg. of dev't: Track
Comments: Used by clients of Gordon River cruises.

§ Bird River Vehicular Track {VSZ} (VT)

Comments: Vehicular track east of Bird River, also called Kelly Basin Road. Bird River bridge no longer useable by vehicles.

§ Darwin Crater Track {WZ} (T3)

Management actions - Darwin Crater Track:

Education/publicity/monitoring/maintenance:

- Publicise and interpret the Darwin Crater. Include historical and geological information in user notes.

§ Kelly Basin Track (Bird River to East Pillinger) {RZ} (T2)

Length (km): 5 Deg. of dev't: Track
Comments: Originally constructed for the North Mt Lyell railway. Walking track only: no vehicles beyond Bird River.

§ Kelly Basin Track (East Pillinger to West Pillinger) {RZ} (T4)

Length (km): 1.5 Deg. of dev't: Track

§ Mt McCall Rd south of Bird River turnoff {WZ+RZ} (VT;T4,R)

Comments: Rehabilitation of end of road due to begin in 1993/94.

Management actions - Mt McCall Road south of Bird River turnoff:

Education/publicity/monitoring/maintenance:

- Walkers will be permitted but not encouraged to use section closed to vehicles.
- Section closed to vehicles will have T4 classification and clearance of vegetation will not be permitted.

§ Lower Gordon River (below Seal Rapid) {WZ} (Riv 2)

Note: Special conditions may apply for recreational usage because this is a Mechanised Access Zone.

§ TYNDALL RANGE {UNZONED}

Mt Geikie route (T4)

Note: Pad along much of climbing moraine. Inspection required before classification finalised.

Lake Huntley (from north) (R)

ELDONS/ROCKY HILL {WZ}

Eldons Traverse (R)

ELDON RIVER TO "DUCK TARN (097492)"

Length (km): 25
Deg. of dev't: No pad over most of traverse. Minor local pad formation
Track cond's: Minimal erosion to date. Potential for damage to moorland and erosional problems in many places if permanent pad forms.
Rate of det'n: Stable from Eldon River to Lake Ewart (apart from bottlenecks) providing walkers fan out. Slow between Lake Ewart and "Duck Tarn".
Campsites: Most campsites OK except for badly worn site at "Duck Tarn".
Comments: Access from south may become difficult after winter 1991 except by boat, but it may be possible to walk around shoreline of impoundment. Walkers may access via Lake Spicer Rd.

"DUCK TARN" TO LYELL HWY VIA PIDGEON HOUSE HILL

Length (km): 19
Deg. of dev't: Cut pad or track at least 20 years old on approx 40% of this section, recut 1985 approx. Cut through most areas of dense scrub. Most tapes and stakes removed in summer 90/91 - track hard to locate in places. No pad on open moorland traverses.
Track cond's: Minimal erosion to date but bare soil in places. Potential for erosion if usage increases.
Rate of det'n: Slow.
Campsites: Campsites at Rocky Hill in good condition except for recently used fireplace.

Management actions - Eldons Traverse:

- **Medium priority:**
Harden or relocate "Duck Tarn" campsite. \$L
- **Education/publicity/monitoring/maintenance:**
Restrict access if necessary.
- Strongly discourage remarking & recutting of Pidgeon House Hill Track
- Declare and publicise FSOA for entire area. (High priority)

§ Other routes (R)

RUFUS/HUGEL/CUVIER/LAKE ST CLAIR

Note: See also Overland Track Management Plan and Overland Track Side-tracks Management Plan. Some of the management actions listed here differ from the management actions in the Overland Track Side-tracks Management Plan.

§ Watersmeet NT {VSZ} (W1)

§ Lakeside Track {RZ} (T1)

Management actions - Lakeside Track:

- **Very high priority:**
Continue longterm stabilisation and upgrading of track. \$M
- **High priority:**
Complete longterm stabilisation and upgrading of track. \$H
- **Education/publicity/monitoring/maintenance:**
Once track substantially upgraded, promote use of track as a day-walk and as an integral part of the Overland Track (ie as an alternative to catching the ferry).

Lk Oenone route {RZ+SRRZ} (R)

- Length (km): 2 Deg. of dev't: No pad Width (m): N/A
 Gradient: 20-30° avg, >30° in places.
 Track cond's: Some signs of wear near outlet creek of lake but no worn tent sites.
 Rate of det'n: Stable
 Comments: A few old blazes near bottom of section. Ascent made difficult by several long cliff-lines. No pad between lake and summit of Mt Olympus.
- Management actions - Lk Oenone route:**
Education/publicity/monitoring/maintenance:
 - Encourage users to fan out.

Cuvier Valley Track {RZ} (T2)

FOREST/TILL SECTIONS SOUTHEAST OF LAKE PETRARCH

- Length (km): 3.25 Deg. of dev't: Track Width (m): < 0.5
 Track cond's: Minimal erosion.
 Rate of det'n: Stable.
 Improvements: Sections of cord within 1km of Overland Track.

BUTTONGRASS MOORLAND SECTIONS SOUTHEAST OF LAKE PETRARCH

- Length (km): 6 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Braided and very wet over most of section; local erosion on sections where gradient >5°.
 Rate of det'n: Moderate.

LAKE PETRARCH CAMPSITE TO START OF ASCENT TO BYRON GAP

- Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 25-50%

Track cond's: Little erosion but wet with some mudbowls and some sections where track is braided and/or >2m wide.
 Rate of det'n: Mud and track widening - moderate; erosion - slow.
 Comments: Pad on snowgrass in places.

SOUTHERN ASCENT OF BYRON GAP

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 25-50%
 Gradient: 20-30° in places.
 Track cond's: Large mudbowls on flats. Slight erosion (5-10cm) with roots exposed on 50-75% of section; moderate erosion on 10-25%, severe in places; worsening erosion on all inclines. Water running down track in places. Deep mudbowls near Gap.
 Rate of det'n: Moderate.

BYRON GAP TO OVERLAND TRACK

Length (km): 3 Deg. of dev't: Track Width (m): < 0.5
 Moss/litter: 25-50%
 Gradient: Extended section 20-30°
 Track cond's: Numerous deep mudbowls near Gap. Moderate erosion on 10-25% of section, potential for further erosion over much of section especially steep sections.
 Rate of det'n: Moderate.

Management actions - Cuvier Valley Track:

- **High priority:**
Undertake priority erosion control on both sides of Byron Gap. **\$L**
- **Medium priority:**
Investigate reroute on plains southeast of Lake Petrarch - southwestern side of valley appears more likely to be stable. Reroute track if practical and install bridges if necessary. **\$M**
- Undertake minor reroute at NW end of forest southeast of Lake Petrarch to avoid shallow valley where track poorly drained. **\$L**
- Undertake local rerouting on both sides of Byron Gap to avoid steep gradients and improve drainage. (Install switchbacks if necessary.) Stabilise open and closed tracks where necessary. **\$M**
- Undertake longterm stabilisation of rest of track where necessary. **\$H**

Mt Byron {RZ} (R)

Note: No sign of pad or track located in vicinity of Byron Gap.

Gingerbread Track {RZ} (T3)

ROAD TO NORTHERN EDGE OF LOWLAND MOOR

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Very wet on moor but not muddy. Little erosion to date.
 Rate of det'n: Moderate overall. Mostly stable but deterioration occurring on 10-25% of section.

ASCENT TO PLATEAU

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%; water flowing down track over much of section. Eroded to bedrock in places, but bedrock (sandstone) may erode in long term.
 Rate of det'n: Moderate.

TRAVERSE OF PLATEAU

Length (km): 1.5 Deg. of dev't: Track Width (m): < 0.5
 Track cond's: Wet with moderate erosion on 10-25% of section.

Rate of det'n: Moderate.

ASCENT FROM PLATEAU TO SUMMIT

Length (km): 2.25

Deg. of dev't: Track (<0.5m) over most of section but no pad in places on upper part of ascent.

Gradient: 20-30° in places on ascent from Gingerbread Hut to summit.

Track cond's: Little erosion to date. Moorland below Gingerbread Hut may be subject to damage in long term.

Rate of det'n: Stable overall, local slow deterioration.

Management actions - Gingerbread Track:

High priority:

- Investigate rerouting track (installing switchbacks if necessary) on ascent to plateau to reduce gradients and improve drainage. **\$L**
- Reroute track on ascent to plateau if practical. Undertake priority erosion control including stabilisation of redundant track if track rerouted. **\$L**
- Investigate minor reroute of track to avoid moorland below Gingerbread Hut and reroute if appropriate. **\$C**

Medium priority:

- Reroute lower section close to Navarre River to avoid moorland. **\$L**
- Investigate alternative route on SW side of main plateau. Reroute track if practical. **\$L**
- Complete stabilisation of erosion-prone sections. **\$M**

Shadow Lake Track {RZ} (T1)

Length (km): 4.5 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: 25-50%

Track cond's: Minor local erosion, roots exposed in many places.

Rate of det'n: Moderate.

Improvements: Extensive recent stabilisation.

Management actions - Shadow Lake Track:

Medium priority:

- Minor repair required in medium to long term. **\$L**

Rufus circuit (ex Shadow Lake Track) {RZ} (T2)

TRAVERSE OF PLATEAU SW OF SHADOW LAKE

Length (km): 1.4

Deg. of dev't: Track (< 0.5m) over most of section, pad/no pad in places.

Track cond's: Moderate erosion on 10-25% of section. Worsening mud on sphagnum bog at northern end of moorland SW of Shadow Lake.

Rate of det'n: Moderate, fast in places (unless stabilised).

Improvements: Recent and ongoing stabilisation on much of section.

ASCENT FROM MOORLAND TO RUFUS-HUGEL SADDLE

Length (km): 2.5 Deg. of dev't: Track Width (m): < 0.5

Moss/litter: 25-50%

Gradient: Up to 30° on one short section.

Track cond's: Little erosion to date but some steeper sections prone to erosion in medium term, especially in rainforest.

Rate of det'n: Moderate.

Improvements: Extensive stabilisation including approx 750m duckboard below saddle.

RUFUS/HUGEL SADDLE TO SUMMIT OF MT RUFUS

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2

Track cond's: Moderate erosion on 90-100% of section, heavy on 50-75%, excessive width (>2m) and braiding in places. Track follows fall-line over much of section.

Rate of det'n: Fast.
Improvements: Priority erosion control undertaken by 1993.

RUFUS SUMMIT TO OVERLAND TRACK VIA RIDGE EAST OF SUMMIT

Length (km): 7.5 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 25-50% on lower 4.5km of section.
Gradient: 20-30° in places on descent from crest of ridge east of summit.
Track cond's: Moderate erosion on 10-25% of section, some local heavy erosion especially on descent from ridge east of summit.
Rate of det'n: Moderate overall, fast in places especially on descent from ridge east of summit.
Improvements: Eroding sections stabilised by 1993.

Management actions - Rufus circuit (ex Shadow Lake Track):

- **Very high priority:**
 - Complete stabilisation works on traverse of Mt Rufus summit. \$M
 - Continue stabilisation of other erosion-prone sections of circuit. \$M
- **High priority:**
 - Undertake further longterm stabilisation of the circuit where necessary. \$M

Shadow Lake to Forgotten Lake {RZ} (T2)

Length (km): 1.6 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 10-25% of section. Numerous wide mudbowls, some likely to wash out to gravel or rock in long term. Track excessively wide (>5m) in places on moorland between lakes.
Rate of det'n: Stable (assuming stabilised).
Improvements: Partially hardened since time of inspection.

Management actions - Shadow Lake to Forgotten Lake:

- **High priority:**
 - Complete stabilisation of boggy section. \$M
- **Education/publicity/monitoring/maintenance:**
 - Assist rehabilitation of edges of track where possible. \$L

Little Hugel Track {RZ} (T3)

Length (km): 0.75
Deg. of dev't: Track (< 0.5m) over 75-90% section, no pad on boulders on 10-25%.
Gradient: Varies from < 10° on lower part to 40° near top.
Track cond's: Little erosion to date but some local severe erosion and potential for further local severe erosion. Water running down track in places.
Rate of det'n: Slow. (Stable over much of section.)

Management actions - Little Hugel Track:

- **Medium priority:**
 - Undertake minor rerouting on ascent to improve drainage and reduce gradients on unstable soils. \$L
- Stabilise ascent where necessary. \$M

Hugel traverse {WZ} (R)

Length (km): 6
Deg. of dev't: Pad on 75-90%, no pad on 10-25% of section between ridge immediately west of Little Hugel and unnamed tarn. Track (< 0.5m) on 50-75%, pad on 25-50% of 300m ascent west of unnamed tarn; pad peters out above this section. No pad on rest of traverse.
Gradient: 20-40° in places.
Track cond's: Continued use of pad will cause substantial damage to moorland vegetation including cushion plants. Potential for erosion on track west of unnamed tarn.

Rate of det'n: Moderate on existing tracks and pads. Slow development of pads on rest of traverse unless usage restricted and fan-out policy successfully implemented.

Management actions - Hugel traverse:

- **Very high priority:**
Remove all cairns on traverse. \$C
- **Medium priority:**
If necessary, close pad between Little Hugel and unnamed tarn and mark route via ridge to north. \$C
- **Education/publicity/monitoring/maintenance:**
Encourage walkers to fan out.

§ Mts Manfred, Cuvier {WZ} (R)

Proposed loop track (T1?)

Comments: Options for a loop track in the Lk St Clair area of approximately half-day length are discussed in the draft *Track Management Plan for the Side Tracks to the Overland Track* (Department of Parks, Wildlife & Heritage 1991e).

Management actions - proposed loop track:

- **High priority:**
Undertake detailed investigations of the options for constructing a loop track of approximately half-day length. \$L
- **Medium priority:**
If practical and if sufficient resources are available, proceed with constructing (marking, cutting and where necessary stabilising) a loop track of T1 standard. \$M

UPPER FRANKLIN/CHEYNE

Hugel Range to Lake Hermione {WZ} (R)

Length (km): 2 Deg. of dev't: No pad Width (m): N/A
Gradient: 20-30°
Track cond's: Formation of pad could lead to severe damage to alpine vegetation and heavy to severe erosion on slope.
Rate of det'n: Stable unless pad forms.
Campsites: Campsite at Lake Hermione moderately degraded.

Management actions - Hugel Range to Lake Hermione:

- **Low priority:**
Harden campsite at Lake Hermione if necessary. \$L
- **Education/publicity/monitoring/maintenance:**
Encourage walkers to fan out.

Lake Hermione to Lake Petrarch {WZ} (R)

Length (km): 6.5 Deg. of dev't: No pad Width (m): N/A
Track cond's: Formation of pad could lead to damage to vegetation and extensive formation of mudbowls.
Rate of det'n: Stable if no pad forms.

Management actions - Lake Hermione to Lake Petrarch:

- **Education/publicity/monitoring/maintenance:**
Encourage walkers to fan out.

Cheyne Range routes (incl Lk Dixon to Lk Undine) {WZ} (R)

Comments: No signs of pad except on spur between "Lake Australia" (215335) and treeline on ascent to Mt Gell. Also traces of pad on summit ridge north of Mt Gell. No worn campsites except at Lk Hermione, tarn west of Lk Hermione (218391) and Lk Australia. Pad unlikely to develop along most of traverse (including Chapman/Siseman route) unless route marked or use increases substantially. The Chapman/Siseman route is unsuitable for any track or pad.

Management actions - Cheyne Range routes:

Education/publicity/monitoring/maintenance:

- In walker notes, encourage fanning out and point out that there is a wide variety of possible routes and campsites.

Lk Dixon track {RZ} (T4)

Length (km): 1 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 50-75%
Track cond's: Minimal erosion.
Rate of det'n: Stable
Campsites: Established campsites in sclerophyll forest beside Lk Dixon, fairly stable.

Management actions - Lk Dixon track:

- No action required.

§ Goulds SL {WZ} (R)

§ Goulds SL to Pyramid Mt {WZ} (R)

DU CANES AREA

Note: See also the Overland Track Management Plan and the Overland Track Side-tracks Management Plan. Some of the classifications recommended here differ from those recommended in the Overland Track Side-tracks Management Plan (in addition to the fact that the track classification schemes are different).

Overland Track (Narcissus to Kia Ora) {RZ} (T1)

NARCISSUS TO START OF ASCENT TO DU CANE GAP

Length (km): 10 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 50-75% of section, heavy erosion on 10-25%.
Rate of det'n: Slow. Much of section stable on till.
Improvements: Substantially stabilised with drainage, cord, duckboards, rockwork and bridges.

SOUTHERN ASCENT TO DU CANE GAP

Length (km): 1.5 Deg. of dev't: Track Width (m): 1-2
Gradient: >20° in places.
Track cond's: Moderate erosion on 75-90% of section, heavy erosion on 25-50%.
Rate of det'n: Slow.
Improvements: Bridges, cording, some gravelling, waterbars.

Management actions - Overland Track (Narcissus to Kia Ora):

- Maintenance only.

Pine Valley Track {RZ} (T1)

OVERLAND TRACK TO SOUTHERN END OF PINE VALLEY

Length (km): 2.25 Deg. of dev't: Track Width (m): 1-2
Track cond's: Most of section stabilised.
Rate of det'n: Stable. Local deterioration, eg one mudbowl just north of southern crossing of Cephissus Creek.
Improvements: Most of section stabilised with cord, drainage etc.

FOREST TRACK UP VALLEY

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 90-100% of section, heavy erosion on 50-75%. Track 2-5m wide in places.
Rate of det'n: Moderate.
Improvements: Some cording, bridging and drainage, mainly at southern end. Some stabilisation of track south of hut undertaken by 1993.

Management actions - Pine Valley Track:

Very high priority:

- Stabilise campsites at Cephissus Ck. \$M
- Continue longterm stabilisation of track. \$M

High priority:

- Complete longterm stabilisation of track. \$H

Medium priority:

- When present hut requires replacement, investigate feasibility of locating (new) hut at edge of moorland at southern end of valley and encouraging users to overnight there. If hut is relocated, retain toilet near current hut site for use by people camping at the northern end of the valley, and install new toilet at relocated hut site. (Hut funding)

Rationale:

Location of the hut at the southern end of the valley would reduce visitation to the northern end, since many Overland Track walkers would visit the hut but not walk to the northern end of the valley or beyond.

The site at the southern end of the valley (near the existing campsite) is a lot drier and less gloomy than the current site and has a better view. There are also good prospects for camping in the area.

Northern cross-track to Pine Valley {RZ} (X)

Length (km): 2.75 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 25-50% of section. Light mud over much of section, deep mudbowls in places.
Rate of det'n: Slow
Comments: Track closed by 1993.

Management actions - Northern cross-track to Pine Valley:

- Keep track closed.

Rationale:

Avoids unnecessary duplication of access to Pine Valley.

Labyrinth track (Pine Valley to Lake Elysia) {RZ} (T3)

ASCENT TO PARTHENON SADDLE

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: > 30° in places.

Track cond's: Moderate erosion on 75-90%, heavy erosion on 25-50% of section.
Rate of det'n: Slow.

PARTHENON SADDLE TO LAKE ELYSIA

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 75-90% of section, heavy erosion on 10-25%. Large mudbowls and active damage to vegetation in places.
Rate of det'n: Moderate.

CAMPSITES

Comments: Campsites at Lake Elysia badly worn and very wet - virtually unusable.

Management actions - Labyrinth track (Pine Valley to Lake Elysia):

- **Very high priority:**
Stabilise campsites at Lake Elysia using low-impact techniques (eg boxed-in gravel and sand covered with leaf litter). **\$M**
- **High priority:**
Rationalise route and remove all redundant track markers. **\$C**
- Reroute track on descent to Lake Ophion to reduce gradients. Investigate feasibility of rerouting track away from shoreline of Lake Ophion, and relocate it if feasible. **\$L**
- Undertake priority erosion control where necessary. **\$L**
- Commence longterm stabilisation of track using local rock where possible and incorporating local rerouting where appropriate. **\$M**
- **Medium priority:**
Complete longterm stabilisation of track using local rock where possible. **\$M**

Labyrinth track (Lake Elysia to slope north of Lake Selene) {RZ} (T4)

LAKE ELYSIA TO RIDGE NORTH OF POOL OF MEMORIES

Length (km): 1.4 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 10-25% of section. Light active erosion over most of section. Potential for deterioration to condition of Parthenon saddle - Lake Elysia section.
Rate of det'n: Moderate.

TRAVERSE OF RIDGE NORTH OF POOL OF MEMORIES

Length (km): 0.5 Width (m): < 0.5
Deg. of dev't: 75-90% no pad, 10-25% track.
Track cond's: Active local damage to vegetation and soils especially on upper part. Much of section stable on rock.
Rate of det'n: Slow.

Management actions - Labyrinth track (Lake Elysia to slope north of Lake Selene):

- **High priority:**
Reroute section between Lake Elysia and ridge north of Pool of Memories to reduce gradients in places. **H**
- Undertake priority erosion control where necessary. **\$L**
- **Medium priority:**
Undertake longterm stabilisation where necessary. **\$M**
- **Education/publicity/monitoring/maintenance:**
Retain cairns on traverse of ridge north of Pool of Memories to concentrate usage on stable ground.

Labyrinth track (Slope north of Lake Selene to Geryon Ridge) {WZ} (X, R)

Deg. of dev't: Cairned route.

Management actions - Labyrinth track (Slope north of Lake Selene to Geryon Ridge):

High priority:

- Remove cairns. \$C

Education/publicity/monitoring/maintenance:

- Encourage users to fan out, keeping to exposed rock where possible especially on ascent of slope north of Lake Selene.

Walled Mt track {RZ}(T4)

TRAVERSE TO BASE OF MAIN ASCENT FROM WESTERN END OF LAKE OPHION

Length (km): 0.6 Deg. of dev't: Track Width (m): < 0.5

Track cond's: Little erosion to date.

Rate of det'n: Slow.

MAIN ASCENT

Length (km): 2 Deg. of dev't: Track Width (m): < 0.5

Track cond's: Light active erosion on 50-75% of section, moderate erosion on 10-25% of section, locally heavy. Damage to vegetation and waterlogged peats, water flowing down track in many places.

Rate of det'n: Moderate.

Management actions - Walled Mt track:

High priority:

- Reroute where possible to avoid fall-line and sensitive vegetation and soils. \$L
- Undertake priority erosion control where necessary. \$L

Medium priority:

- Undertake further stabilisation where necessary. \$L

Mt Geryon (from north) {WZ} (X, R)

Geryon North from Geryon Campsite {WZ} (R)

Geryon South from Geryon Campsite {WZ} (R)

Southern Spur {WZ} (R)

Geryon Campsite Track {RZ} (T4)

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1

Track cond's: Moderate erosion on 25-50% of section, heavy erosion on 10-25%. Large mudbowls in places especially at southern end.

Rate of det'n: Moderate.

Management actions - Geryon Campsite Track:

Medium priority:

- Stabilise and undertake local rerouting where necessary. \$M

§ Geryon Campsite to Pool of Memories {RZ} (R)

§ Mt Acropolis track {RZ} (T3)

Management actions - Mt Acropolis track:

Very high priority:

- Investigate reroute of Acropolis track between Pine Valley and Acropolis Plateau to reduce gradients and avoid fall-line. If reroute practical, mark and cut track. \$M
- Undertake priority erosion control. \$L

High priority:

- Undertake longterm stabilisation of traverse of Acropolis Plateau. \$M
- Undertake longterm stabilisation of remainder of track focussing on erosion-prone sections and rerouting where practical. \$M

Medium priority:

- Complete longterm stabilisation of traverse of valley floor north of Pine Valley Hut. \$M
- Undertake further longterm stabilisation where necessary. \$M

§ Kia Ora to Mt Massif {WZ} (R)

§ Mts Eros, Hyperion {WZ} (R)

§ Du Cane traverse (Geryon Ridge to Du Cane Gap) {WZ} (R)

§ Gould Plateau Track {RZ} (T4)

Comments: Track to base of Mt Gould summit massif.

Management actions - Gould Plateau Track:

Very high priority:

- Undertake priority erosion control. \$L

High priority:

- Reroute track where appropriate, if necessary installing switchbacks on ascent to plateau. \$L
- Undertake further priority erosion control where necessary. \$L

Medium priority:

- Complete stabilisation of track. \$M

§ Gould Plateau to Mt Gould summit {WZ} (R)

Management actions - Gould Plateau to Mt Gould summit:

High priority:

- Inspect track to assess management options. \$C

§ Gould summit turnoff to Labyrinth {WZ} (R)

Management actions - Gould summit turnoff to Labyrinth:

High priority:

- Remove cairns. \$C

§ Lake Marion track {RZ} (T3)

Management actions - Lake Marion track:

Medium priority:

- Reroute track to stable ground where practical. \$L
- Commence longterm stabilisation where necessary. \$M

Low priority:

- Complete longterm stabilisation of track. \$M

§ Hartnett Falls track {RZ} (T2)

Comment: Stabilised by 1993.

§ Track to Fergusson Falls, D'Alton Falls and Cathedral Falls; {RZ} (T3)

Management actions - Track to Fergusson Falls, D'Alton Falls and Cathedral Falls:

High priority:

- Stabilise where necessary. \$M

§ Hartnett Falls to D'Alton Falls; {RZ} (R; T3?)

Management actions - Hartnett Falls to D'Alton Falls:

Medium priority:

- Depending on demand and available resources, mark a track (T3) on this section and stabilise where necessary. (\$M)

Rationale:

A track on this section would enable walkers to visit Hartnett Falls and the other Mersey Falls via a loop track instead of undertaking two return trips.

§ Du Cane Gap to Traveller Range {RZ+WZ} (X, R)

Length (km): 0.5 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30° avg, > 40° in places.
Track cond's: Light active erosion over most of section, potentially heavy in places especially on steep sections. Trampled pad pushed through vegetation - no vegetation cut. Start of pad very difficult to locate from Overland Track without prior knowledge of exact location.
Rate of det'n: Slow.

Management actions - Du Cane Gap to Traveller Range:

Education/publicity/monitoring/maintenance:

- Discourage use of track.
- In user notes, encourage users to fan out.

Low priority:

- If track remains and becomes established, reroute to reduce gradients and stabilise where necessary. \$L

PELION AREA

Note: See also the Overland Track Management Plan and the Overland Track Side-tracks Management Plan. Some of the actions listed here differ from the actions in these plans.

§ Overland Track (Windermere to New Pelion) {RZ} (T1)

§ WINDERMERE TO PELION CREEK

Comment: Not inspected in inventory.

PELION CREEK TO FROG FLATS

Length (km): 3 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy erosion on 25-50% of section.
Rate of det'n: Slow.
Improvements: Old benching along most of section. Some existing work requires maintenance or replacement.

TRAVERSE OF FROG FLATS AND ASCENT TO 194684

Length (km): 2.75 Deg. of dev't: Track Width (m): 1-2
Track cond's: Stabilised.
Rate of det'n: Stable.
Improvements: Entire section stabilised.

194684 TO NEW PELION

Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 10-25% of section. Some cording unlikely to last much longer.
Rate of det'n: Slow.
Improvements: Corded on 50-75% of section.

Management actions - Overland Track (Windermere to New Pelion):

Very high:

- Undertake priority erosion control immediately north of Lake Curran by installing waterbars. **\$L**
- Investigate the feasibility of digging out peats to expose gravels on the track north of hill at 156715. **\$C**
- Install waterbars or side-drains on section between hill at 156715 and southern edge of moorland. Undertake priority repair of existing cording. **\$M**
- Priority erosion control of section between edge of moorland (south of hill at 156715) and Frog Flats - install side-drains and waterbars. **\$M**

High:

- If necessary replace cording with duckboard on section between hill at 156715 and southern edge of moorland. (**\$M**)
- Undertake longterm stabilisation of section between Windermere and hill at 156715, installing waterbars on steeper sections. If practical and if track is sufficiently well drained, stabilise non-steep sections of track by digging out peats to expose gravels. Remove or crush larger stones if necessary. **\$H**
- Install duckboard or cord where necessary on traverse of Frog Flats. **\$M**

Medium:

- Investigate alternative route for track traversing hill at 156715 in order to improve drainage and avoid the fall-line. Reroute if practical and stabilise where necessary. **\$M**
- Complete stabilisation of section between Pelion Creek Campsite and Frog Flats. **\$M**
- Repair section between Frog Flats and New Pelion. **\$H**

Education/publicity/monitoring/maintenance:

- Undertake priority repair of existing cording on section between hill at 156715 and southern edge of moorland. (High priority) **\$M**

Overland Track (New Pelion to Kia Ora) {RZ} (T1)

NEW PELION TO PELION GAP

Length (km): 4 Deg. of dev't: Track Width (m): 1-2

Track cond's: Moderate erosion on 50-75% of section. Numerous places where track is >2m wide with shallow mudbowls and/or exposed roots. Severe erosion of deep mineral soils near Pelion Gap.
 Rate of det'n: Moderate.
 Improvements: Numerous short sections of cording in varying states of repair.

PELION GAP TO KIA ORA

Length (km): 4 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Minor erosion could still occur in places, principally undermining of roots.
 Rate of det'n: Stable.
 Improvements: Entire section recently stabilised.

Management actions - Overland Track (New Pelion to Kia Ora):

- Very high:**
 - Undertake priority erosion control (ie install waterbars) between New Pelion and Pelion Gap \$M
High:
 - Complete longterm stabilisation between New Pelion and Pelion Gap \$H

Arm River Track {Unzoned+RZ} (T3)

ARM RIVER RD TO TOP OF DESCENT TO LK AYR

Length (km): 4.25 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 25-50% of ascent through forest.
 Gradient: Avg 20-30° on initial ascent, with extended section of 30-40°.
 Track cond's: Moderate erosion on 10-25% of upper part of section (ie plateau traverse).
 Track widening and mud in places.
 Rate of det'n: Slow.
 Comments: Crosses WHA boundary at 950m contour.

LOOP TRACK SOUTH OF LAKE PRICE (X, R)

Length (km): 2.25
 Deg. of dev't: Track on 50-75% of section, the rest pad.
 Track cond's: Moderate erosion on 25-50% of section. Revegetation with grass occurring on moorland but no revegetation yet on till. Track still being used.
 Rate of det'n: Slow.
 Comment: Ongoing erosion evident in 1993.

DESCENT TO LAKE AYR

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Heavy erosion on 25-50% of section; water flowing down track in places.
 Rate of det'n: Moderate.

TRAVERSE OF PELION PLAINS

Length (km): 4 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Only local erosion to date, some mudbowls.
 Rate of det'n: Slow.

Management actions - Arm River Track:

- High priority:**
 - Undertake further investigation of most appropriate route between start and finish of loop track south of Lake Price. \$C
 - Close redundant track between start and finish of loop track south of Lake Price. \$C
 - If southern track closed, survey and mark a side-track from the vicinity of Lk Price to the base of the Mt Pillinger Track. (\$L)
 - Close off track leading upstream from main track near (currant) Wurragarra Ck crossing to old crossing just downstream of unnamed tarn. \$C
 - Harden and/or reroute worst sections of traverse of moorland west of Wurragarra Ck crossing. \$L

- Undertake priority erosion control on slopes of Mt Oakleigh. \$L
Medium priority:
- (¥) Undertake further stabilisation and minor rerouting where appropriate.
\$M
Low priority:
- (¥) Undertake further stabilisation where necessary. \$M

§ Mt Pillinger track (T3)

Track cond'ns: Mostly stable on exposed rocks.
 Comments: Track climbs up ridge from lake to 280705 approx, then sidles to saddle at 277702.

Management actions - Mt Pillinger side-track:

- **Medium priority:**
Undertake minor relocation and stabilisation works. \$L

Lees Paddock Track (Mersey Rd to Lees Paddocks) {RZ+Unzoned} (T3)

Length (km): 7 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Moderate erosion on 25-50%. Some erosion of banks where track crosses creeks. Most of section stable. Handrail on log crossing near start of track in a dangerous condition.
 Rate of det'n: Slow

Management actions - Lees Paddock Track (Mersey Rd to Lees Paddocks):

- **High priority:**
Repair log crossing over Mersey River near start of track. If necessary install T3 standard cable bridge. \$L
- **Medium priority:**
Undertake minor repairs on track. \$L

Reedy Lake Track {Unzoned+RZ} (T3)

RAINFOREST ASCENT

Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 50-75%
 Gradient: 20-30° in places
 Track cond's: Moderate erosion on 25-50% of section.
 Rate of det'n: Moderate.

TRAVERSE VIA REEDY LAKE

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Little erosion to date. Some mud formation and local erosion on moorland, especially on sphagnum bogs.
 Rate of det'n: Slow.
 Comments: Erratic route in places.

Management actions - Reedy Lake Track:

- **Medium priority:**
Reroute, remark and where necessary cut track installing switchbacks in forest ascent. \$L
- **Low priority:**
Undertake longterm stabilisation where necessary. \$M
- **Education/publicity/monitoring/maintenance:**
Monitor Reedy Lake traverse; if conditions deteriorate reroute to avoid erosion-prone and poorly drained areas and to enhance user enjoyment.

Lees Paddocks to Kia Ora track {Unzoned+WZ} (T4)

LEES PADDOCKS TO KIA ORA CREEK

Length (km): 6.5
Deg. of dev't: Track (< 0.5m, mostly moss/litter) on 50-75% of section, the rest no pad. No pad on meadows in valley.
Track cond's: Minimal erosion to date.
Rate of det'n: Moderate
Comments: Heavily taped and blazed in forest sections - excessive marking in places including blazes on King Billy pines. Route erratic in places.

(LOWER) KIA ORA CREEK TO OVERLAND TRACK

Length (km): 0.75 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Gradient: 20-30° avg, up to 40° in places.
Track cond's: Local erosion on steep sections and step-ups.
Rate of det'n: Moderate
Comments: Lightly marked track. Route unsuitable for track - excessively steep in places. At least one other marked route exists connecting the lower Kia Ora Ck area with the Overland Track.

Management actions - Lees Paddocks to Kia Ora track:

Very high priority:

- Investigate alternative route to avoid unnecessary deviations in valley floor and reduce gradients on ascent. Reroute (by marking and cutting track) if practical. \$L
- Close all tracks apart from the main track. \$C

Medium priority:

- Undertake longterm stabilisation where necessary. \$L (\$M?)

Forth Vly track {RZ} (T3)

ROAD TO TOP OF MAIN ASCENT

Length (km): 5 Deg. of dev't: Track Width (m): 1-2
Moss/litter: 50-75%
Gradient: 20-30° in places
Track cond's: Some local erosion on steepest sections.
Rate of det'n: Stable overall; slow erosion on some steep sections.
Improvements: Old benching on most of section.

TRAVERSE FROM TOP OF ASCENT TO OLD PELION HUT

Length (km): 2 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy erosion on 10-25% of section. Up to 50% needs stabilising.
Rate of det'n: Slow.

OLD PELION HUT TO OVERLAND TRACK

Length (km): 0.6 Deg. of dev't: Track Width (m): 1-2
Track cond's: Some mudbowls near Old Pelion hut.
Rate of det'n: Slow.
Improvements: Cord on 80% of section - uneven, poorly laid.

Management actions - Forth Vly track:

Medium priority:

- Undertake longterm stabilisation of track between top of ascent and Overland Track. Local rerouting may be appropriate in places. \$H
- Stabilise trouble spots on remainder of track. \$M

Route ESE of Old Pelion hut {RZ} (R)

- Track closed and approx 50% revegetated, but still getting some use.

Management actions - Route ESE of Old Pelion hut:

- **Education/publicity/monitoring/maintenance:**
Monitor rehabilitation.

Mt Ossa Track {RZ} (T2)

PELION GAP TO START OF DORIS SIDLE

Length (km): 0.7 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° on extended section.
Track cond's: Heavy to severe erosion on 50-75% of section, severe widening (>2m) and braiding in places. Muddy on flats at base of section. Eroded to bedrock in places; bedrock appears to be fairly stable.
Rate of det'n: Fast
Improvements: 100% stabilised by 1993.

DORIS SIDLE

Length (km): 0.6 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 10-25% of section.
Rate of det'n: Slow overall. Much of section is stable.

DORIS/OSSA SADDLE TO OSSA SUMMIT

Length (km): 1 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30°
Track cond's: Moderate erosion on 25-50% of section, heavy to severe on 10-25%.
Rate of det'n: Fast.

Management actions - Mt Ossa Track:

- **Very high priority:**
Investigate local rerouting of ascent of Mt Ossa from Doris/Ossa saddle to avoid erosion-prone sections, especially beds of loose fragments on upper part of ascent. Reroute track if practical and undertake urgent stabilisation. \$L
- **High priority:**
Complete longterm stabilisation of track. \$M

Lk Macfarlane area {WZ} (R)

- No pad or track, no established campsites

Management actions - Lk Macfarlane area:

- Encourage fanning out in trackless areas.

Mt Pelion East track {RZ} (T3)

Length (km): 1.6
Deg. of dev't: Track (0.5-1m) on 50-75% of section, the rest pad or no pad. No pad over much of cushion plant area.
Gradient: 20-30° in places; steeper on final ascent.
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%; track follows fall-line over much of section. Active erosion of deep beds of soil and loose fragments on final ascent - potentially severe.
Rate of det'n: Fast.
Comments: Track duplicated near base of summit massif.

Management actions - Mt Pelion East track:

High priority:

- Reroute/mark track to avoid fall-line and cushion plant communities where possible. (Note: retain sidetrack to Toad Rock.) **\$L**
- Investigate local rerouting on final ascent to avoid erosion-prone sections. Reroute track if practical. **\$L**
- Remove cairns where track duplicated near top of section. **\$C**

Medium priority:

- Undertake longterm stabilisation of track where necessary. **\$M**

Mt Oakleigh track {RZ} (T3)

TRAVERSE OF PLAINS

Length (km): 0.75 Deg. of dev't: Track Width (m): 1-2
Track cond's: Mud on 25-50% of section, moderate erosion on 10-25%.
Rate of det'n: Moderate.

ASCENT THROUGH FOREST

Length (km): 1.5 Deg. of dev't: Track
Width (m): 0.5-1 on most of section; 2-3m on flats in forest at base of ascent.
Moss/litter: 25-50%
Gradient: 20-30° near top of section.
Track cond's: Moderate erosion on 50-75% of section, heavy on 10-25%. Extended wide mudbowls on flats at bottom of section.
Rate of det'n: Moderate.

TRAVERSE OF SUMMIT PLATEAU

Length (km): 1.25 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 75-90% of section, heavy on 10-25%. Braided and worsening erosion on slopes of shallow valley east of summit, especially eastern slope.
Rate of det'n: Slow, locally moderate.

Management actions - Mt Oakleigh track:

High priority:

- Reroute to reduce gradients and avoid fall-line on main ascent and on traverse of valley east of summit. **\$M**
- Undertake priority erosion control where necessary. **\$L**

Medium priority:

- Undertake longterm stabilisation where necessary. **\$M**

Mt Pelion West Track {RZ} (T4)

ASCENT TO CREST OF SUMMIT MASSIF

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° on ascent to plateau, 30-40° from plateau to crest of summit massif.
Track cond's: Moderate erosion on 75-90% of section, heavy on 25-50%. May stabilise on rock on parts of initial ascent (to plateau); potential for severe erosion of loose fragments on ascent to crest of summit massif.
Rate of det'n: Moderate.

TRAVERSE OF CREST OF SUMMIT MASSIF

Length (km): 0.6 Deg. of dev't: No pad Width (m): N/A
Gradient: Local steep scrambling.
Rate of det'n: Stable on dolerite boulders.

Management actions - Mt Pelion West Track:

- **Very high priority:**
Investigate local rerouting of ascent from plateau to crest of summit massif to avoid erosion-prone sections. Reroute (ie mark and if necessary cut) track if practical. \$L
- **High priority:**
Undertake priority erosion control. \$L
- **Medium priority:**
Reroute to reduce gradients and avoid fall-line on ascent to plateau. \$M
- Undertake longterm stabilisation of track. \$M

Pelion Traverse (Pelion West to Mt Ossa) {WZ} (R)

Length (km):	13
Deg. of dev't:	Pad on 10-25% of section between base of western descent of Pelion West and base of western ascent of Mt Achilles. Pad also on 25-50% of section between Paddys Nut/Ossa saddle and base of scree on Mt Ossa - bare soil in places. Isolated short sections of pad elsewhere.
Gradient:	20-30° in some places.
Track cond's:	Potential for damage to moorland and severe erosion in places if pads form or if a track is marked. Note that easiest access to Thetis Plateau from Leonards Tarn is via gullies with highly erodible soils/rock beds. Other highly vulnerable sections include the ascent of the Mt Achilles summit massif and the top part of the descent from the Mt Achilles saddle to Leonards Tarn.
Rate of det'n:	Slow; stable on some sections.
Campsites:	Light to moderate impact at Leonards Tarn; minimal impact elsewhere.

Management actions - Pelion Traverse:

- **Medium priority:**
If necessary mark an optimum route on the traverse over Paddys Nut. \$C
- **Education/publicity/monitoring/maintenance:**
Encourage fanning out where possible.

Thetis Track (to moorland NW of Mt Ossa) {RZ} (X, R)

Length (km):	3.75
Deg. of dev't:	Track (< 0.5m) on 25-50% of lower part of section (ascent through open forest), the rest of this section pad or no pad. 75-90% track (0.5-1m) on traverse of plateau, the rest pad; track (0.5-1m) on upper ascent.
Gradient:	20-30° in places on upper part of ascent.
Track cond's:	Moderate erosion on 25-50% of lower part of section; little erosion but frequent small mudbowls on moorland traverse of plateau; moderate erosion on 50-75% and heavy erosion on 10-25% of upper ascent (plateau - Paddys Nut/Ossa saddle). Track follows fall-line in places especially on upper part of ascent.
Rate of det'n:	Slow overall but moderate on upper ascent.
Comments:	Revegetated in places on lower part of section (descent through open forest). Track follows fall-line over much of this section.

Management actions - Thetis Track (to moorland NW of Mt Ossa):

- **High priority:**
Remove track from maps and remove all track-markers. \$C
- Undertake priority erosion control on section near top end of track. \$L
- **Education/publicity/monitoring/maintenance:**
Encourage walkers using this route to fan out.

§ Pelion Falls track {RZ} (T3)

Management actions - Pelion Falls Track:

High priority:

- Rationalise route by marking optimum track. \$C
- Undertake priority erosion control. \$L
- Replace "Pelion Campsite" sign with "Pelion Falls" sign.

Low priority:

- Undertake further stabilisation if necessary.

§ Forth River {RZ} (Riv 1)

CRADLE MT AREA

Note: Proposed management actions for the Cradle daywalk area should be regarded as interim pending the findings of a visitor survey to be conducted in 1993/94.

Overland Track (Waldheim to top of descent to Waterfall Vly) {RZ} (T1)

Note: Track sections listed below refer to the pre-1993 route of the Overland Track, of which one section has now been closed.

WALDHEIM TO (LOWER) CRATER LK TURNOFF

Length (km): 0.8 Deg. of dev't: Track Width (m): 0.5-1
Rate of det'n: Stable.
Improvements: 100% stabilised; well sited.

(LOWER) CRATER LK TURNOFF TO MARIONS LO

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° in places.
Track cond's: Heavy to severe erosion on 50-75% of section. Track excessively wide (>2m) over much of section.
Rate of det'n: Moderate
Improvements: Section between Wombat Pool track and upper junction with Crater Lake Track 100% stabilised by 1993.
Comments: Section between (lower) Crater Lake turnoff and Wombat Pool Track closed and rehabilitation commenced in 1993.

MARIONS LO TO KITCHEN HUT

Length (km): 2.25 Deg. of dev't: Track Width (m): 0.5-1
Rate of det'n: Stable.
Improvements: 90-100% stabilised.
Comments: Work on rehabilitating redundant braids of old track had commenced by 1993.

KITCHEN HUT TO FURY CREEK

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion on 10-25% of section. Ongoing destruction of moorland vegetation (including string bogs).
Rate of det'n: Slow
Improvements: 100% stabilised by 1993.

FURY CREEK TO RODWAY TRACK TURNOFF

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 25-50% of section, potentially severe in places.

Rate of det'n: Generally stable, but moderate local deterioration.
Improvements: Stabilisation partially complete by 1993.

RODWAY TRACK TURNOFF TO START OF DESCENT TO WATERFALL VLY

Length (km): 1.2 Deg. of dev't: Track Width (m): 1-2
Track cond's: Severe widening (frequently 3-4m) and braiding, moderate erosion on 90-100%, heavy erosion on 25-50% of traverse of section.
Rate of det'n: Fast.
Improvements: Much of section surfaced with "licorice sticks" by 1993.

Management actions -

Overland Track (Waldheim to top of descent to Waterfall Vly):

Very high priority:

- Stabilise section between upper Crater Lake Track junction and Marions Lookout. \$M
- Complete stabilisation of section from Barn Bluff turnoff to point 200m north of Rodway Track junction. \$M

High priority:

- Rehabilitate track edges and redundant braids where appropriate. \$M

Education/publicity/monitoring/maintenance:

- Redirect bulk of Overland Track walkers, and other users walking between Waldheim or the Lake Dove carpark and Kitchen Hut, via the Horse Tk.

§ Overland Track (Top of descent to Waterfall Vly to Windermere) {RZ} (T1)

Improvements: Entire section stabilised by 1993.

§ Waldheim NT {VSZ} (W2)

Weindorfers Forest Track - section of loop {VSZ} (X)

Note: This refers to the section of the original loop excluding the Hounslow Heath Track and Waldheim Nature Trail, ie section from 119899 - 114900

Maryland Track/Hounslow Heath circuit {VSZ+RZ} (T4 or X)

MARYLAND TRACK

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 10-25% of section; severe erosion on extended (250m) section at western end. Entire section prone to mud formation and/or erosion.
Rate of det'n: Moderate.
Comments: Ranger staff do not encourage use for most of the year.

HOUNSLOW HEATH

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places on descent to top end of Maryland Track.
Track cond's: Heavy erosion on 10-25% of ascent from Waldheim. Duplication of track at eastern end. Moderate erosion on 10-25% of moorland traverse. Heavy erosion on 25-50% of descent to Monds Ridge.
Rate of det'n: Moderate.
Comments: Track 1-2m wide on steep sections at either end. Ranger staff do not encourage use for most of the year.

Management actions - Maryland Track/Hounslow Heath circuit:

Very high priority:

- Undertake priority erosion control of rapidly eroding sections. \$L

Medium priority:

- If management according to T4 guidelines fails to halt or substantially retard deterioration over most of circuit, close track. \$C
 - Otherwise undertake longterm stabilisation where necessary. \$M (\$H?)
- Education/publicity/monitoring/maintenance:**
- Remove circuit from existing maps.

Lake Dove circuit track {RZ} (W2)

Comments: As at Sep 1993 the entire lengths of the Ballroom Forest Track and the Truganini Track have been upgraded to W2 standard. Construction of the "missing link" between the Ballroom Forest and the Truganini Track is likely to commence in 1993.

Lake Wilks Track {RZ} (T3)

BALLROOM FOREST TO KITCHEN CREEK

Length (km): 1.6 Deg. of dev't: Track Width (m): < 0.5
 Gradient: Up to 30° in places.
 Track cond's: Moderate erosion on 10-25% of section; some heavy erosion near Kitchen Ck. Mostly fairly stable but erosion may worsen as roots rot out or are undermined.
 Rate of det'n: Slow.

KITCHEN CREEK TO FACE TRACK

Length (km): 0.6 Deg. of dev't: Track Width (m): < 0.5
 Gradient: 20-30° avg; low gradient by Lake Wilks, 30-40° in places on ascent.
 Track cond's: Heavy erosion on 10-25%, especially on lower half of ascent from lake.
 Rate of det'n: Moderate.

Management actions - Lake Wilks Track:

High priority:

- Investigate local rerouting to reduce gradients on section between Ballroom Forest and Kitchen Ck. Reroute track if practical. \$L
- Undertake priority erosion control of rapidly eroding sections especially on upper part of track. \$M

Medium priority:

- Undertake longterm stabilisation of track. \$H

Education/publicity/monitoring/maintenance:

- Direct most of usage via Horse Track or Marions Lookout.

Lk Lilla track (T1)

Length (km): 1.75 Deg. of dev't: Track Width (m): 0.5-1
 Rate of det'n: Stable.
 Improvements: 100% stabilised. Well sited.

Wombat Pool track (T1)

Length (km): 1 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Heavy erosion on 10-25% of section. Broad swathes of damage where track crosses rock outcrops. Numerous wide mudbowls.
 Rate of det'n: Moderate.
 Comments: Stabilised by 1993.

Management actions - Wombat Pool track:

High priority:

- Restrict width of track and rehabilitate edges. \$L

Marions LO track (T2)

Length (km): 0.75 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30°
Track cond's: Heavy erosion of loose fragments on 25-50% of section.
Rate of det'n: Fast.
Improvements: Completely stabilised by 1993.

Face Track (T2) {RZ}

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30° avg at eastern end, 30-40° in places.
Track cond's: Heavy to severe erosion of loose fragments on 75-90% of 500m ascent at eastern end; eroded >1.5m deep in places. Moderate to heavy erosion on 10-25% of remainder of section.
Rate of det'n: Fast.
Improvements: Approx 300m cording at western end.

Management actions - Face Track:

- **Very high priority:**
Undertake priority erosion control especially at eastern end of track. \$L
- **High priority:**
Complete longterm stabilisation of track. \$H

Cradle Mt summit track (T2) {RZ}

Length (km): 1 Deg. of dev't: Track
Width (m): 1-2m on lower part of section (first 500m), <0.5m on ascent of summit tower.
Gradient: 20-30° average on ascent of summit tower, up to 40° in places.
Track cond's: Heavy erosion on 25-50% of lower half of section, severe in places. Major visual scar. Minimal erosion on upper half.
Rate of det'n: Moderate on lower half, stable on upper half.

Management actions - Cradle Mt summit track:

- **Very high priority:**
Undertake priority erosion control. \$L
- **High priority:**
Complete longterm stabilisation of track. \$M

Weindorfers Tower route (X, R) {RZ}

Length (km): 0.25
Deg. of dev't: 10-25% track (< 0.5m), the rest no pad.
Gradient: 30-40°
Track cond's: Minimal erosion to date but potential for severe erosion of loose fragments, especially on lower part of section.
Rate of det'n: Moderate.

Management actions - Weindorfers Tower route:

- **Very high priority:**
Remove cairns. \$C
- **Education/publicity/monitoring/maintenance:**
Discourage use of track. Encourage users who do climb the peak to fan out on ascent and avoid beds of loose fragments where possible.

Little Horn route {RZ} (T4 or X)

Length (km): 0.2 Deg. of dev't: Track Width (m): < 0.5
Gradient: 30-40°

Track cond's: Moderate erosion on 10-25% of section. Potential for severe erosion of loose fragments especially on lower parts of ascent.
Rate of det'n: Moderate.

Management actions - Little Horn route:

Very high priority:

- Investigate feasibility of relocating track to improve stability and reduce gradients. Reroute if practical. **\$L**
 - If rerouting not practical, remove cairns and discourage use of track. **\$C**
- Education/publicity/monitoring/maintenance:**
- Discourage use. If track closed, encourage walkers who do climb the peak to fan out.

Hansons Pk/Twisted Lakes tracks {RZ} (T2+T4)

LK DOVE CARPARK TO MT CAMPBELL TURNOFF (T2)

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Minimal erosion.
Rate of det'n: Stable.
Improvements: Benched along whole section.

TWISTED LAKES ROUTE (T2 OR T4)

Length (km): 1.75 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Little erosion overall but some local erosion. Mud on 10-25% of section.
Rate of det'n: Moderate.

HANSONS PK TRAVERSE (T2 OR T4)

Length (km): 1.75 Deg. of dev't: Track Width (m): 1-2
Gradient: Numerous undulations, >30° in places.
Track cond's: Moderate erosion on 10-25% of section, heavy in places at southern end.
Rate of det'n: Moderate.

MT CAMPBELL TK (T2)

Length (km): 0.7 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° over much of section.
Track cond's: Heavy erosion on 10-25% of section, potentially severe in places.
Rate of det'n: Moderate.

Management actions - Hansons Pk/Twisted Lakes tracks:

High priority:

- Undertake priority erosion control and local rerouting of tracks where necessary. **\$M**

Medium priority:

- Complete stabilisation of tracks. **\$H**

Education/publicity/monitoring/maintenance:

- Rationalise track classification of Hansons Pk traverse and Twisted Lakes route on the basis of the visitor survey (to be conducted in 1993/94) and a detailed assessment of track conditions. Maintain one of these tracks at T2 standard; the other to be maintained as T4 or closed.

Riggs Pass route {RZ} (X, R)

ASCENT FROM MONDS RIDGE

Length (km): 1.2 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Heavy erosion on 10-25% of section (mainly on upper part). Poor drainage on upper half - water flowing down track.
Rate of det'n: Moderate.
Comments: Track closed since 1990

MOORLAND TRAVERSE

Length (km): 1.75
Deg. of dev't: Track (< 0.5m) on 10-25% of section, the rest pad.
Track cond's: Little damage to vegetation overall but bare soil in places at northern end.
Rate of det'n: Moderate.
Comments: Track closed since 1990

Management actions - Riggs Pass route:

Education/publicity/monitoring/maintenance:

- Keep track closed. (Note: Good prospects for revegetation.)
- Encourage walkers in the vicinity of the old track to fan out.

Kitchen Hut/Horse Tk {RZ} (T1)

Length (km): 3.75 Deg. of dev't: Track Width (m): 1-2
Track cond's: Eroded to gravel on 1-2m wide swathe on plateau. Heavy erosion on 25-50% of descent. Track undesirably wide over much of section.
Rate of det'n: Stable.
Improvements: 100% stabilised. Some cord unstable - laid on soft, boggy ground. Some stonework inadequate and loose.

Management actions - Kitchen Hut/Horse Tk:

High priority:

- Commence rehabilitation of edges of wide sections. \$M
- ##### Education/publicity/monitoring/maintenance:
- Repair/upgrade stonework as necessary.
 - Replace cord with duckboard where necessary.

Crater Lake Track {RZ} (T1)

CRATER FALLS TO BOATSHED

Length (km): 0.6 Deg. of dev't: Track Width (m): 1-2
Track conditions: Eroded > 50cm in places.
Rate of det'n: Stable.
Improvements: 100% stabilised, "Walk" standard boardwalk at Crater Falls.

BOATSHED TO CREST OF RIDGE

Length (km): 0.45 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Minimal erosion.
Rate of det'n: Stable.
Improvements: Benching over entire section.

Management actions - Crater Lake Track:

- Maintain at current standard.

Suttons Tarn Track {RZ} (T3)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Little erosion to date. Minor braiding and potential for erosion on steeper sections.
Rate of det'n: Slow.
Campsites: Extensive campsite impact at Suttons Tarn, soil badly damaged in places.
Comments: Use not encouraged by ranger staff. Camping is no longer permitted at Suttons Tarn.

Management actions - Suttons Tarn Track:

Medium priority:

- Undertake local rerouting and longterm stabilisation of track where necessary. \$M

Education/publicity/monitoring/maintenance:

- Allow campsite at Suttons Tarn to revegetate.

Rodway Track {RZ} (T2+T3)

RANGER HUT TO SCOTT KILVERT HUT (T2)

- Length (km): 2.5 Deg. of dev't: Track Width (m): 1-2
Track cond's: Moderate erosion over 75-90% of section, heavy on 25-50%. Severe widening (>3m) and braiding over much of northern half of section. Several wide mudbowls at northern end.
Rate of det'n: Moderate.
Improvements: Some duckboard and bridges near Scott Kilvert Hut.
Comments: This section substantially upgraded since time of inspection.

SCOTT KILVERT HUT TO BASE OF ASCENT TO CRADLE CIRQUE (T3)

- Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 50-75% of section, heavy erosion on 10-25%.
Rate of det'n: Slow.
Improvements: Some rough cording and benching.

ASCENT TO CRADLE CIRQUE (T3)

- Length (km): 0.8 Deg. of dev't: Track Width (m): 1-2
Gradient: 20-30°
Track cond's: Heavy to severe erosion on 75-90% of section; water flowing down channels in deep clay. Fairly stable on lower 10% of section.
Rate of det'n: Fast
Comments: Priority erosion control undertaken by 1993.

TRAVERSE OF CRADLE CIRQUE (T3)

- Length (km): 0.45 Deg. of dev't: Track Width (m): 1-2
Track cond's: Heavy to severe erosion over 90-100% of section, >1.5m deep in one place.
Rate of det'n: Fast.
Comments: Some priority erosion control undertaken by 1993.

Management actions - Rodway Track:

- **Very high priority:**
Further priority erosion control on Cradle Cirque. **\$L**
- **High priority:**
Complete stabilisation of track between Scott Kilvert Hut and Overland Track junction on Cradle Cirque. **\$H**
- **Education/publicity/monitoring/maintenance:**
Do not encourage use of section south of Scott Kilvert Hut.

Barn Bluff track {RZ} (T3)

- Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° in places on moorland traverse, 30-40° avg on final ascent.
Track cond's: Moderate erosion on 50-75% of moorland traverse, heavy on 10-25%. Minimal erosion on ascent of peak but active and potentially severe erosion of loose fragments in places.
Rate of det'n: Moderate.

Management actions - Barn Bluff track:

- **Very high priority:**
Undertake priority erosion control by installing waterbars on steeper sections. **\$L**
- **High priority:**
Stabilise/surface track on moorland traverse. **\$H**
- Reroute ascent of bluff to avoid loose fragments where possible, and stabilise where necessary. **\$M**

§ Waterfall Valley falls track {RZ} (T4)

Management actions - Waterfall Valley falls track:

High priority:

- Rationalise track, rerouting if appropriate. Close redundant sections. \$L
- Undertake priority erosion control. \$L

Medium priority:

- Undertake longterm stabilisation. \$M

Lake Will track (Overland Tk to Innes Falls) {RZ} (T3)

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Mud on 75-90% of section, moderate erosion on 50-75% of section, heavy erosion on 10-25%. Exposed pencil pine roots along lake shore.
Rate of det'n: Moderate.

Management actions - Lake Will track:

High priority:

- Reroute track away from lake shore to minimise visual intrusion, erosion and damage to pencil pine roots. Stabilise new section. \$M

Medium priority:

- Complete longterm stabilisation of track. \$H

§ Info Centre Rainforest Walk {VSZ} (W1)

Reynolds Falls track {Unzoned} (T4, T3)

Length (km): 10 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 90-100% in forest section (last 4.5km).
Gradient: 20-30° in places in forest, 35° on final descent to base of falls.
Track cond's: Poorly sited, frequently very boggy and often following fall-line on moorland. Moderate to heavy erosion on 25-50% of first 2km (moorland traverse); heavy to severe erosion on much of dozer track; minimal erosion on rest of section. Potential for heavy to severe erosion of clay soils and/or mud formation over much of section. Severe erosion imminent on 35° descent to base of falls.
Rate of det'n: Moderate.
Improvements: Track follows dozer track for 2.25km between 075947 and 055935.

Recommended management actions - Reynolds Falls track:

Very high priority:

- ¥ Reroute track to reduce gradients and improve drainage. (Note: substantial rerouting required.) \$M
- ¥ Stabilise steep descent to base of Reynolds Falls. \$M

Medium priority:

- ¥ Undertake longterm stabilisation of track. \$H
- ¥ When feasible, close vehicular track to vehicles and convert to walking track (ie rehabilitate redundant width). \$M

Education/publicity/monitoring/maintenance:

- ¥ Retain T4 classification until track has been rerouted and stabilised.

Dove Canyon Track {RZ+SRRZ} (T1+T2)

Pencil Pine Lodge to Knyvet Falls: (T1)

Rest of track: (T2)

Length (km):	4.5	Deg. of dev't: Track
Width (m):	0.5-1 on northern part of loop and section through gorge, 1-2 on southern part (last 1.5km).	
Gradient:	Short sections up to 40° in gorge and on Quailes Hill.	
Track cond's:	Local erosion and mudbowls on northern section (ie following Pencil Pine Creek for first 2km); moderate erosion on 10-25% of section through gorge; moderate erosion on 10-25% and extensive boggy sections on 50-75% of moorland south of river.	
Rate of det'n:	Moderate.	
Comments:	Intensively stabilised between Pencil Pine Lodge and Knyvet Falls by 1993. Stabilisation also completed between road and Quailes Hill and on part of traverse of plains northeast of Quailes Hill.	

Management actions - Dove Canyon Track:

- **Very high priority:**
Reroute track over 130m section on Quailes Hill to avoid steep ascent to rock shelter. \$C
- Replace safety wires in gorge. \$C
- **High priority:**
Further priority erosion control of track between Knyvet Falls and Quailes Hill as necessary. \$M
- Stabilise steep western ascent from rerouted section to Aboriginal rock shelter on Quailes Hill. \$C
- **Medium priority:**
Complete longterm stabilisation of track between Knyvet Falls and Quailes Hill. \$H
- **Low priority:**
Reroute track from northeastern end of Quailes Hill direct to the Visitor Centre and stabilise new track. \$H

§ Enchanted Nature Walk {Unzoned} (W2)

§ Waratah Track {Unzoned}

Comments: Unclassified because track is on private land. Track closed to general public but still sometimes used by P&O staff. Track is 10-15 years old.

Recommended management actions - Waratah Track:

- Education/publicity/monitoring/maintenance:
- ¥ Do not promote.
- Recommended for closure in draft Cradle Daywalks Plan (Department of Parks, Wildlife & Heritage 1990)

§ Speeler Track (incl King Billy Tk) {Unzoned} (T1)

Comments: Incorporates former Fury Track..

§ Campground Track {Unzoned} (T1)

Comments: Track traverses private and public land.

§ Pencil Pine Track {Unzoned} (T2)

WALLS OF JERUSALEM

General comment - Temple/Dixons Kingdom area:

Comment: Recent investigation of the Temple/Dixons Kingdom area has revealed the presence of outstanding geological and geomorphological features including "pseudo karst". Adequate conservation of these highly erodible features may require the diversion of all tracks out of the areas where they occur and a policy of restricting and if necessary prohibiting entry to walkers. The development of a final management strategy for tracks in this area will be dependent on further investigation of the features concerned and of the measures necessary to ensure their protection.

Main access (Car park to Pool of Bethesda) {Unzoned+RZ} (T1)

CAR PARK TO EDGE OF PLATEAU

Length (km): 2.25 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 25-50%
Track cond's: Minor local erosion.
Rate of det'n: Stable apart from local deterioration.
Improvements: Some rock work, benching.

EDGE OF PLATEAU TO SE END OF LAKE SALOME

Length (km): 5.75 Deg. of dev't: Track Width (m): 0.5-1
Comments: Track upgraded and stabilisation completed to SE end of Lake Salome by 1993.

LAKE SALOME TO POOL OF BETHESDA

Length (km): 0.8
Deg. of dev't: Formed pad (1993).

Management actions - Main access (Car park to Pool of Bethesda):

Very high priority:

- Construct a track of T1 standard from the SE end of Lake Salome to the Pool of Bethesda. Harden surface where necessary. \$M

Main access (Pool of Bethesda to Dixons Kingdom) {RZ} (T2)

POOL OF BETHESDA TO DAMASCUS GATE

Length (km): 0.6
Deg. of dev't: Several formed pads and rapidly worsening erosion in places (1993).

DAMASCUS GATE TO DIXONS KINGDOM HUT

Length (km): 1
Deg. of dev't: Track (< 0.5m) on 50-75% of section, the rest pad. Several parallel tracks forming on section.
Track cond's: Little erosion to date but wide muddy swathes in wet areas. Potential for heavy/severe erosion of deep clays over much of section.
Rate of det'n: Fast

Management actions - Main access (Pool of Bethesda to Dixons Kingdom):

- See "General comment - Temple/Dixons Kingdom area" above.
- **Very high priority:**
- Conduct detailed investigation of alternative route between Pool of Bethesda and Dixons Kingdom area either north or south of the Temple. If the southern route is adopted it should follow the dolerite boulder-fields as far as possible and avoid the pencil pine forest. (Note: an initial investigation of this route was undertaken in 1993.) \$L
- Mark track between Pool of Bethesda and Dixons Kingdom area and undertake longterm stabilisation. \$H

**Jaffa Gate to Pool of Bethesda via Gate of the Chain
(ie northern section of Temple circuit) {RZ} (R or T4)**

Track cond's: Pad formation in places especially in vicinity of Gate of the Chain. Potential for vegetation damage, mud formation and erosion in places especially in vicinity of Gate of the Chain.

Management actions - Jaffa Gate to Pool of Bethesda via Gate of the Chain:

- See "General comment - Temple/Dixons Kingdom area" above.
- If main access from Pool of Bethesda to Dixons Kingdom area goes south of the Temple:
- **Education/publicity/monitoring/maintenance:**
- Encourage users on the northern route to fan out and avoid poorly drained areas until/unless track is marked and stabilised.
- Monitor pad formation on this route.
- **Medium priority (depending on pad development):**
- If necessary, survey, mark a track of T4 standard on this route and undertake longterm stabilisation where necessary. (\$M)

Mt Jerusalem track {RZ} (T3)

ASCENT TO GREAT PINE TIER

Track cond's: Several pads have formed ascending great Pine Tier from the vicinity of Dixons Kingdom Hut and from the valley east of the Temple. These pads are mostly poorly sited (going straight up the fall-line) and are rapidly eroding in places.

SOUTHERN ACCESS TO MT JERUSALEM

Length (km): 1.25 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Moderate erosion on 10-25%; may stabilise on bedrock in places. Worsening deterioration of alpine moorland in vicinity of tarns east of Dixons Kingdom.
Rate of det'n: Moderate.

Management actions - Mt Jerusalem routes:

- See "General comment - Temple/Dixons Kingdom area" above.
- **Very high priority:**
- Investigate a route and mark a track from Jaffa Gate to the plateau east of Jaffa Gate, choosing low gradients and stable ground where practical. \$L
- Investigate local rerouting of the track between the plateau east of Jaffa Gate and Mt Jerusalem. Reroute if practical. \$L
- Undertake priority erosion control on open and redundant tracks. \$M
- **High priority:**
- Longterm stabilisation of track between Jaffa Gate and Mt Jerusalem (T3 standard). \$M
- **Education/publicity/monitoring/maintenance:**
- Discourage use of all western and southern access routes apart from marked and stabilised track between Jaffa Gate and Mt Jerusalem.
- Monitor redundant pads in the area.

Comment:

- The development of a conservation strategy for geomorphological features in the Temple/Dixons Kingdom area may require the selection of a different route for a track to Mt Jerusalem.

Direct ascent of Solomons Throne {RZ} (T4)

Length (km):	0.3
Deg. of dev't:	No pad on 50-75%, track (< 0.5m) on 25-50%, mainly on upper part of section.
Gradient:	30-40°
Track cond's:	Heavy to severe erosion on 10-25% of section; potential for severe erosion of loose fragments over much of section, especially rock chute at top of section.
Rate of det'n:	Fast
Comments:	Extent of pad formation and severity of erosion had increased by 1993.

Management actions - Direct ascent of Solomons Throne:

- See "General comment - Temple/Dixons Kingdom area" above.
If main access from Pool of Bethesda to Dixons Kingdom area goes south of the Temple:
Very high priority:
- Investigate alternative ascent, preferably avoiding rock chute at top of existing route. Choose low gradients and/or follow boulder-fields where practical. If practical alternative exists, mark and if necessary cut vegetation on new route. **\$L**
- If no alternative route exists, either stabilise rock chute at top of existing route (**\$M**) or close track.
- Survey and mark a track from Damascus Gate to relocated Pool of Bethesda/Dixons Kingdom track on slopes of the Temple. (**\$L**)
- Undertake priority erosion control on open and redundant track sections. **\$L**
High priority:
- Undertake longterm stabilisation of track. **\$M**
If main access from Pool of Bethesda to Dixons Kingdom area goes north of the Temple, manage as above but replace "Pool of Bethesda/Dixons Kingdom track" with "Pool of Bethesda" and adjust cost estimates accordingly.

Other routes on West Wall {RZ} (R)

ASCENT OF KING DAVIDS PK (X, R)

Length (km):	0.5	Deg. of dev't:	Track	Width (m):	< 0.5
Gradient:	30-40°				
Track cond's:	Moderate erosion on 10-25% of section. Potential for severe erosion of loose fragments.				
Rate of det'n:	Moderate.				
Comments:	Cairned route from near pool west of Lake Salome. No pad in places.				

KING DAVIDS PEAK TO SOLOMONS THRONE {RZ} (R)

Length (km):	2
Deg. of dev't:	Track (< 0.5m) on 50-75% of section, the rest no pad. Unmarked route.
Track cond's:	Minimal erosion to date. Some erosion may occur on steep sections.
Rate of det'n:	Slow.

Management actions - Other routes on West Wall:

- **Very high priority:**
Remove cairns on ascent of King Davids Peak. **\$C**
- **Education/publicity/monitoring/maintenance:**
Encourage users to access King Davids Peak from Herods Gate and to fan out on ascent.

- Strongly discourage ascent of West Wall except via Solomons Throne or King Davids Peak.

Dixons Kingdom to Lk Ball {RZ+SRRZ} (R)

Length (km): 1.6
 Deg. of dev't: Some pad development in places.
 Rate of det'n: Moderate

Management actions - Dixons Kingdom to Lk Ball:

- See "General comment - Temple/Dixons Kingdom area" above.
- **Education/publicity/monitoring/maintenance:**
Encourage users to fan out on this section, and monitor pad formation.
- **Medium priority:**
If necessary, mark and stabilise track on sections where people are not fanning out or where necessary to protect vegetation communities and geomorphological features, and install fanout signs where appropriate. \$M

Eastern end of Lake Ball to Lake Adelaide {SRRZ} (T4)

Length (km): 3
 Deg. of dev't: Mostly pad or track < 0.5m.
 Gradient: 20-30° in places.
 Track cond's: Local erosion and vegetation damage.
 Rate of det'n: Moderate.

Management actions - Eastern end of Lake Ball to Lake Adelaide:

- **High priority:**
Rationalise track and undertake minor relocation in places to improve stability. Cut vegetation and mark route along slope north of Lake Ball. Remove markers on redundant sections. \$L
- **Medium priority:**
Longterm stabilisation where necessary. \$M

Amphitheatre to Golden Gate {RZ+SRRZ} (T4+T4*)

VICINITY OF EPHRAIMS GATE

Track cond'ns: Signs of pad formation on SE slopes of Mt Ophel (1993).

EPHRAIMS GATE TO ZION VALE

Track cond'ns: Track or pad over much of section, eroded and braided in places (1993). Potential for heavy erosion over much of section.

ZION VALE TO GOLDEN GATE

Track cond'ns: Track or pad over much of section (1993). Potential for vegetation damage and/or erosion over much of section.

Management actions - Amphitheatre to Golden Gate:

- **Very high priority:**
Install fanout signs/markers where practical and where dispersed usage is unlikely to damage vegetation communities and soils. \$L
- Mark track where necessary, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). \$L
- Undertake priority erosion control of existing track between Ephraims Gate and Zion Vale. \$L
- **High priority:**
Further (longterm) stabilisation of track where necessary. \$M
- **Education/publicity/monitoring/maintenance:**
Encourage users to fan out or stay on marked track, as appropriate.

Golden Gate to George Howes Lake (T4+T4*)

Track cond'n's: Signs of pad formation in places (1993).

Management actions - Golden Gate to George Howes Lake:

Very high priority:

- Install fanout signs/markers where practical and where dispersed usage is unlikely to damage vegetation communities and soils. \$L
- Mark track where necessary, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). \$L

Medium priority:

- Stabilise track where necessary. \$M

Education/publicity/monitoring/maintenance:

- Encourage users to fan out or stay on marked track, as appropriate.

Trappers Hut to George Howes Lake {SRRZ} (T4)

Length (km): 2.75

Deg. of dev't: Track 0.5-1m between Trappers Hut and moorland, track < 0.5m on 50-75% of moorland traverse, the rest pad.

Track cond'n's: Moderate erosion of 10-25% of section from Trappers Hut to Moorland; worsening damage to vegetation and soils on moorland.

Rate of det'n: Moderate.

Management actions - Trappers Hut to George Howes Lake:

Very high priority:

- Undertake priority erosion control: install rafts on boggy sections in scrub. \$M
- Install fanout signs/markers where practical in vicinity of moorland traverse and where dispersed usage is unlikely to damage vegetation communities and soils. \$L
- Mark track where necessary and reroute where appropriate, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). \$L

Medium priority:

- Undertake further (longterm) stabilisation where necessary. \$M

Education/publicity/monitoring/maintenance:

- Encourage users to fan out or stay on marked track, as appropriate.

George Howes Lake to Solitary Hut {SRRZ} (T4)

Length (km): 0.75

Deg. of dev't: Pad approx 50%, track (< 0.5m) 20%, the rest no pad.

Track cond'n's: Local damage to moorland vegetation, especially sphagnum bog.

Rate of det'n: Moderate

Management actions - George Howes Lake to Solitary Hut:

Education/publicity/monitoring/maintenance:

- If hut is removed revert to Route classification.

Direct access to Trappers Hut (from Fish River) {RZ} (X)

Length (km): 1

Deg. of dev't: Track

Width (m): < 0.5

Moss/litter: 50-75%

Gradient: 20-30° avg, 30-40° in places

Track cond'n's: Minor local erosion.

Rate of det'n: Slow.

Management actions - Direct access to Trappers Hut (from Fish River):

Education/publicity/monitoring/maintenance:

- (¥) Discourage use of track; encourage walkers to use main track to Trappers Hut.

Northern shoreline of Lk Salome {RZ} (X)

Length (km): 1
Deg. of dev't: Part track 0.5-1m, part pad/no pad
Track cond's: Little erosion or mud to date, but worsening damage to vegetation, some braiding and wide mud-bowls developing. Potential for damage to pine roots in forest.
Rate of det'n: Moderate

Management actions - Northern shoreline of Lk Salome:

Education/publicity/monitoring/maintenance:

- Discourage and if necessary prohibit use of route; encourage walkers to stay on main track south of lake.

Temple ascent {RZ} (T4)

Note: Current marked track ascends from Gate of the Chain.

Length (km): 0.75 Deg. of dev't: Track Width (m): < 0.5
Gradient: 20-30°
Track cond's: Moderate erosion on 10-25%, potential for severe erosion of deep soils and loose fragments in places.
Rate of det'n: Moderate.
Comments: Users also climb the Temple from the vicinity of Damascus Gate.

Management actions - Temple ascent:

Very high priority:

- Investigate route ascending Temple from Pool of Bethesda. \$L

High priority:

- If practical, mark a track ascending Temple from Pool of Bethesda and undertake priority erosion control. Install a temporary signpost at the start of the track to discourage use of other routes. \$L
- Stabilise existing track if & where necessary. \$L

Medium priority:

- Undertake longterm stabilisation of new track. \$M
- Remove temporary signpost once local users are aware of the location of the new track. \$C

Education/publicity/monitoring/maintenance:

- Discourage use of other tracks/routes ascending the Temple.

Golden Gate to main access track via Wild Dog Creek {SRRZ} (R)

Comment: No pad.

Walls of Jerusalem Track - Lk Adelaide

See Upper Mersey.

Little Fisher Track

See Plateau-Tiers

Campsites - Walls of Jerusalem area

Campsite cond's: Severe and extensive damage at many campsites, especially in amphitheatre.

Management actions - campsites and huts:

Very high priority:

- Investigate feasibility of establishing toilets at the proposed campsite at Wild Dog Creek (northwest of Herods Gate) and at the Pool of Bethesda. \$L
- Establish and harden campsites and associated access tracks at Wild Dog Creek, and install a toilet at this site. \$M
- Install a toilet in the vicinity of the campsite at the Pool of Bethesda. \$L
- Remove or block off existing fireplaces in huts used for accommodation and insulate these huts if practical and necessary. \$L

Rationale:

Escaped fires pose unacceptable risks to alpine biotic communities including unique stands of pencil pine. Collection of firewood is also causing unacceptable impacts in the vicinity of huts.

Medium priority:

- Depending on demand, harden campsites at the Pool Of Bethesda. \$M
- If necessary and depending on rehabilitation in the area, harden tracks and rest areas in the immediate vicinity of the Pool of Siloam. (\$M)

Education/publicity/monitoring/maintenance:

- Promote Wild Dog Creek as the primary campsite for the Walls area.
- Restrict camping at the Pool Of Bethesda and prohibit camping elsewhere in the amphitheatre.
- Discourage and if necessary prohibit camping at Dixons Kingdom.
- Discourage camping in the Solomons Jewels area.
- Require commercial parties to utilise hardened campsites at Wild Dog Creek and/or the Pool Of Bethesda.
- Fires to be prohibited in and around all huts.

Rationale:

Escaped fires pose unacceptable risks to alpine biotic communities including unique stands of pencil pine. Collection of firewood is also causing unacceptable impacts in the vicinity of huts.

- Discourage visitation to the immediate vicinity of the Pool of Siloam until vegetation in the area has substantially recovered. (Very high priority)
- Delete Temple Hut from maps. Unless Temple Hut is found to have significant cultural value, remove hut.

Rationale:

Presence and publicity of hut is likely to encourage use of existing track and lead to worsening erosion.

- Do not include Solitary Hut (at Tiger Lake) on maps. Unless Solitary Hut is found to have significant cultural value, remove hut.

Rationale:

Impacts on the Trappers Hut to George Howes Lake route and in the vicinity of George Howes and Tiger Lakes may increase to unacceptable levels if the Solitary Hut receives further publicity and conversely are likely to decrease if the hut is removed.

General management actions for the Walls area:

Education/publicity/monitoring/maintenance:

- Restrict usage overall especially at times of peak demand.
- Monitor usage of unmarked routes and restrict usage of these routes where necessary.
- Inform users of track relocations and encourage walkers to stay on tracks in vicinity of marked tracks.
- All tracks not listed as T1-T4 to be classified as "R", "X" or "X, R".
- Encourage walkers to fan out in trackless country.

UPPER MERSEY

Moses Creek (Cloister Lagoon) Track {Unzoned+SRRZ} (T4)

ASCENT TO CHAPTER LAKE

Length (km): 3.75 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 25-50%
Gradient: Frequently 20-30°, >30° in places.
Track cond's: Moderate erosion on 10-25% of main ascent. Light but worsening erosion over much of section. Potential for severe erosion on steep ascent at 308649 approx.
Rate of det'n: Moderate
Comments: An alternative, little known track exists branching from the main track at the last creek crossing before the main ascent, ascending to the east of the main track and rejoining it near the nonperennial lake southeast of Chapter Lake. This may offer a more suitable route for the (main) track.

CHAPTER LAKE TO JUNCTION LAKE

Length (km): 6.5
Deg. of dev't: Track (< 0.5m) on 50-75% of section, the rest pad or no pad.
Track cond's: Little erosion to date but some local erosion. Worsening damage to moorland in places, especially sphagnum bogs.
Rate of det'n: Slow

Management actions - Moses Creek (Cloister Lagoon) Track:

- **Very high priority:**
Install FSOA and monitoring signs near start of track. \$C
- **High priority:**
Investigate alternative route for ascent to Chapter Lake, avoiding steep gradients. Reroute if practical and undertake local rerouting on other sections of the track to avoid steep gradients and moorland. \$M
- **Medium priority:**
Undertake longterm stabilisation where necessary. \$M

Jacksons Creek Track (Jacksons Ck to Lake Myrtle) {SRRZ} (T4)

Length (km): 4.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%.
Gradient: Up to 30° in places.
Track cond's: Little erosion. Trampling damage to (partly burnt) sphagnum bogs on moorland on upper part of section.
Rate of det'n: Slow.
Comments: Appears little used.

Management actions - Jacksons Creek Track:

- **Medium priority:**
Reroute to avoid steep gradients and avoid moorland in alpine areas. \$L
- **Education/publicity/monitoring/maintenance:**
Retain low-key signpost at start of track. Otherwise manage as per T4 classification.

Lk Myrtle Track (Mersey Forest Road to Lake Meston) {Unzoned+SRRZ} (T3)

ASCENT AND TRAVERSE TO EDGE OF MOORLAND

Length (km): 2 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 25-50%

Gradient: 20-30° on main ascent.
Track cond's: Minor erosion on steep ascent.
Rate of det'n: Moderate deterioration on steep ascent, stable on flat upper part of section.

MOORLAND TRAVERSE TO LAKE BILL

Length (km): 1.75
Deg. of dev't: Mostly track (< 0.5m) or pad, no pad in places.
Track cond's: Little erosion to date; some wide mudbowls and braiding especially on sphagnum bog near northern end of section.
Rate of det'n: Moderate.

SHORELINE OF LAKE BILL

Length (km): 0.7 Deg. of dev't: Track Width (m): 1-2
Track cond's: Little erosion but numerous large mudbowls.
Rate of det'n: Fast - worsening mud and width.

LAKE BILL TO LAKE MYRTLE

Length (km): 2
Deg. of dev't: Mostly track < 0.5m, some pad, no pad.
Track cond's: Heavy erosion on 10-25% of section. Severe damage to sphagnum bogs in places. Track subject to flood scouring in several places.
Rate of det'n: Moderate.

LAKE MYRTLE TO TOP OF DESCENT TO LAKE MESTON

Length (km): 2.5
Deg. of dev't: Track < 0.5m over 50-75% of section, the rest pad or no pad.
Track cond's: Little erosion overall, some mud and local erosion.
Rate of det'n: Moderate.

DESCENT TO LAKE MESTON

Length (km): 0.75 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Moderate erosion on 25-50% of section, water flowing down track in many places.
Rate of det'n: Moderate.

Management actions: - Lk Myrtle Track:

High priority:

- Reroute between Blizzard Plain and Lake Myrtle to avoid moorland and flood-prone sections where possible. **\$L**
- Local rerouting over remainder of track to reduce gradients and avoid moorland, especially sphagnum bogs. **\$L**
- Remove remains of HEC hut north of Lake Myrtle. **\$L**

Medium priority:

- Local (longterm) stabilisation where necessary. **\$M**

Junction Lake Track {SRRZ} (T3)

WALLS OF JERUSALEM TRACK TO NORTHERN END OF LK ADELAIDE

Length (km): 5.5 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Minor erosion to date but potential for worsening erosion on moorland.
Rate of det'n: Moderate
Comments: Cairns at northern end, the rest largely unmarked. Route confusing in vicinity of junction with Walls Track.

LAKE ADELAIDE SHORELINE

Length (km): 4.5 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Moderate erosion on 10-25% of section, minor mudbowls.
Rate of det'n: Slow. Stable over much of section.

LAKE ADELAIDE TO LAKE MESTON

Length (km): 2.5

Deg. of dev't: No pad on 75-90% of section, the rest pad.
 Track cond's: Minimal erosion to date but potential for vegetation damage on moorland and eventual erosion.
 Rate of det'n: Slow overall. Mostly stable on moraines. Rate of deterioration on moorland depends on success of fan-out policy.

LAKE MESTON SHORELINE TRAVERSE

Length (km): 4.25 Deg. of dev't: Track Width (m): < 0.5
 Track cond's: Moderate erosion on 10-25% of section. The rest mainly stable but numerous small mudbowls and local active erosion on steeper sections.
 Rate of det'n: Moderate.
 Comments: Slightly overgrown in places; start of section not obvious from northern end.

LAKE MESTON TO JUNCTION LAKE

Length (km): 3.5 Deg. of dev't: Track Width (m): < 0.5
 Moss/litter: 25-50%.
 Track cond's: Some local erosion and worsening damage to moorland, especially sphagnum bogs.
 Rate of det'n: Slow.

Management actions - Junction Lake Track:

- **High priority:**
Remove fireplace from Lake Meston and Junction Lake Huts, insulate huts and ban fires in and around the huts.
- **Rationale:**
Collection of firewood is currently causing unacceptable trampling impacts and damage to living and dead vegetation in the vicinity of these huts. In addition the danger of escaped fires poses an unacceptable risk to unique alpine communities including extensive pencil pine forests.
- Undertake priority erosion control especially in vicinity of Lk Meston. **\$M**
- Improve routemarking in vicinity of junction with Walls Track. **\$C**
- **Medium priority:**
- If fanout policy fails and pads start to form between Lakes Adelaide and Meston, investigate a route and mark a track on this section. **(\$M)**
- Further stabilisation of track where necessary. **\$M**
- **Education/publicity/monitoring/maintenance:**
- Encourage fanning out between Lakes Adelaide and Meston. Monitor pad formation on this section.

Never Never route {SRRZ} (T4)

Length (km): 5.5
 Deg. of dev't: Isolated sections of pad on 25-50% of section including continuous pad from Junction Lake hut to 500m downstream of Clarke Falls.
 Gradient: >30° in places on descent by Clarke Falls.
 Track cond's: Minimal erosion to date but worsening damage to moorland especially sphagnum bogs, and mud forming in places.
 Rate of det'n: Moderate.
 Comments: Pads occur on both sides of the river downstream of Clarke Falls. In addition there is an old marked route which runs close under the cliffs on the northern side of the river between Clarke Falls and the gorge downstream of D'Alton Falls.

Management actions - Never Never route:

- **Very high priority:**
Survey and mark a route between Junction Lake and Hartnett Falls using low-key marking and avoiding moorland as far as possible. A route which crosses the Mersey River downstream of Clarke Falls and follows the south bank of the river downstream to Hartnett Falls appears to be the most promising option. **\$M**

Rationale:

The popularity of this route, the demand for access between the Walls of Jerusalem area and the Overland Track and the unsuitability of alternative routes effectively rules out the option of restricting usage below levels at which pads will form on this route.

A fan-out policy is unlikely to be effective in this area because pads are easily formed (and have already formed) on the moorland sections, and because people tend to “fan in” in scrubby areas.

A route on the south side of the river is recommended because it appears to be better drained and avoids the extensive areas of moorland that occur on the north side. The prospects for crossing the river when in flood (eg on fallen logs) are better on the section immediately downstream of Clarke Falls than on the section immediately upstream of Hartnett Falls, and the southern route offers spectacular views.

High priority:

- Stabilise track where necessary using minimalist techniques, eg single-width planking. \$M (? Cost dependent on stability of selected route.)

Education/publicity/monitoring/maintenance:

- As per T4 classification, ie do not include on maps and discourage publicity of this section.

Junction Lake to Lake Artemis {SRRZ} (T4)

Length (km): 2 Deg. of dev't: Track Width (m): < 0.5
Track cond's: Minor local erosion. Worsening damage to sphagnum bog at 324577.
Rate of det'n: Slow overall
Comments: Track mainly well sited apart from traverse of sphagnum bog.

Management actions - Junction Lake to Lake Artemis:

Medium priority:

- Reroute to avoid sphagnum bog at 324577. \$L

Lake Artemis to scarp above Du Cane Gap via Lake Merope {WZ} (R)

LAKE ARTEMIS TO LAKE MEROPE

Length (km): 2.5
Deg. of dev't: Track (< 0.5m) on 10-25% of section, the rest pad.
Track cond's: Little erosion to date but worsening damage to vegetation. Potential for erosion and mud formation in long term.
Rate of det'n: Slow
Comments: Cairns removed at time of inspection.

LAKE MEROPE TO SCARP ABOVE DU CANE GAP

Comments: No sign of pad in vicinity of obvious route via Orion Lakes.

Management actions - Lake Artemis to scarp above Du Cane Gap via Lake Merope:

Education/publicity/monitoring/maintenance:

- Restrict usage if necessary.
- Leave route unmarked beyond Lake Artemis.
- Encourage walkers to fan out where practical and follow other (unmarked) routes in the area.

PLATEAU/TIERS

General comment - signposting in the Tiers area

Comments: Some of the signposting in the Tiers area is misleading, a common fault being signposting to destinations which are not accessible by marked track. For example the signpost at the start of the Mt Ironstone Track gives a return time for the trip to Mt Ironstone but gives no indication that the track peters out more than a kilometre short of the peak. Similarly the signpost at the start of the Stone Hut Track lists The Dell as one of its destinations, but there is no further indication as to what or where "The Dell" is. These shortcomings would pose few problems for experienced locals but could prove frustrating or even dangerous to inexperienced walkers or to visitors not familiar with Tasmanian conditions - eg walkers could get lost in the mist looking for the nonexistent track to Mt Ironstone.

Recommended management action:

High priority:

- ¥ Signposting in the area should be modified so as to conform to the specifications of the track classification scheme and, where appropriate, to give a clear indication of the destination of each track and marked route. Signposts currently located on T4 tracks should be removed after informing user groups.

Little Fisher Track {SRRZ} (T4)

MAIN ASCENT

Length (km): 2.25 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: >90%.
Track cond's: Roots exposed over much of section; moderate erosion on < 10% of section to date. Locally worsening erosion especially on step sections.
Rate of det'n: Slow.
Comments: Track duplicated for approx 250m at roadhead. Potential for formation of quagmire on lower route. Track mostly well sited.

TRAVERSE OF SUBALPINE MOOR

Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Little erosion to date but light erosion and mud worsening over much of section. Damage to vegetation including cushion plants.
Rate of det'n: Moderate.

ASCENT TO LONG TARNs

Length (km): 0.8 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 10-25% of section, heavy in places. Light and worsening erosion over much of section.
Rate of det'n: Moderate.

TRAVERSE OF LONG TARNs SHORELINE

Length (km): 1.5
Deg. of dev't: Track (< 0.5m) on 10-25% of section, the rest pad.
Track cond's: Minimal erosion to date. Worsening damage to vegetation. Pad peters out after approx 1.5km.
Rate of det'n: Slow.

Management actions - Little Fisher Track:

High priority:

- Investigate reroute of track in subalpine moorland below final ascent to plateau. Reroute if practical. \$L
- Undertake priority erosion control. \$L

- **Medium priority:**
Complete stabilisation of track, rerouting where appropriate. \$M
Note: Stabilisation required especially on final ascent to plateau.
- **Low priority:**
Some stabilisation may be required along shoreline of Long Tarns. \$L
- **Education/publicity/monitoring/maintenance:**
Encourage walkers to fan out on plateau.

Clumner Bluff route {Unzoned} (R)

Comments: First 500m approx inspected.
Marked route follows old logging tracks approx 500m up slope. Marking obscure (tapes perished) and route appears little used. Ground mostly stable with high percentage exposed dolerite rocks. Marked route very difficult to follow beyond first 500m - effectively peters out.

Recommended management actions - Clumner Bluff route:

- **High priority:**
¥ Remove markers at start of track and allow track to disappear. Remove from maps. \$C

Western Bluff Track {SRRZ} (T4)

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 75-90%
 Gradient: 20-30° over much of section, especially upper part. >30° in places.
 Track cond's: Light active erosion over much of section. Potentially severe erosion of loose fragments on top 500 metres. Track fairly overgrown and hard to follow over much of section.
 Rate of det'n: Slow.
 Improvements: Track follows old logging tracks for first 1km approx.

Management actions - Western Bluff Track:

- **High priority:**
Reroute to reduce gradients and avoid beds of loose fragments if possible. \$L
- If erosion-prone sections cannot be avoided, bench track up beds of loose fragments. \$L
- **Medium priority:**
Undertake further longterm stabilisation where necessary. \$M

Devils Gullet lookout track {VSZ} (W2)

Length (km): 0.5 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Moderate erosion on 25-50% of section, locally active.
 Rate of det'n: Slow.
 Improvements: Upgraded to W2 standard by 1993. Safety barrier at lookout.

Management actions - Devils Gullet lookout track:

- **Very high priority:**
Replace and extend safety barrier at top of cliff. \$M

Blue Peaks Track {SRRZ} (T3)

Length (km): 5.5 Deg. of dev't: Track Width (m): 1-2
 Track cond's: Moderate erosion on 10-25% of section; extensive damage to moorland vegetation and shallow soils over most of section. Numerous wheel ruts full of water.
 Rate of det'n: Slow
 Comments: Former 4WD track, still used by horses.

Management actions - Blue Peaks Track:

Very high priority:

- Investigate potential for relocating track to improve drainage. \$C
- Undertake priority erosion control, eg by installing crossboards. \$L

High priority:

- Reroute if practical and undertake further stabilisation. \$H
- Define and encourage use of a single, narrow track enabling most of width of existing track to rehabilitate in long term. \$L

Explorer Creek Track {SRRZ} (T3)

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 50-75% of section.
Rate of det'n: Slow.
Comments: Signs of use by horseriders (eg hoofprints in cushionplants). Track becomes pad along shoreline of Lk Explorer and peters out.

Management actions - Explorer Creek Track:

Very high priority:

- Investigate potential for local rerouting to improve drainage. \$C
- Undertake priority erosion control. \$L

High priority:

- Complete stabilisation of track. \$M

Education/publicity/monitoring/maintenance:

- Encourage walkers to keep to the narrow eroded channel on the track and to fan out at Lake Explorer.

Yeates Track (aka South Mole Creek Track) {Unzoned+SRRZ} (VT; T3 if closed to vehicles)

Classification: Unclassified if track remains open to vehicular use; otherwise T3.

BLAIRS RD TO PLATEAU

Length (km): 7 Deg. of dev't: Track Width (m): 2-3
Track cond's: Mostly stable especially if vehicular access prohibited. Some active erosion of loose fragments near top of section and some water channelling.
Rate of det'n: Slow.
Improvements: Dozer trail, still useable by off-road vehicles.

TRAVERSE OF PLATEAU

Length (km): 5 Deg. of dev't: Track Width (m): 2-3
Track cond's: Erosion of shallow soils due to vehicular use - surface of loose rocks and stones. Signs of erosion adjacent to vehicular track, probably due to horseriding.
Rate of det'n: Slow.
Improvements: Vehicular track.

Recommended management actions - Yeates Track:

- (¥) Management policy depends on whether or not track remains open to vehicular use. If closed to vehicular use, allow sides to regenerate in long term and manage as per T3 specifications. \$C

Education/publicity/monitoring/maintenance:

- Monitor track conditions on plateau.

Parsons Track (ascent to plateau) {Unzoned} (T3)

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%
Gradient: Varies 0-35°

Track cond's: Little erosion overall but local moderate to heavy erosion on steeper sections. Heavy and potentially severe erosion of loose fragments near top of section. Track overgrown in places, and braids before petering out at top.

Rate of det'n: Moderate.

Comments: Heavy erosion in places on lower sections of dozer track which provides access to Parsons Track. An alternative route (Sentinel Rock track) descends from the Haberles hut at 493900 but no obvious signs of this track were seen in the vicinity of the hut.

Recommended management actions - Parsons Track (ascent to plateau):

High priority:

- ¥ In consultation with user groups, investigate rationalisation of tracks in the area (ie Parsons Track, Sentinel Rock Track and track from Hills Hut to plateau). \$L
- ¥ Rationalise tracks (ie remark and close redundant sections) and/or reroute locally to reduce gradients and avoid erosion-prone sections where possible. \$L

Medium priority:

- ¥ Stabilise where necessary. \$M

§ Parsons Track (traverse of plateau) {SRRZ} (T4)

Management actions - Parsons Track (traverse of plateau):

High priority:

- Inspect track and assess further management actions.

§ Sentinel Rock Track {Unzoned} (T4?)

Comments: This track leads down from Haberles hut via a small gorge and connects with the Parsons Track.

Recommended management actions - Sentinel Rock Track:

High priority:

- ¥ Inspect track and assess further management actions.
- See recommendations for Parsons Track.

§ Hills Hut to plateau {Unzoned} (T4?)

Comments: This track leads to the plateau from the lower of the two huts on the Parsons Track via an elevated bench.

Recommended management actions - Hills Hut to plateau:

High priority:

- ¥ Inspect track and assess further management actions.
- See recommendations for Parsons Track.

§ Marakoopa Forest Walk {VSZ} (W2)

Proposed Marakoopa karst walk {VSZ+SRRZ} (T1 or W2)

Length (km): 2.5-3

Deg. of dev't: Currently a taped route.

Gradient: 20-30°

Location: Route up ridge from near entrance to Marakoopa Cave to Devils Pot, returning on west side of Marakoopa Cave via a dry gully. Side track to Devils Earhole.

Comments: The proposed track would provide an outstanding karst interpretation walk and that the Devils Pot has the potential to be a major tourist drawcard.

However the potential benefits of this proposal need to be weighed against the very high construction costs and the fact that the length and steepness of the walk would be a barrier to many tourists.

Increased usage would require substantial construction work to prevent erosion and provide appropriate levels of user safety and comfort. Such construction work is likely to be very expensive considering the length of the walk, the height of the climb (more than 100m gain in altitude) and the steepness of the terrain. Construction of hand rails would be necessary over much of the track, the construction of viewing platforms would be desirable and the feasibility of constructing a suspension bridge at the Devils Pot should be investigated. Safety fences would have to be erected near cliffs.

The development of a loop track returning via the abovementioned dry gully would have the advantage of providing tourists with a round trip, as well as enhancing the range of karst features encountered on the walk. A single track to the Devils Pot would be cheaper to construct but would lack some of the appeal of a loop track.

Development of a side-track to the Devils Earhole should be seen as a lower priority, given the fact that this feature is less spectacular than the Devils Pot and that the side-track would be a dead-end.

If this proposal goes ahead a change of name for the Devils Pot and Devils Earhole should be considered for promotional purposes!

Management actions - Proposed Marakoopa karst walk:

High priority:

- Conduct preliminary investigation and costing of the feasibility of developing a high-grade track to karst features in the Marakoopa area. **\$L**

Medium priority:

- Conduct detailed investigation of the feasibility of developing a high-grade track to karst features in the Marakoopa area. **\$M**

Low priority:

- If feasible and if sufficient finance available, construct track and provide appropriate interpretive materials. **\$H**

Education/publicity/monitoring/maintenance:

- If and when track constructed, promote the Devils Pot as a major tourist attraction.

Higgs Track (T3+T4)

ASCENT TO PLATEAU {UNZONED} (T3)

Length (km): 2 Deg. of dev't: Track Width (m): 1-2

Moss/litter: 25-50%.

Track cond's: Heavy erosion on 10-25% of section. The rest mainly stable but slow erosion on some sections due to soil washout and downward movement of stones. One 50m section about halfway up where severe erosion has occurred in loose gravels. Water flowing down track in places.

Rate of det'n: Slow.

Improvements: Original benching on most of section.

TRAVERSE OF PLATEAU TO LAKE NAMELESS {SRRZ} (T4)

Length (km): 7

Deg. of dev't: Track (0.5-1m) on 50-75% of section, the rest pad.

Track cond's: Minimal erosion.

Rate of det'n: Mainly stable.

Recommended management actions - Higgs Track:

Very high priority:

- ¥ Stabilise severely eroded gully approximately halfway up ascent. **\$L**

- **Medium priority:**
 ¥ Install water bars, stabilise erosion and recut benching where necessary on ascent to plateau. \$M
- **Education/publicity/monitoring/maintenance:**
 Usage levels on traverse of plateau to be managed as per T3 classification.

§ Ritters Track (Lk Nameless to Lk Fanny) {SRRZ} (R)

§ Zion Gate to Lake Fanny {SRRZ} (R)

- Comments: The vehicular track from Lake Ada extends a short way around the eastern shoreline of Lake Fanny but there is no sign of a marked track or route beyond the end of that track.

Western Creek Track {Unzoned} (T3)

- Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: Avg 10-20°, up to 30° in places.
 Track cond's: Mostly stable, local erosion.
 Rate of det'n: Mostly stable.
 Improvements: Benching on most of section, some rock work. Track peters out on plateau.

Recommended management actions - Western Creek Track:

- **Medium priority:**
 ¥ Stabilise and repair where necessary. \$M
- **Education/publicity/monitoring/maintenance:**
 Encourage walkers to fan out on plateau.

Syds Track (T4)

ASCENT TO PLATEAU {UNZONED}

- Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1
 Track cond's: Some local erosion and exposure of roots, especially on upper part. Potential for erosion, possibly severe, of gravels on some steep sections.
 Rate of det'n: Slow.
 Improvements: Much of section benched; rock work on scree.

TRAVERSE OF PLATEAU TO IRONSTONE MOUNTAIN {SRRZ}

- Length (km): 3.5 Deg. of dev't: No pad Width (m): < 0.5
 Gradient: 20-30° on ascent of Ironstone Mt.
 Track cond's: (Bare) track on ascent of Ironstone Mt - potential for some erosion. Route sparsely marked and hard to follow in places. Potential for damage to moorland vegetation in places, especially cushion plants.
 Rate of det'n: Slow.

Recommended management actions - Syds Track:

- **Medium priority:**
 ¥ Undertake local rerouting on ascent to plateau and stabilise where necessary. \$M
- **Low priority:**
 Locally reroute ascent of Ironstone Mt to reduce gradients if erosion worsens. \$L
- If pad starts to form on moorland, investigate rerouting - eg on till east and southeast of moorland at 570837. Reroute track if practical. \$L

Mother Cummings Peak (northern peak from Westrope Rd) (T4)

Note: Westrope Road links with Lees Road.

ASCENT TO PLATEAU {UNZONED}

Length (km): 1.2 Deg. of dev't: Track Width (m): 0.5-1
Gradient: Close to 30° over much of section.
Track cond's: Light erosion over most of section, downward movement of loose stones.
Potential for heavy erosion over most of section in long term.
Rate of det'n: Moderate.

EDGE OF PLATEAU TO PEAK {SRRZ}

Length (km): 0.75 Width (m): < 0.5
Deg. of dev't: 50-75% pad, 25-50% track.
Track cond's: Some local active erosion, especially in wet tea-tree scrub.
Rate of det'n: Slow.

Recommended management actions - Mother Cummings Peak (northern peak from Westrope Rd):

High priority:

- (¥) Survey alternative route to reduce gradients and avoid erosion-prone sections. If rerouting is feasible, mark new track and cut vegetation as per T4 specifications. \$L

Scotts Track (to Mother Cummings Peak from Scotts Rd) {Unzoned+SRRZ} (T4)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 25-50%
Gradient: 20-30°
Track cond's: Light but active erosion over 10-25% of section, potential for heavy erosion in places.
Rate of det'n: Slow.

Recommended management actions - Scotts Track:

High priority:

- (¥) Reroute to reduce gradients. \$L

Mother Cummings Peak (from M.C. Rivt) {Unzoned+SRRZ} (T3)

ASCENT OF VALLEY

Length (km): 1.6 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 50-75%
Track cond's: Light active erosion over much of section, but may stabilise on rocks in places.
Potential for heavy to severe erosion in places.
Rate of det'n: Slow.

UPPER RIVULET TO SUMMIT

Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30°
Track cond's: Moderate erosion on 25-50% of section, heavy erosion on 10-25%, potential for severe erosion in places. Some active erosion may stabilise on rocks. Track route fairly erratic in places.
Rate of det'n: Moderate.

**Recommended management actions - Mother Cummings Peak
(from M.C. Rivt):**

- **High priority:**
 - ¥ Investigate local rerouting of section up valley to reduce gradients of track and cross-slope. (Note: May be more stable if located higher up slope in some places.) Reroute if practical. \$L
 - ¥ Reroute section between upper rivulet and summit, rationalising route and reducing gradients where practical. \$L
- **Medium priority:**
 - ¥ Stabilise track where necessary. M

Mt Ironstone (Smoko Ck) Track {RZ} (T3+T4)

ROAD TO TOP EDGE OF FOREST (T3)

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%
Track cond's: Moderate erosion on 10-25% of section. Potential for heavy erosion on much of section. Bridge at upper Smoko Creek crossing (590836) decayed and dangerous.
Rate of det'n: Moderate.
Comments: Forestry Commission proposal is to keep the access road closed at the collapsed bridge at 619835.

SIDLE OF HIGH SLOPES (T4)

Length (km): 1.25 Width (m): 0
Deg. of dev't: 50-75% track, the rest pad/no pad.
Track cond's: Erosion occurring in many places, partly as a result of fire and sheet erosion. Potential for heavy erosion in places. Track becomes hard to follow near SW end.
Rate of det'n: Slow.

Recommended management actions - Mt Ironstone (Smoko Ck) Track:

- **High priority:**
 - ¥ Investigate rerouting to improve stability. Reroute where feasible. \$L
 - ¥ Replace safety wires on log bridge over Chasm Falls, preferably not fixing them to living trees. Also replace top log crossing (590836). \$L
- **Medium priority:**
 - ¥ Stabilise track where necessary. \$M
 - ¥ Remove all handwires from living vegetation and secure them to wooden or metal posts. \$L
- **Education/publicity/monitoring/maintenance:**
 - ¥ Usage levels to be managed as per T3 classification.

Dell Track {RZ} (X+T4)

MT IRONSTONE TRACK TO BASTION BLUFF TRACK (X)

Length (km): 1.25 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 25-50%
Gradient: > 20° in places.
Track cond's: Little erosion to date but potential for heavy to severe erosion over much of section. Potential for damage to wet grassland in flat area at top of section. Some sections stable on rocks.
Rate of det'n: Slow.

BASTION BLUFF TRACK TO STONE HUT TRACK (T4)

Length (km): 0.5 Width (m): < 0.5
Deg. of dev't: Track 10-25%, pad 10-25%, the rest no pad.

Track cond's: Natural erosion (caused by water flow on fire-damaged soils) occurring over much of section - hard to distinguish trampling impacts. Section very wet but rocky with shallow soils. Risk of widespread damage in long term if track remains poorly defined.

Rate of det'n: Slow

STONE HUT TRACK TO SPLIT ROCK TRACK (T4)

Length (km): 1.5 Width (m): < 0.5

Deg. of dev't: Track 75-90%, the rest pad.

Moss/litter: 50-75%.

Track cond's: Most of section stable on till. Potential for further damage to vegetation and soils in wet grassy areas.

Rate of det'n: Slow.

Recommended management actions - Dell Track:

Medium priority:

- ¥ Close section between Mt Ironstone Track and Bastion Bluff Track after track rationalisation which may include construction of new track along 900m contour (see below, "Proposed 900 metre contour track"). \$C

Other comments:

- ¥ Maintain remainder of track at T4 standard.

Bastion Bluff Track {RZ} (T4)

Length (km): 1 Width (m): < 0.5

Deg. of dev't: 50-75% track, 25-50% no pad.

Gradient: 20-30° on final ascent.

Track cond's: Some active erosion of soil and coarse fragments, potentially heavy in places. Potential for damage to wet grassland.

Rate of det'n: Slow.

Comments: Track climbs bluff from small plateau at top end of Stone Hut Track.

Recommended management actions - Bastion Bluff Track:

Medium priority:

- ¥ Reroute to avoid wet grassland and erosion-prone sections. \$L

Stone Hut Track {RZ} (T3+T4)

ROAD TO CROFT TRACK JUNCTION (T3)

Length (km): 1 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: 25-50%

Gradient: 20-30° on extended sections, >30° in places.

Track cond's: Moderate erosion on 10-25% of section, potential for heavy erosion over much of section.

Rate of det'n:

Croft Track junction to Dell Track (T4)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1

Moss/litter: 25-50%

Track cond's: Moderate erosion on 10-25% of section. Potential for further erosion over most of section in long term.

Rate of det'n: Slow, but rate would increase if litter cover is reduced by increased usage.

Recommended management actions - Stone Hut Track:

High priority:

- ¥ Reroute to reduce gradients and avoid fall-line. \$L

Medium priority:

- ¥ Stabilise where necessary. \$M

Bastion Cascades Track {RZ} (X)

Length (km): 1.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Gradient: >20° in places.
Track cond's: Moderate erosion on 25-50% of section, heavy on 10-25%. More than 50% of section prone to heavy/severe erosion in long term.
Rate of det'n: Moderate.
Comments: It appears unlikely that track stability could be substantially improved by rerouting - the country is too steep.

Recommended management actions - Bastion Cascades Track:

High priority:

- ¥ Undertake priority erosion control. \$L

Medium priority:

- ¥ Close track after track rationalisation which may include construction of new track along 900m contour (see below, "Proposed 900 metre contour track"). \$C.

Croft Track {RZ} (T3?)

Length (km): 0.75 Deg. of dev't: Track Width (m): < 0.5
Moss/litter: 25-50%
Gradient: 20-30° in places.
Track cond's: Moderate erosion on 10-25% of section. Potential for heavy to severe erosion over much of section.
Rate of det'n: Slow.

Recommended management actions - Croft Track:

Medium priority:

- ¥ Management actions pending outcome of assessment of feasibility of track rationalisation in the Meander Forest Reserve.
- ¥ May be upgraded and incorporated into proposed 900m contour track - see below, "Proposed 900 metre contour track". \$M
- If track not made redundant by track rationalisation, undertake longterm stabilisation. \$M

Split Rock Track {RZ} (T3+X)

ROAD TO TOP OF SIDETRACK TO SPLIT ROCK FALLS (T3)

Length (km): 1.25 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° average, up to 40° in places.
Track cond's: Moderate erosion on 25-50% of section. Potential for heavy to severe erosion over most of section, especially lower half.
Rate of det'n: Moderate.

SPLIT ROCK FALLS SIDETRACK (X)

Length (km): 0.5 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 50-75%
Gradient: >30° in places.
Track cond's: Moderate erosion on 10-25% of section. All sections >10° prone to heavy/severe erosion in long term.
Rate of det'n: Moderate.

TOP OF SIDETRACK TO SPLIT ROCK FALLS TO DELL TRACK JUNCTION (X)

Length (km): 1.25 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 10-25% of section. Track wet in places but not muddy. May stabilise on rocks in places but potential for heavy erosion in places.
Rate of det'n: Slow.

DELL TRACK JUNCTION TO MEANDER FALLS TRACK (X)

Length (km): 1.25 Width (m): < 0.5
Deg. of dev't: 25-50% track, 50-75% no pad.
Track cond's: Mostly stable on rocks but active erosion of gravel and stones in some places.
Active damage to grassland on saddle. Potential for severe erosion of loose fragments on steep descent on southern side of Meander River.
Rate of det'n: Slow overall, moderate to fast on southern bank of Meander River.

SIDE-TRACK FROM SADDLE NE OF MEANDER FALLS TO EDGE OF SCARP (X)

Length (km): 0.4 Width (m): 0
Deg. of dev't: 75-90% track, 10-25% no pad.
Track cond's: Active erosion and damage to vegetation in places. Light erosion over much of section, potentially heavy in places. Some erosion may stabilise on rock.
Rate of det'n: Slow

Recommended management actions: - Split Rock Track:

High priority:

- ¥ Reroute erosion-prone sections below top of sidetrack to Split Rock Falls and undertake priority erosion control. \$L

Medium priority:

- ¥ Close "X-rated" sections after track rationalisation which may include construction of new track along 900m contour (see below, "Proposed 900 metre contour track"). \$C

Meander Falls Track {RZ} (T3, T1)

Length (km): 3.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: Up to 30° in places.
Track cond's: Moderate erosion on 25-50% of section. Worsening erosion over much of section, especially steep sections. Local fast and severe erosion. Track prone to flooding in some places.
Rate of det'n: Slow.

Recommended management actions - Meander Falls Track:

High priority:

- ¥ Reroute to reduce gradients and avoid flood scouring where practical. \$L
- ¥ Remove markers on track continuing up side of falls and discourage use. \$C
- ¥ Undertake priority erosion control. \$L

Medium priority:

- ¥ Undertake further stabilisation where necessary. \$M

Low priority:

- ¥ When funding permits, upgrade to T1 standard. L

Education/publicity/monitoring/maintenance:

- ¥ Discourage walkers from attempting to climb up side of falls (damaging to environment).

§ Meander Falls to Lk Meander {RZ+SRRZ} (T4?)

Management actions - Meander Falls to Lk Meander:

High priority:

- (¥) Inspect track and assess further management actions.
- (¥) Note: It would be desirable to retain a track to the plateau in this area providing environmental impacts can be restricted.

Track rationalisation / proposed metre contour track {RZ} (T3)

Comment: Proposed 900m contour track would connect the Mt Ironstone Track to Stone Hut, Bastion Cascades, Split Rock and the Meander Falls Track.

Recommended management actions - Track rationalisation / proposed 900 metre contour track:

High priority:

- ¥ In consultation with local user groups investigate the feasibility for rationalising tracks in the Meander Falls Forest Reserve. In particular investigate the feasibility of constructing a 900m contour track as described above. \$L

Medium priority:

- ¥ If 900m track appears feasible survey and construct this track to T3 standard, benching and stabilising where necessary. \$H
- ¥ If 900m track not feasible, investigate alternative rationalisation of tracks in the Mersey Forest Reserve and reroute or stabilise tracks as necessary. (\$H)
- ¥ Close Dell Track between Mt Ironstone Track and Bastion Bluff Track, Split Rock Track above Split Rock, and Split Rock Falls Track when new track completed. \$C

Education/publicity/monitoring/maintenance:

- ¥ Liaise with user groups to optimise plans for track rationalisation in the Mersey Forest Reserve.

Dixons Track {RZ} (T3)

ASCENT BY STAGGS CREEK

Length (km):	1.5	Deg. of dev't:	Track	Width (m):	0.5-1
Gradient:	>20° in places especially on lower part.				
Track cond's:	Moderate erosion on 10-25% of section. Downward movement of loose fragments on much of section. Potential for severe erosion in places although some erosion may stabilise on rocks. Some sections of track subject to flood scouring especially on upper part. Track >1m wide in many places.				
Rate of det'n:	Slow.				
Comments:	Used by horseriders.				

TRAVERSE OF PLATEAU

Length (km):	0.4	Deg. of dev't:	No pad	Width (m):	< 0.5
Track cond's:	Active heavy erosion of remnant peat near edge of scarp, caused by trampling and water flow.				
Rate of det'n:	Slow.				
Comments:	Marked route appears to peter out.				

Recommended management actions - Dixons Track:

High priority:

- ¥ Reroute locally to reduce gradients and avoid flood scouring. \$L
- ¥ Mark track to avoid the fall-line and concentrate usage on a narrow strip through the area of remnant peat near the edge of the scarp. \$L
- ¥ Undertake priority erosion control. \$L

Medium priority:

- ¥ Undertake further stabilisation where necessary. M

Meander Picnic Ground Nature Trail {VSZ - outside WHA} (W2)

Length (km):	0.5	Deg. of dev't:	Track	Width (m):	0.5-1
Moss/litter:	90-100%				
Track cond's:	Local erosion at step-ups; bank erosion assisted by flood scouring. Small section of duckboard unprofessionally laid and in poor condition. No interpretation and poor track marking.				
Rate of det'n:	Slow				

Recommended management actions - Meander Picnic Ground Nature Trail:

High priority:

- ¥ Improve track marking. \$L

- ¥ Minor rerouting to avoid flood scouring of track. \$L
- ¥ Stabilise local erosion. \$L

Staggs Track {Unzoned} (T4)

Length (km): 0.8 Deg. of dev't: Track Width (m): 0.5-1
 Gradient: Close to 20° over most of section.
 Track cond's: Much of section stable or likely to stabilise on rocks. Exposure of roots and active erosion of soils in rainforest. Track follows a fairly erratic route in places.
 Rate of det'n: Slow.
 Comments: Track duplicated for approx 400m at bottom of section. Marked pad continues from edge of scarp to tarn at 658780, then peters out.

Recommended management actions - Staggs Track:

- High priority:**
- ¥ Close western branch of track on lower part of section (ie remove markers). \$C
- Medium priority:**
- ¥ Undertake minor rerouting to rationalise route and improve stability where practical. (Note: this may involve relocating the track across scree slopes in some places.) \$L
 - ¥ Undertake priority erosion control. \$L
- Low priority:**
- ¥ Undertake further stabilisation where necessary. \$M

Johnstone's Track; {Unzoned} (X)

ROAD TO TOP OF TREELINE

Length (km): 0.5 Deg. of dev't: Track Width (m): 1-2
 Gradient: 20-30°.
 Track cond's: Moderate erosion on 90-100% of section, heavy on 50-75%. Most of section degenerating into a rock slide.
 Rate of det'n: Moderate

TOP OF TREELINE TO PLATEAU

Length (km): 0.5 Deg. of dev't: No pad Width (m): < 0.5
 Gradient: 20-30°
 Track cond's: Erosion occurring naturally due to frost heave and water flow - likely to be exacerbated by trampling. Formation of a pad would lead to heavy erosion over most of this section.
 Rate of det'n: Slow.

Recommended management actions - Johnstone's Track:

- High priority:**
- ¥ Close track. \$C

Old Powerline Track {Unzoned} (X)

Comments: Disused vehicular track constructed to service (now defunct) powerline. Track inspected in vicinity of dozer trail at 684806. Heavily overgrown and unsympathetically sited.

Recommended management actions - Old Powerline Track:

- ¥ Allow track to revegetate. \$C

Pine Lake vehicular track {RZ} (X, R)

Comments: Disused vehicular track heads SW from Pine Lake over saddle. Fairly overgrown, some cairns.

Management actions - Pine Lake vehicular track:

- High priority:**
- Remove cairns in this area. \$C

Pine Lake nature trail {RZ} (W1)

Comments: Completed in 1993.

Warners Track (T4+(X, R))

MAIN ASCENT {UNZONED} (T4)

Length (km): 2.5 Deg. of dev't: Track Width (m): 2-3
Moss/litter: 10-25%
Track cond's: Surface of loose stones over most of section, especially upper half. Active downward movement of loose materials in places. Bridges at top of section in advanced state of decay.
Rate of det'n: Slow.
Improvements: Former stock track, benched over entire section.

ALPINE TRAVERSE {SRRZ} (X, R)

Length (km): 1.7 Width (m): 0.5-1
Deg. of dev't: Pad, some track.
Track cond's: Moderate erosion on 10-25% of section east of Adams Peak saddle, probably due to former vehicular use. Moorland at eastern end very wet, hence an unsuitable location for track.
Rate of det'n: Stable.
Improvements: Former vehicular track.

Recommended management actions - Warners Track:

- Comment:**
Management depends on future status of track as a horse-riding trail. If not used by large numbers of horses:
High priority:
- ¥ Remove cairns and stakes above treeline. \$C
Medium priority:
- ¥ Undertake priority erosion control using crossboards where necessary. \$L
- ¥ Allow edges of main ascent to revegetate and track to revert to T4 specifications.
Education/publicity/monitoring/maintenance:
- ¥ Encourage users to fan out above treeline.
- Usage levels on alpine traverse to be managed as per T4 classification.

Projection Bluff Track {RZ} (T3)

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
Moss/litter: 75-90%
Gradient: 20-30°
Track cond's: Active erosion of some steep sections.
Rate of det'n: Slow.
Comments: Signpost at start of track, which reads "Projection Bluff 2.5 hours return", is potentially misleading because (a) the track peters out on the plateau just north of the knoll at 765803, (b) many users will reach the end of the track in much less than one hour and (c) it is not obvious that the knoll at 765803 is the

summit; indeed the true summit appears to be at 766818. Note that the establishment of a track from the end of the existing track to the peak at 766818 would require substantial stabilisation works to prevent damage to vegetation and soils.

Recommended management actions - Projection Bluff Track:

High priority:

- ¥ Undertake priority erosion control. \$L
- ¥ Modify the information on the signpost to clarify the fact the track does not go to the highest peak. \$C
- Extend track to top of knoll at 765803 with minor stabilisation where necessary. \$L

Medium priority:

- (¥) Undertake further stabilisation where necessary. \$M

Education/publicity/monitoring/maintenance:

- Encourage walkers to fan out if proceeding beyond end of track across plateau.

Liffey River Track {RZ} (T3, T1)

MAIN TRACK

Length (km): 6 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 75-90%
 Track cond's: Some active erosion on steeper sections and traverses of steep cross-slopes. Rate of erosion would increase if usage increases - current usage appears to be below threshold for removal of litter in forest and removal of vegetation on moorland at top of section.
 Rate of det'n: Slow

SIDE-TRACK TO LAKE HIGHWAY

Length (km): 0.6 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 90-100%
 Track cond's: Potential for erosion if usage increases.
 Rate of det'n: Slow.

Recommended management actions - Liffey River Track:

Very high priority:

- ¥ Undertake priority erosion control. \$L

High priority:

- ¥ Undertake further stabilisation as necessary. \$M

Medium priority:

- ¥ Undertake further stabilisation as necessary. Rationalise top end of track to avoid duplication of tracks to highway. \$M

Low priority:

- ¥ In long term if funds permit, upgrade to T1 standard. \$H

Liffey Bluff Track {VSZ+Unzoned+SRRZ} (T4)

Length (km): 2 Deg. of dev't: Track Width (m): 0.5-1
 Moss/litter: 75-90%
 Gradient: Up to 30° in places.
 Track cond's: Slow erosion of steeper sections. Erosion will increase over much of section if usage increases. Track poorly sited despite zig-zags on lower half: numerous steep sections. Track poorly marked on upper part, especially above point where it meets the scree slope at 794818.
 Rate of det'n: Slow.
 Improvements: Follows old logging tracks on lower part of section.

(Recommended) management actions - Liffey Bluff Track:

Medium priority:

- ¥ Reroute to reduce gradients. \$L
- ¥ Improve marking on upper part of section. \$C

Liffey Falls (from top picnic area) {VSZ} (W2)

Length (km): 0.6 Deg. of dev't: Track Width (m): 1-2
Track cond's: Some sections in need of repair.
Rate of det'n: Slow.
Improvements: Benching, rough steps, some cording.

Management actions - Liffey Falls (from top picnic area):

Very high priority:

- Install "Main Falls" signpost at turnoff to main falls. (Site development funding.)

High priority:

- Repair and upgrading as per *Liffey Falls Draft Site Plan* (Parks & Wildlife Service 1993 p 25). (Site development funding.)

Liffey Falls to lower picnic area {Unzoned+VSZ} (T1)

Length (km): 3 Deg. of dev't: Track Width (m): 0.5-1
Track cond's: Moderate erosion on 25-50%. Mainly stable but local erosion. Some bridges in need of repair.
Rate of det'n: Stable.

Recommended management actions - Liffey Falls to lower picnic area:

Medium priority:

- (¥) Stabilise track and repair bridges where necessary. Minor rerouting as per *Liffey Falls Draft Site Plan* (Parks & Wildlife Service 1993 pp 22, 25). \$M (Site development funding.)

Dry Bluff track {Unzoned+SRRZ} (T3; T4 until track relocated)

ASCENT TO PLATEAU

Length (km): 2.5 Deg. of dev't: Track Width (m): 0.5-1
Gradient: 20-30° average, >30° on extended sections, >40° in places.
Track cond's: Moderate erosion on 50-75% of section, heavy erosion on 10-25%. Estimate that 75-90% of section is prone to heavy/severe erosion in long term.
Rate of det'n: Moderate.

TRAVERSE TO TRIG POINT

Length (km): 0.6 Width (m): < 0.5
Deg. of dev't: 75-90% track, the rest pad.
Track cond's: Moderate erosion on 25-50%. Active damage to vegetation and soils. Track wet in places but not muddy.
Rate of det'n: Moderate.

Recommended management actions - Dry Bluff track:

High priority:

- ¥ Reroute entire ascent to reduce gradients. Install large switchbacks if necessary. \$M
- (¥) Reroute track from top of main ascent to bluff at 846833 - better views. \$L

Education/publicity/monitoring/maintenance:

- ¥ Change classification to T3 after track relocated on ascent.

Medium priority:

- ¥ Relocate start of track to State Forest block #0054 (See 1:25 000 map). \$L
- ¥ Undertake longterm stabilisation of track as necessary. \$M

§ Pillans Lakes / Lake Field track {SRRZ} (VT)

Lake Fanny track {SRRZ} (VT+T4)

Length (km):	11	Width (m):	2-3
Deg. of dev't:	75-90% track, 10-25% pad.		
Track cond's:	Mostly bare soil or rock east of 525633; substantially revegetated (mainly with grass) at western end.		
Rate of det'n:	Stable if further vehicular use excluded.		
Improvements:	Vehicular track; still used by vehicles as far as 525633 Nov-April.		

Management actions - Lake Fanny track:

Education/publicity/monitoring/maintenance:

- Restrict use of vehicles west of Lake Ada.
- Maintain at T4 standard from 525633 to Lake Fanny.
- Monitor revegetation; if necessary assist revegetation, eg by directing walkers onto one of the two wheel ruts.

Lake Antimony track {SRRZ} (T4)

Length (km):	3.5	Width (m):	1-2
Deg. of dev't:	50-75% track, 25-50% pad.		
Track cond's:	Substantially revegetated (mainly with sedge), especially on upper part.		
Rate of det'n:	Stable		
Improvements:	Disused vehicular track.		

§ Pine River track {SRRZ} (VT)

§ Olive Lagoon {SRRZ} (VT)

Note: Vehicle track closed a short distance south of Olive Lagoon.

§ Lake Ina {Unzoned} (X)

§ Travellers Rest Lagoon {Unzoned} (VT)

§ Clarence Lagoon {Unzoned} (VT)

§ Stony Creek to Orion Lakes {WZ} (R)

Works priorities

Notes

(i) **Grouping**

In this section the management actions recommended in A1 are grouped hierarchically according to (a) management agency, (b) priority, (c) the management region within which the actions are to be undertaken and (d) area or track as listed in A1.

Management actions for areas and tracks wholly under the jurisdiction of the Parks & Wildlife Service are listed in A2.1.

Recommended management actions for areas and tracks wholly or mostly under the jurisdiction of other management agencies are indicated by the symbol ¥ and are listed in A2.2.

Management actions for areas and tracks partly under the jurisdiction of the Parks & Wildlife Service and partly under the jurisdiction of other management agencies are indicated by the symbol (¥) and are listed in both A2.1 and A2.2.

(ii) **Types of works**

Management actions involving physical works such as the relocation, construction or stabilisation of tracks and campsites and the installation or removal of facilities are listed according to priorities as defined in note (ix) of A1 (see (iii) below).

Management actions involving usage restrictions, user education, monitoring and maintenance (other than those implicit in the track classification) are listed under the heading "Education/publicity/monitoring/maintenance" (see note (x) of A1).

Management actions implicit in track classifications (eg encourage users to fan out in trackless areas where appropriate) and standard management actions such as routine maintenance and monitoring are generally not listed.

(iii) **Priorities**

See note (ix) of A1 for definitions of the priority categories. As stated in that note, works priorities have been awarded primarily on the basis of the rate of track deterioration and the environmental significance of potential impacts, but user comfort and recreation opportunity have also been taken into account.

Very high, high and medium priority actions are listed in this section; low priority actions are not listed. (It is assumed that by the time low-priority works are to be undertaken the track management strategy for the WHA will have been substantially revised.)

Actions involving usage restrictions, user education, monitoring and maintenance are to be undertaken as soon as possible and may be ongoing. Where particular urgency applies this is indicated in parentheses.

(iv) **Tracks and areas not under Service jurisdiction**

Management actions listed for tracks and areas not under the jurisdiction of the Parks & Wildlife Service, ie tracks and areas outside the WHA or in WHA Forest Reserves, are to be regarded as recommendations to the relevant management authorities (in most cases the Forestry Commission).

A2.1 Areas and tracks wholly or partly under the jurisdiction of the Parks & Wildlife Service

A2.1.1 Very high priority actions

- (I) VERY HIGH PRIORITY - ESPERANCE REGION
(SW CAPE - SOUTH COAST - ESPERANCE - HUON)

Southwest Cape area:

- Investigate alternative route between New Harbour and Hidden Bay via plateau at 300832 and western side of ridge west of New Harbour. Cut and mark new track if practical. Stabilise redundant track if and where necessary. **\$M**
- Investigate practicality of rerouting track between Hidden Bay and Ketchem Bay. Reroute if practical and undertake priority erosion control on this section. **\$M**

South Coast Track and sidetracks (Melaleuca to Prion Beach):

- Commence repair and longterm stabilisation of section between Melaleuca and northern end of New Harbour Range. Note: works will consist mainly of replacement of inadequate surfacing (eg "floating" parallel planking) and installation of parallel planking or duckboard over much of this section. **\$M**
- Commence repair and longterm stabilisation of side of New Harbour Range. Note: works will consist mainly of installation of topdrains, replacement and/or augmentation of gravel surfacing and hardening of some unsurfaced sections. **\$M**
- Undertake priority erosion control on the traverse of Red Point Hills. **\$M**
- Complete priority erosion control on the eastern ascent of the Ironbound Range. **\$M**

South Coast Track and sidetracks (Prion Beach to Cackle Creek):

- Stabilise dune-face at western end of Surprise Bay by installing steps or sand ladder. **\$L**

Southern Ranges:

- Investigate reroute of Maxwell Ridge traverse (avoid fall-line, reduce gradients especially on western side). **\$L**
- If reroute on Maxwell Ridge practical, mark and cut new route and undertake priority erosion control on open and redundant track sections. Otherwise undertake priority erosion control on existing track. **\$M**
- Investigate reroute from PB low camp around northern slopes of PB, with access to summit from eastern side only. If this route not practical, investigate descent from summit ridge from a point further north, and the possibility of installing a sidling descent between the base of the PB cliffs and New River Lagoon to avoid steep gradients over deep clays. **\$M**
- If reroute on PB practical, mark and cut new route and undertake priority erosion control on open and redundant track sections. **\$M**
- If reroute on PB not practical, reroute track locally on high moor east of PB summit ridge to maximise use of rock shelves (**\$L**), and undertake priority erosion control on western descent of PB cliffs. (**\$M**)
- Stabilise campsites at Moonlight Creek, Ooze Lake, Leaning Teatree Saddle, Wyly Plateau, PB low camp and PB high camp. **\$M**

Huon Track:

- (¥) Install notice at eastern end of track warning that Cracroft River may be impossible to cross unless river levels are low. **\$C**

Eastern Arthurs:

- Undertake preliminary investigation of alternative routes for traverse of Eastern Arthur Range (eg rerouting eastern approach via Northern Lakes and Rock Chute). **\$L**

- Undertake preliminary investigation of alternative route between Pass Creek and Cracroft Crossing, eg via forest bordering Cracroft River. **\$L**
- Undertake priority erosion control on rapidly eroding sections of track, eg Thwaites Plateau and northern side of Razorbacks traverse. **\$M**
- Stabilise campsites at Cutting Camp, Bechervaise Plateau, Hanging Lake, Thwaites Plateau, Goon Moor and Stuart Saddle. **\$M**
- Install toilets at major alpine campsites. **\$M**

(II) VERY HIGH PRIORITY - MAYDNA REGION
(PORT DAVEY TRACK - GORDON RIVER ROAD - SCOTTS PEAK ROAD - SPIRES)

Mt Rugby:

- Investigate ease of access by boat to Ila Bay. **\$C**
- Survey and mark a route up Mt Rugby from Ila Bay, choosing low gradients and hard surfaces where possible. Eg, mark route sidling/climbing to saddle at 273014, thence sidling/climbing northwards across slope via rock outcrops where possible. Note: Proposal needs to be discussed with current users. **\$L**
- Close southern ascent of Mt Rugby. **\$C**
- Stabilise redundant track when closed. **\$L**

Western Arthurs:

- Undertake preliminary investigation of an alternative route accessing Lake Cygnus from the western end of the range (bypassing Moraine A and Mt Hesperus), and of alternative routes on main traverse between Lake Cygnus and Lake Sirona. (Note: Stabilisation of Moraine A ascent, if it remained in use, would probably require the installation of continuous surfacing and steps over most of the ascent.) **\$M**
- Rationalise track on descent from Moraine K to Lake Vesta, closing gully descent and rerouting (ie marking and if necessary cutting) a well-sited track on spur to reduce gradients. **\$L**
- Undertake priority erosion control on rapidly eroding sections of traverse. **\$M**
- Stabilise campsites at Lake Cygnus, Lake Oberon, High Moor and Haven Lake. **\$M**
- Install toilets at major alpine campsites. **\$M**

Weld arch route:

- Close track by removing tapes. If necessary prohibit access until track becomes impossible to follow. **\$C**

Mt Mueller Track:

- Remove tapes between Fossil Lake and spur west of lake and encourage walkers to fan out on this section. **\$C**
- Relocate track/route (ie reposition cairns) on spur west of Fossil Lake to reduce gradients and avoid erosion-prone sections. **\$L**

Mt Sprent track:

- Complete priority erosion control. **\$L**

Franklands traverse:

- Install fanout/fan-in signs where necessary. **\$L**

Mt Anne track:

- Complete longterm stabilisation on section below hut. Stabilise edges of track where excessively wide to assist revegetation. **\$M**

Anne circuit:

- Undertake local rerouting and priority erosion control between Mt Anne Track and Lot "slot". **\$L**
- Undertake priority erosion control on steeper sections between Judds Charm and southern edge of Sarah Jane plateau. **\$L**

Schnells Ridge:

- Install fanout signs where appropriate. **\$L**

Needles Track:

- Survey and mark alternative route avoiding steep gradients and fall-line. **\$L**

- Close existing track after new track marked. **\$C**
- **Sentinels route:**
- Remove tapes on existing track. **\$C**
- (III) VERY HIGH PRIORITY - MT FIELD REGION
(SNOWY NORTH - GORDON RANGE - WYLDs CRAIG - WAYATINAH)
- **Gordon Range access routes:**
- Rationalise route to prevent the formation of more than one pad between the Gordon Range and the Rasselas Track. Detape redundant sections. **\$L**
- Install fanout signs in appropriate locations and modify markers on sections where fanning out is feasible. **\$L**
- (IV) VERY HIGH PRIORITY - QUEENSTOWN REGION
(FRENCHMANS AREA - WILD RIVERS - LYELL HIGHWAY - ELDONS)
- **Frenchmans Cap Track (Franklin River - Frenchmans Cap):**
- Undertake priority erosion control between Philps Lead and Artichoke Valley. **\$M**
- Investigate local or major rerouting on the following sections to reduce gradients and improve drainage: (i) ascent to Rumney Ck; (ii) shoreline traverse of Lake Vera; (iii) ascent to Barron Pass; (iv) Barron Pass to Artichoke Valley; (v) lower part of ascent from Lake Tahune to North Col; (vi) ascent from North Col to summit of Frenchmans Cap. **\$M**
- Reroute track where practical and undertake priority erosion control between Lake Tahune and summit of Frenchmans Cap. **\$M**
- **North Col to Irenabyss track:**
- Undertake priority erosion control, especially on lower steep descent of moorland slopes. **\$M**
- Investigate alternative route between North Col and Irenabyss, sidling to avoid steep gradients (eg via 020220 and 007232). **\$L**
- If reroute feasible, mark and cut a route and undertake priority erosion control on new track, including minor benching in places if necessary. **\$M**
- If reroute not feasible, strongly discourage and if necessary ban use.
- **Irenabyss to Raglan Range route:**
- Detape route on ridge east of Mary Creek Plain. **\$C**
- Extend marked route from hill at 013258 to saddle at 012261. **\$C**
- Investigate alternative route on ascent north from Irenabyss campsite. Rationalise and mark track on this ascent. **\$L**
- Install fanout signs in vicinity of saddle at 012261. **\$C**
- **Franklin River:**
- Investigate alternative routes for portage tracks at the Churn, Cauldron and Thunderush. Reroute if practical and undertake priority erosion control on current and redundant tracks. **\$M**
- Stabilise major campsites and campsite access tracks. **\$M**
- **Franklin River nature trail:**
- Complete construction of new track, open new track and close old track. **\$M**
- **Nelson Falls nature trail:**
- Repair & upgrade to “high W2” standard.
- (V) VERY HIGH PRIORITY - STRAHAN REGION
(LOWER GORDON - MACQUARIE HARBOUR)
No action required.

- (VI) VERY HIGH PRIORITY - LAKE ST CLAIR REGION
(KING WILLIAMS - LAKE ST CLAIR - DU CANES - SOUTHERN PELIONS)
- Lakeside Track:**
- Continue longterm stabilisation and upgrading of track. **\$M**
- Rufus Circuit:**
- Complete stabilisation works on traverse of Mt Rufus summit. **\$M**
 - Continue stabilisation of other erosion-prone sections of circuit. **\$M**
- Hugel traverse:**
- Remove all cairns on traverse. **\$C**
- Pine Valley track:**
- Stabilise campsites at Cephissus Ck. **\$M**
 - Continue longterm stabilisation of track. **\$M**
- Labyrinth track: Pine Valley to Lake Elysia:**
- Stabilise campsites at Lake Elysia using low-impact techniques (eg boxed-in gravel and sand covered with leaf litter). **\$M**
- Mt Acropolis track:**
- Investigate reroute of Acropolis track between Pine Valley and Acropolis Plateau to reduce gradients and avoid fall-line. If reroute practical, mark and cut track. **\$M**
 - Undertake priority erosion control. **\$L**
- Gould Plateau track:**
- Undertake priority erosion control. **\$L**
- Lees Paddocks to Kia Ora track:**
- Investigate alternative route to avoid unnecessary deviations in valley floor and reduce gradients on ascent. Reroute (by marking and cutting track) if practical. **\$L**
 - Close all tracks apart from the main track. **\$C**
- Mt Ossa Track:**
- Investigate local rerouting of ascent of Mt Ossa from Doris/Ossa saddle to avoid erosion-prone sections, especially beds of loose fragments on upper part of ascent. Reroute track if practical and undertake urgent stabilisation. **\$L**
- (VII) VERY HIGH PRIORITY - CRADLE MT REGION
(NORTHERN PELIONS - CRADLE MOUNTAIN)
- Pelions:**
- Overland Track (Windermere to New Pelion):**
- Undertake priority erosion control immediately north of Lake Curran by installing waterbars. **\$L**
 - Investigate the feasibility of digging out peats to expose gravels on the track north of hill at 156715. **\$C**
 - Install waterbars or side-drains on section between hill at 156715 and southern edge of moorland. Undertake priority repair of existing cording. **\$M**
 - Priority erosion control of section between edge of moorland (south of hill at 156715) and Frog Flats - install side-drains and waterbars. **\$M**
- Overland Track (New Pelion to Kia Ora):**
- Undertake priority erosion control (ie install waterbars) between New Pelion and Pelion Gap **\$M**
- Mt Pelion West Track:**
- Investigate local rerouting of ascent from plateau to crest of summit massif to avoid erosion-prone sections. Reroute (ie mark and if necessary cut) track if practical. **\$L**
- Cradle Mt area:**
- Overland Track (Waldheim to top of descent to Waterfall Vly):**
- Stabilise section between upper Crater Lake Track junction and Marions Lookout. **\$M**

- Complete stabilisation of section from Barn Bluff turnout to point 200m north of Rodway Track junction. **\$M**
- **Maryland Track/Hounslow Heath circuit:**
- Undertake priority erosion control of rapidly eroding sections. **\$L**
- **Face Track:**
- Undertake priority erosion control especially at eastern end of track. **\$L**
- **Cradle Mt summit track:**
- Undertake priority erosion control. **\$L**
- **Weindorfers Tower route:**
- Remove cairns. **\$C**
- **Little Horn route:**
- Investigate feasibility of relocating track to improve stability and reduce gradients. Reroute if practical. **\$L**
- If rerouting not practical, remove cairns and discourage use of track. **\$C**
- **Rodway Track:**
- Further priority erosion control on Cradle Cirque. **\$L**
- **Barn Bluff track:**
- Undertake priority erosion control by installing waterbars on steeper sections. **\$L**
- **Dove Canyon Track:**
- Reroute track over 130m section on Quailles Hill to avoid steep ascent to rock shelter. **\$C**
- Replace safety wires in gorge. **\$C**

(VIII) VERY HIGH PRIORITY - MOLE CREEK REGION
(UPPER MERSEY/PELIONS - WALLS OF JERUSALEM - PLATEAU/TIERS)

Upper Mersey/Pelions:

- **Moses Creek (Cloister Lagoon) Track:**
- Install FSOA and monitoring signs near start of track. **\$C**
- **Never Never route:**
- Survey and mark a route between Junction Lake and Hartnett Falls using low-key marking and avoiding moorland as far as possible. A route which crosses the Mersey River downstream of Clarke Falls and follows the south bank of the river downstream to Hartnett Falls appears to be the most promising option. **\$M**

Walls of Jerusalem area:

- **Main access (Car park to Pool of Bethesda):**
- Construct a track of T1 standard from the SE end of Lake Salome to the Pool of Bethesda. Harden surface where necessary. **\$M**
- **Main access (Pool of Bethesda to Dixons Kingdom):**
- See "General comment - Temple/Dixons Kingdom area" in appendix A1.
- Conduct detailed investigation of alternative route between Pool of Bethesda and Dixons Kingdom area either north or south of the Temple. If the southern route is adopted it should follow the dolerite boulder-fields as far as possible and avoid the pencil pine forest. (Note: an initial investigation of this route was undertaken in 1993.) **\$L**
- Mark track between Pool of Bethesda and Dixons Kingdom area and undertake longterm stabilisation. **\$H**
- **Mt Jerusalem routes:**
- See "General comment - Temple/Dixons Kingdom area" in appendix A1.
- Investigate a route and mark a track from Jaffa Gate to the plateau east of Jaffa Gate, choosing low gradients and stable ground where practical. **\$L**
- Investigate local rerouting of the track between the plateau east of Jaffa Gate and Mt Jerusalem. Reroute if practical. **\$L**
- Undertake priority erosion control on open and redundant tracks. **\$M**
- **Direct ascent of Solomons Throne:**
- See "General comment - Temple/Dixons Kingdom area" in appendix A1.

- If main access from Pool of Bethesda to Dixons Kingdom area goes south of the Temple:
- Investigate alternative ascent, preferably avoiding rock chute at top of existing route. Choose low gradients and/or follow boulder-fields where practical. If practical alternative exists, mark and if necessary cut vegetation on new route. **\$L**
- If no alternative route exists, either stabilise rock chute at top of existing route (**\$M**) or close track.
- Survey and mark a track from Damascus Gate to relocated Pool of Bethesda/Dixons Kingdom track on slopes of the Temple. (**\$L**)
- Undertake priority erosion control on open and redundant track sections. **\$L**
- If main access from Pool of Bethesda to Dixons Kingdom area goes north of the Temple, manage as above but replace “Pool of Bethesda/Dixons Kingdom track” with “Pool of Bethesda” and adjust cost estimates accordingly.
- **Other routes on West Wall:**
- Remove cairns on ascent of King Davids Peak. **\$C**
- **Amphitheatre to Golden Gate:**
- Install fanout signs/markers where practical and where dispersed usage is unlikely to damage vegetation communities and soils. **\$L**
- Mark track where necessary, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). **\$L**
- Undertake priority erosion control of existing track between Ephraims Gate and Zion Vale. **\$L**
- **Golden Gate to George Howes Lake:**
- Install fanout signs/markers where practical and where dispersed usage is unlikely to damage vegetation communities and soils. **\$L**
- Mark track where necessary, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). **\$L**
- **Trappers Hut to George Howes Lake:**
- Undertake priority erosion control: install rafts on boggy sections in scrub. **\$M**
- Install fanout signs/markers where practical in vicinity of moorland traverse and where dispersed usage is unlikely to damage vegetation communities and soils. **\$L**
- Mark track where necessary and reroute where appropriate, choosing routes on stable ground where practical (eg dolerite till flanking boggy moorland). **\$L**
- **Temple ascent:**
- Investigate route ascending Temple from Pool of Bethesda. **\$L**
- **Campsites & huts:**
- Investigate feasibility of establishing toilets at the proposed campsite at Wild Dog Creek (northwest of Herods Gate) and at the Pool of Bethesda. **\$L**
- Establish and harden campsites and associated access tracks at Wild Dog Creek, and install a toilet at this site. **\$M**
- Install a toilet in the vicinity of the campsite at the Pool of Bethesda. **\$L**
- Remove or block off existing fireplaces in huts used for accommodation and insulate these huts if practical and necessary. **\$L**
- **Plateau/Tiers**
- **Devils Gullet lookout track:**
- Replace and extend safety barrier at top of cliff. **\$M**
- **Blue Peaks Track:**
- Investigate potential for relocating track to improve drainage. **\$C**
- Undertake priority erosion control, eg by installing crossboards. **\$L**
- **Explorer Creek Track:**
- Investigate potential for local rerouting to improve drainage. **\$C**
- Undertake priority erosion control. **\$L**
- (IX) VERY HIGH PRIORITY - LIAWENEE REGION
(CENTRAL PLATEAU CONSERVATION AREA)
- No action required.

- (X) VERY HIGH PRIORITY - TREVALLYN REGION
(LIFFEY RIVER - DRY BLUFF)

- Liffey Falls (from top picnic area)**

- Install "Main Falls" signpost at turnoff to main falls. (Site development funding.)

A2.1.2 High priority actions

- (I) HIGH PRIORITY - ESPERANCE REGION
(SW CAPE - SOUTH COAST - ESPERANCE - HUON)

Southwest Cape area:

- Investigate priority rerouting of erosion-prone sections of track between South Coast Track and New Harbour. Reroute track where practical and undertake priority erosion control on this section. **\$L**
- Remove steel marker posts at either end of track between New Harbour and Mt Melaleuca (direct). **\$C**
- Investigate practicality of rerouting track between Ketchem Bay and Wilson Bight as per section 6 of the *SW Cape Track Management Plan*. Reroute if practical and undertake priority erosion control on this section. **\$M**
- Improve track marking on plains north of Wilson Bight to avoid track duplication and discourage use of route to the eastern end of the bay. **\$C**
- Reroute track to campsite at Wilson Bight, GR 255784 approx, 5m to north to avoid midden site. **\$C**
- Install sand ladder on 3m dune at entrance to Wilson Bight at 256786. **\$C**
- Undertake priority erosion control on ascent from Wilson Bight to Mt Karamu ridge. **\$L**
- Investigate local rerouting of track on southern ascent of highest peak on SW Cape Range (229841) and reroute if practical. Undertake priority erosion control on this section. **\$L**
- Investigate alternative route on ascent from Windowpane Bay to crest of Southwest Cape Range at 230864. **\$L**
- Install sand ladder on dune face at Windowpane Bay (GR 213870) and reroute track to avoid crest of eroding dune face. **\$C**
- Reroute 500m section of track south of Noyhener Beach inland from shoreline to improve user safety and avoid erosion and vegetation damage to shoreline environment. Cut and mark track as necessary. **\$L**
- Undertake priority erosion control on steep sections between Windowpane Bay and Noyhener Beach. **\$L**
- Investigate reroute of start of track from Stephens Bay to Spain Bay, possibly starting from small campsite at 158962. Reroute if practical. Otherwise install steps or sand ladder on dune face at western end of beach. **\$C-L**

South Coast Track and sidetracks (Melaleuca to Prion Beach):

- Complete repair and longterm stabilisation of section between Melaleuca and northern end of New Harbour Range. **\$H**
- Complete repair and longterm stabilisation of New Harbour reroute. **\$H**
- Commence longterm stabilisation of the traverse of Red Point Hills. **\$H**
- Commence longterm stabilisation of the eastern ascent of the Ironbound Range. **\$H**

South Coast Track and sidetracks (Prion Beach to Cackle Creek):

- Undertake priority erosion control on traverse of Rocky Plains. **\$L**
- Investigate reroute between Surprise Bay and Granite Beach to replace steep western ascent with oblique ascent of lower gradient. **\$L**
- Investigate major reroute over South Cape Range via South Cape. **\$M**
- Undertake priority erosion control on western ascent of South Cape Range. **\$L**
- Investigate local rerouting between Prion Beach and Surprise Bay to avoid steep gradients. **\$M**

Southern Ranges:

- Investigate reroute of track between Hill 4 and Reservoir Lakes to reduce gradients and avoid fall-line. Reroute if practical, cutting and marking track. Undertake priority erosion control on open and redundant tracks. **\$M**
- If reroute not practical between Hill 4 and Reservoir Lakes, undertake priority erosion control on existing track. (**\$L**)
- Survey, cut and mark a track across wide saddle southeast of Kameruka Saddle. **\$L**

- Ongoing longterm stabilisation of rest of traverse and sidetracks as necessary. **\$H**

Adamsons Peak Track:

- Investigate reroute of ascent from Manuka Flats to plateau, choosing more circuitous route with lower gradient. **\$L**
- (¥) Undertake priority erosion control on ascent to Manuka Flats. **\$L**

Hartz Mountains:

- Upgrade and promote Keoghs Pimple Track to W2 standard. Reroute upper part to reduce gradients. **\$M**
- Complete repair of track to Ladies Tarn and Lake Esperance. **\$M**
- Install “Hartz Peak/Hartz Lake” signpost on Hartz Pass to prevent walkers heading to Hartz Peak from following the Hartz Lake track by mistake. **\$C**

Bobs/Boomerang:

- Investigate reroute of track north of Lk Sydney to avoid wet moorland. (Note: may be possible to sidle slopes west of moorland.) **\$L**
- Reroute track if practical; cut and mark new track. **\$L**
- If reroute not practical, undertake longterm stabilisation (eg install duckboard) on moorland north of Lake Sydney. **\$M**

Huon Track:

- (¥) Undertake priority erosion control on steep sections including Alexander Spur. **\$L**

Mt Picton track (from Picton forestry roads):

- Inspect track and assess management options. **\$C**

Eastern Arthurs:

- Undertake detailed investigation of alternative routes. Reroute (ie mark and cut) track if practical. **\$M**
- Undertake further stabilisation of tracks and campsites, giving priority to sections where rate of deterioration is highest. **\$H**

Lower Weld/Mt Weld:

- Remove shelter and squalor near Weld River after consulting with user groups. **\$L**
- Detape all tracks except dozer track and track up Mt Weld. **\$C**

Lake Skinner/Snowy South:

- Clean up litter at Lake Skinner campsite and declare the area a Fuel Stove Only Area. **\$L**
- Stabilise Lake Skinner campsite. **\$M**
- Investigate reroute of ascent from Lake Skinner. **\$L**
- Reroute ascent from Lake Skinner if practical, installing large switchbacks to reduce gradients. **\$L**
- Undertake priority erosion control on ascent from Lk Skinner. **\$L**

Nevada Peak area:

- Install fanout signs on Nevada Peak traverse (above scrubline) where appropriate. **\$C**
- Inspect Woolleys Tarn route and assess management options. **\$C**

(II) HIGH PRIORITY - MAYDENA REGION

(PORT DAVEY TRACK - GORDON RIVER ROAD - SCOTTS PEAK ROAD - SPIRES)

Port Davey Track:

- Investigate alternative route across “Hesperus Creek” gully as per section 2.2 of the *Port Davey Track Management Plan*. Mark and cut new route if feasible and undertake priority erosion control on this section. **\$L**
- Continue longterm stabilisation between end of Scotts Peak reroute and Junction Creek. **\$H**
- Re-lay 100m cording on section between “Triton Creek” and “Hesperus Creek”. **\$L**
- Install 20m duckboard approx 50m east of Moraine A turnoff. **\$L**

- Undertake priority erosion control between Moraine A turnoff and start of Spring River sidle. **\$M**
- Undertake priority erosion control on Spring River sidle (sections 3.3-3.6 of *Port Davey Track Management Plan*). **\$M**
- Undertake priority erosion control on sections between Spring River and Melaleuca. **\$M**
- Western Arthurs:**
- Conduct detailed investigation of reroute accessing Lake Cygnus from the western end of the range (bypassing Moraine A and Mt Hesperus), and of alternative routes on the main traverse between Lake Cygnus and Lake Sirona. Reroute, cut and mark track where practical. **\$M**
- Investigate reroutes on the following sections: Lake Sirona - top of Moraine K; Moraine K descent; Lake Vesta to Lake Juno; Lake Juno to western end of Promontory Lake; Promontory Lake - Lake Rosanne; ascent to Lake Rosanne. **\$M**
- Reroute track on these sections if practical, installing switchbacks if necessary. **\$M**
- Undertake further longterm stabilisation of tracks and campsites, giving priority to sections where rate of deterioration is highest. **\$H**
- Arthur Plains Track:**
- Undertake priority erosion control on Razorbacks traverse and rapidly eroding sites on plains. **\$M**
- Investigate prospect for restoring track to original benched route on the lower northern slopes of the Razorback Range. **\$L**
- Mt Sprent track:**
- Investigate potential for rerouting track to reduce gradients. Cut and mark new route if practical. **\$L**
- Undertake further erosion control as necessary. **\$M**
- Mt Anne track:**
- Undertake longterm stabilisation between Mt Eliza and the north Eliza plateau as per section 1.7 of the *Mt Anne Area Track Management Plan*. **\$M**
- Rationalise track with minor rerouting between north Eliza plateau and Mt Anne summit. Close duplicated sections. **\$L**
- Anne circuit:**
- Undertake longterm stabilisation of section between Mt Anne Track and Lot "slot" as per section 2.1 of the *Mt Anne Area Track Management Plan*. **\$M**
- Inspect traverse of Mt Lot (from Lot "slot" to Judds Charm) and undertake minor rerouting and track rationalisation if necessary. **\$C**
- Commence longterm stabilisation between Judds Charm and southern edge of Sarah Jane plateau as per section 2.4 of the *Mt Anne Area Track Management Plan*. **\$M**
- Investigate potential for rerouting southern ascent to Sarah Jane plateau, installing switchbacks if necessary. Reroute if practical by taping new track and undertaking rudimentary clearance of vegetation. Undertake priority erosion control (install sidedrains or waterbars) on open and closed tracks. **\$M**
- Judds Charm - Lots Wife route**
- Inspect route and re-assess management requirements. **\$L**
- Lake Judd track**
- Investigate reroute between Lake Judd and the foot of Schnells Ridge as recommended in section 3.1 of the *Mt Anne Area Track Management Plan*. **\$L**
- Reroute (ie cut and mark) track between Lake Judd and the foot of Schnells Ridge if practical. **\$L**
- Undertake longterm stabilisation of track between Lake Judd and the foot of Schnells Ridge and install cable bridge over Anne River if necessary. **\$H**
- Continue longterm stabilisation of traverse of foot of Schnells Ridge and section between Red Tape Creek and Anne River. **\$H**
- Stabilise Lake Judd campsite. **\$M**

- **NE Ridge track:**
 - Investigate reroute of upper part of ascent to NE Ridge (section 4.3 of the *Mt Anne Area Track Management Plan*) to reduce gradients. Reroute if practical and carry out priority erosion control. **\$M**
 - Stabilise traverse between crest of NE Ridge and northern (sic) end of Pandani Shelf using narrow-gauge metal walkway where necessary. **\$H**
 - Stabilise major campsites on Pandani Shelf. **\$M**
 - Investigate optimum route on ascent from Pandani Shelf to Mt Anne. Mark track if appropriate. **\$L**
- **Needles Track:**
 - Install waterbars or cross-drains on open and redundant tracks where necessary. **\$L**
- **Rasselas Track:**
 - Priority erosion control on ascent to Lake Rhona. **\$L**
- **Lake Rhona to Reeds Peak route:**
 - Install fanout signs where appropriate. **\$C**
- **Denison Range to Lk Curly route:**
 - Install fanout/fan-in signs at base of spur descending west of Bonds Pk, in vicinity of "Gell Gap" (342925) and in vicinity of Lake Curly beach. **\$C**
- **Spires pads:**
 - Undertake longterm stabilisation of track between Font and crest of range. **\$M**
 - Install fanout signs at top and bottom of track between Font and crest of range. **\$C**
- **Spires to Gell River route:**
 - Install fanout signs at western end of pad along crest of northern Spires and at either end of pad through scrub on crest of ridge NE of 300966. **\$C**
- **Gell River dozer track:**
 - Undertake assisted rehabilitation of airstrips. **\$M**
- **Eastern ascent of Hamilton Range:**
 - Undertake priority erosion control. **\$M**
- **Splits track:**
 - Remove HEC camp and litter in vicinity of Gordon River. **\$M**
- (III) HIGH PRIORITY - MT FIELD REGION
(SNOWY NORTH - GORDON RANGE - WYLDs CRAIG - WAYATINAH)
 - No action required.
- (IV) HIGH PRIORITY - QUEENSTOWN REGION
(FRENCHMANS AREA - WILD RIVERS - LYELL HIGHWAY - ELDONS)
 - **Frenchmans Cap Track (Franklin River - Frenchmans Cap):**
 - Reroute track where practical and undertake longterm stabilisation works between Philips Lead and Artichoke Valley. **\$H**
 - Undertake longterm stabilisation works between Lake Tahune and summit of Frenchmans Cap. **\$H**
 - Stabilise campsites at Lake Tahune. **\$M**
 - **North Col to Irenabyss track:**
 - If reroute feasible, undertake longterm stabilisation of track. **\$M**
 - **Irenabyss to Raglan Range route:**
 - Undertake priority erosion control on section between Irenabyss and saddle at 012261. **\$L**
 - **Irenabyss loop track (proposed):**
 - Undertake preliminary investigation of the practicality of providing a circuit of T2 standard in the Frenchmans Cap area by constructing a link track as described above. **\$L**
 - **Donaghys Hill nature trail:**
 - Complete restoration and upgrading of final section. **\$M**

Donaghys Hill to Franklin/Collingwood junction:

- Undertake priority erosion control on existing track. **\$L**
- Investigate alternative route to Franklin/Collingwood junction, sidling slope north of Franklin River with gradual descent from saddle at 123278. **\$L**
- If reroute feasible, mark and cut new track (T4 standard) and undertake longterm stabilisation. Close old track. **\$M**

(V) HIGH PRIORITY - STRAHAN REGION
(LOWER GORDON - MACQUARIE HARBOUR)

- No action required.

(VI) HIGH PRIORITY - LAKE ST CLAIR REGION
(KING WILLIAMS - LAKE ST CLAIR - DU CANES - SOUTHERN PELIONS)

King Williams:

- Detape unauthorised tracks in vicinity of lake north of Lk Richmond. **\$C**

Lakeside Track:

- Complete longterm stabilisation and upgrading of track. **\$H**

Cuvier Valley Track:

- Undertake priority erosion control on both sides of Byron Gap. **\$L**

Gingerbread Track:

- Investigate rerouting track (installing switchbacks if necessary) on ascent to plateau to reduce gradients and improve drainage. **\$L**
- Reroute track on ascent to plateau if practical. Undertake priority erosion control including stabilisation of redundant track if track rerouted. **\$L**
- Investigate minor reroute of track to avoid moorland below Gingerbread Hut and reroute if appropriate. **\$C**

Rufus circuit:

- Undertake further longterm stabilisation of the circuit where necessary. **\$M**

Shadow Lake to Forgotten Lake:

- Complete stabilisation of boggy section. **\$M**

Proposed loop track at Lk St Clair:

- Undertake detailed investigations of the options for constructing a loop track of approximately half-day length. **\$L**

Pine Valley Track:

- Complete longterm stabilisation of track. **\$H**

Labyrinth track: Pine Valley to Lake Elysia:

- Rationalise route and remove all redundant track markers. **\$C**
- Reroute track on descent to Lake Ophion to reduce gradients. Investigate feasibility of rerouting track away from shoreline of Lake Ophion, and relocate it if feasible. **\$L**
- Undertake priority erosion control where necessary. **\$L**
- Commence longterm stabilisation of track using local rock where possible and incorporating local rerouting where appropriate. **\$M**

Labyrinth track: Lake Elysia to slope north of Lake Selene:

- Reroute section between Lake Elysia and ridge north of Pool of Memories to reduce gradients in places. **H**
- Undertake priority erosion control where necessary. **\$L**

Labyrinth track: Slope north of Lake Selene to Geryon Ridge:

- Remove cairns. **\$C**

Walled Mt track:

- Reroute where possible to avoid fall-line and sensitive vegetation and soils. **\$L**
- Undertake priority erosion control where necessary. **\$L**

Mt Acropolis track:

- Undertake longterm stabilisation of traverse of Acropolis Plateau. **\$M**

- Undertake longterm stabilisation of remainder of track focussing on erosion-prone sections and rerouting where practical. **\$M**
- **Gould Plateau track:**
- Reroute track where appropriate, if necessary installing switchbacks on ascent to plateau. **\$L**
- Undertake further priority erosion control where necessary. **\$L**
- **Gould Plateau to Mt Gould summit:**
- Inspect track to assess management options. **\$C**
- **Gould summit turnoff to Labyrinth**
- Remove cairns. **\$C**
- **Track to Fergusson Falls, D'Alton Falls and Cathedral Falls**
- Stabilise where necessary. **\$M**
- **Mt Ossa Track:**
- Complete longterm stabilisation of track. **\$M**
- **Mt Pelion East Track:**
- Reroute/mark track to avoid fall-line and cushion plant communities where possible. (Note: retain sidetrack to Toad Rock.) **\$L**
- Investigate local rerouting on final ascent to avoid erosion-prone sections. Reroute track if practical. **\$L**
- Remove cairns where track duplicated near top of section. **\$C**

(VII) HIGH PRIORITY - CRADLE MT REGION
(NORTHERN PELIONS - CRADLE MOUNTAIN)

Pelions:

- **Overland Track (Windermere to New Pelion):**
- If necessary replace cording with duckboard on section between hill at 156715 and southern edge of moorland. (**\$M**)
- Undertake longterm stabilisation of section between Windermere and hill at 156715, installing waterbars on steeper sections. If practical and if track is sufficiently well drained, stabilise non-steep sections of track by digging out peats to expose gravels. Remove or crush larger stones if necessary. **\$H**
- Install duckboard or cord where necessary on traverse of Frog Flats. **\$M**
- **Overland Track (New Pelion to Kia Ora):**
- Complete longterm stabilisation between New Pelion and Pelion Gap **\$H**
- **Mt Pelion West Track**
- Undertake priority erosion control. **\$L**
- **Thetis Track (to moorland NW of Mt Ossa)**
- Remove track from maps and remove all track-markers. **\$C**
- Undertake priority erosion control on section near top end of track. **\$L**
- **Pelion Falls Track:**
- Rationalise route by marking optimum track. **\$C**
- Undertake priority erosion control. **\$L**
- Replace "Pelion Campsite" sign with "Pelion Falls" sign.

Cradle Mt area:

- **Overland Track (Waldheim to top of descent to Waterfall Vly):**
- Rehabilitate track edges and redundant braids where appropriate. **\$M**
- **Lake Wilks Track:**
- Investigate local rerouting to reduce gradients on section between Ballroom Forest and Kitchen Ck. Reroute track if practical. **\$L**
- Undertake priority erosion control of rapidly eroding sections especially on upper part of track. **\$M**
- **Wombat Pool Track:**
- Restrict width of track and rehabilitate edges. **\$L**
- **Face Track:**
- Complete longterm stabilisation of track. **\$H**

- **Cradle Mt summit track:**
Complete longterm stabilisation of track. **\$M**
- **Hansons Pk/Twisted Lakes tracks:**
Undertake priority erosion control and local rerouting of tracks where necessary. **\$M**
- **Kitchen Hut/Horse Track:**
Commence rehabilitation of edges of wide sections. **\$M**
- **Rodway Track:**
Complete stabilisation of track between Scott Kilvert Hut and Overland Track junction on Cradle Cirque. **\$H**
- **Barn Bluff track:**
Stabilise/surface track on moorland traverse. **\$H**
Reroute ascent of bluff to avoid loose fragments where possible, and stabilise where necessary. **\$M**
- **Waterfall Valley falls track:**
Rationalise track, rerouting if appropriate. Close redundant sections. **\$L**
Undertake priority erosion control. **\$L**
- **Lake Will track:**
Reroute track away from lake shore to minimise visual intrusion, erosion and damage to pencil pine roots. Stabilise new section. **\$M**
- **Dove Canyon Track:**
Further priority erosion control of track between Knyvet Falls and Quailles Hill as necessary. **\$M**
Stabilise steep western ascent from rerouted section to Aboriginal rock shelter on Quailles Hill. **\$C**

(VIII) HIGH PRIORITY - MOLE CREEK REGION

(UPPER MERSEY/PELIONS - WALLS OF JERUSALEM - PLATEAU/TIERS)

Upper Mersey/Pelions:

- **Arm River Track:**
Undertake further investigation of most appropriate route between start and finish of loop track south of Lake Price. **\$C**
Close redundant track between start and finish of loop track south of Lake Price. **\$C**
If southern track closed, survey and mark a side-track from the vicinity of Lk Price to the base of the Mt Pillinger Track. **(\$L)**
Close off track leading upstream from main track near (currant) Wurragarra Ck crossing to old crossing just downstream of unnamed tarn. **\$C**
Harden and/or reroute worst sections of traverse of moorland west of Wurragarra Ck crossing. **\$L**
Undertake priority erosion control on slopes of Mt Oakleigh. **\$L**
- **Lees Paddock Track (Mersey Rd to Lees Paddocks):**
Repair log crossing over Mersey River near start of track. If necessary install T3 standard cable bridge. **\$L**
- **Mt Oakleigh Track:**
Reroute to reduce gradients and avoid fall-line on main ascent and on traverse of valley east of summit. **\$M**
Undertake priority erosion control where necessary. **\$L**
- **Moses Creek (Cloister Lagoon) Track:**
Investigate alternative route for ascent to Chapter Lake, avoiding steep gradients. Reroute if practical and undertake local rerouting on other sections of the track to avoid steep gradients and moorland. **\$M**
- **Lake Myrtle track:**
Reroute between Blizzard Plain and Lake Myrtle to avoid moorland and flood-prone sections where possible. **\$L**
Local rerouting over remainder of track to reduce gradients and avoid moorland, especially sphagnum bogs. **\$L**
Remove remains of HEC hut north of Lake Myrtle. **\$L**

Junction Lake Track:

- Remove fireplace from Lake Meston and Junction Lake Huts, insulate huts and ban fires in and around the huts.

- Undertake priority erosion control especially in vicinity of Lk Meston. \$M

- Improve routemarking in vicinity of junction with Walls Track. \$C

Never Never route:

- Stabilise track where necessary using minimalist techniques, eg single-width planking. \$M (? Cost dependent on stability of selected route.)

Walls of Jerusalem area:

Mt Jerusalem routes:

- Longterm stabilisation of track between Jaffa Gate and Mt Jerusalem (T3 standard). \$M

Direct ascent of Solomons Throne:

- Undertake longterm stabilisation of track. \$M

Eastern end of Lake Ball to Lake Adelaide:

- Rationalise track and undertake minor relocation in places to improve stability. Cut vegetation and mark route along slope north of Lake Ball.

- Remove markers on redundant sections. \$L

Amphitheatre to Golden Gate:

- Further (longterm) stabilisation of track where necessary. \$M

Temple ascent:

- If practical, mark a track ascending Temple from Pool of Bethesda and undertake priority erosion control. Install a temporary signpost at the start of the track to discourage use of other routes. \$L

- Stabilise existing track if & where necessary. \$L

Plateau/Tiers

Little Fisher Track:

- Investigate reroute of track in subalpine moorland below final ascent to plateau. Reroute if practical. \$L

- Undertake priority erosion control. \$L

Western Bluff Track:

- Reroute to reduce gradients and avoid beds of loose fragments if possible. \$L

- If erosion-prone sections cannot be avoided, bench track up beds of loose fragments. \$L

Blue Peaks Track:

- Reroute if practical and undertake further stabilisation. \$H

- Define and encourage use of a single, narrow track enabling most of width of existing track to rehabilitate in long term. \$L

Explorer Creek Track:

- Complete stabilisation of track. \$M

Parsons Track (traverse of plateau):

- Inspect track and assess further management actions.

Proposed Marakoopa karst walk:

- Conduct preliminary investigation and costing of the feasibility of developing a high-grade track to karst features in the Marakoopa area. \$L

Mother Cummings Peak (northern peak from Westrope Rd):

- (¥) Survey alternative route to reduce gradients and avoid erosion-prone sections. If rerouting is feasible, mark new track and cut vegetation as per T4 specifications. \$L

Scotts Track:

- (¥) Reroute to reduce gradients. \$L

Mother Cummings Peak (from M.C. Rivt):

- (¥) Reroute section between upper rivulet and summit, rationalising route and reducing gradients where practical. \$L

Meander Falls to Lk Meander:

- (¥) Inspect track and assess further management actions.

Pine Lake vehicular track:

- Remove cairns in this area. \$C

- **Projection Bluff Track:**
Extend track to top of knoll at 765803 with minor stabilisation where necessary. **\$L**
- (IX) HIGH PRIORITY - LIAWENEE REGION
(CENTRAL PLATEAU CONSERVATION AREA)
 - No action required.
- (X) HIGH PRIORITY - TREVALLYN REGION
(LIFFEY RIVER - DRY'S BLUFF)
 - **Liffey Falls (from top picnic area)**
Repair and upgrading as per *Liffey Falls Draft Site Plan* (Parks & Wildlife Service 1993 p 25). (Site development funding.)
 - **Dry's Bluff track:**
(¥) Reroute track from top of main ascent to bluff at 846833 - better views. **\$L**

A2.1.3 Medium priority actions

- (I) MEDIUM PRIORITY - ESPERANCE REGION
(SW CAPE - SOUTH COAST - ESPERANCE - HUON)

Southwest Cape area:

- Undertake further rerouting and longterm stabilisation of section of track between South Coast Track and New Harbour. **\$M**
- Investigate reroute of track to base of New Falls to avoid steep ascent and descent. Cut and mark new track if reroute practical. **\$L**
- Undertake longterm stabilisation of track between New Harbour and Wilson Bight. **\$H** (Cost dependent on practicality of rerouting)
- Undertake longterm stabilisation of ascent from Wilson Bight to Mt Karamu ridge. **\$M**
- Investigate local rerouting between Mt Karamu and SW Cape and reroute if practical. Undertake longterm stabilisation on this section. **\$M**
- If track formation appears unavoidable, mark a track between the highest peak on the SW Cape Range (229841) and the marked track at 230864. Undertake longterm stabilisation of SW Cape Range traverse. **\$M-H**
- Reroute track on ascent from Windowpane Bay to crest of Southwest Cape Range at 230864 if practical. Undertake longterm stabilisation works where necessary. **\$H**
- Investigate alternative route for track between Windowpane Bay and Noyhener Beach (excluding 500m section of track south of Noyhener Beach) and reroute where practical. Cut and mark new track and undertake minor benching where necessary. Undertake other stabilisation works as necessary on open and redundant track sections between Windowpane Bay and Noyhener Beach. **\$M**
- Install sand ladder if necessary on dune at start of track near Windowpane Creek. **(\$C)**
- Reroute track (heading south from beach) to southern side of small creek at Noyhener Beach, approx 15m south of current location. **\$C**
- If financially practical and depending on user demand and use trends, commence survey and marking of a coastal track of T3 standard linking Noyhener Beach to the Port Davey Track south of the Narrows as described in the *SW Cape Track Management Plan*. **\$H**

South Coast Track and sidetracks (Melaleuca to Prion Beach):

- Complete longterm stabilisation of the traverse of Red Point Hills. **\$H**
- Complete longterm stabilisation of the eastern ascent of the Ironbound Range. **\$H**
- Undertake longterm stabilisation of the sidetrack to the summit of the Ironbounds. **\$M**

South Coast Track and sidetracks (Prion Beach to Cockle Creek):

- Reroute track between Surprise Bay and Granite Beach if practical. **\$L**
- Reroute track over South Cape Range via South Cape if practical. **\$M**
- Commence longterm stabilisation of entire track. **\$H**

Southern Ranges:

- Investigate reroute on ascent to Moonlight Ridge (reduce gradients). Mark and cut new route if practical. **\$M**
- Investigate reroute on moorland traverse to Moonlight Ck (relocate on sideslope of ridge?). Mark and cut new route if practical. **\$M**
- Ongoing longterm stabilisation of traverse as necessary. **\$H**
- If necessary, rationalise and mark route in places on traverse of the northern slopes of Pindars Peak. **(\$C)**

Adamsons Peak Track:

- Reroute ascent from Manuka Flats to plateau if practical, choosing more circuitous route with lower gradients. Undertake priority erosion control on open and redundant track sections where necessary. **\$M**
- Harden traverse of plateau. **\$H**

- Reroute lower part of final ascent, installing large switchbacks on north-facing slope. **\$L**

Hartz Mountains:

- Local stabilisation of ascent to Hartz Peak where necessary. **\$M**
- Minor rerouting of start of Hartz Peak track from carpark. **\$M**
- Mark track in vicinity of Hartz Lake to concentrate usage. Rationalise lower end of Hartz Lake track and if necessary stabilise a resting area near the lake shore at the terminus of the track. **\$L**

Bobs/Boomerang:

- Stabilise other sections of Lake Sydney track where necessary. **\$M**

Huon Track:

- (¥) Undertake longterm stabilisation where necessary. **\$M**

Mt Picton Track (from Blakes Opening):

- Depending on usage and impacts, investigate alternative route between Huon Track and North Lake to reduce gradients and avoid boggy flats and erosion-prone sections northeast of North Lake. Possible route ascending slope between Winking and Clearwater Creeks. **\$M**
- If feasible, reroute (ie mark and cut) track between Huon Track and North Lake, installing switchbacks where necessary. **\$M**
- Investigate alternative route between North Lake and saddle at 672225. **\$L**
- Reroute (ie mark and cut) between North Lake and saddle at 672225 if practical. **\$L**
- Stabilise campsites at Clearwater Creek and North Lake. **\$M**

Wargata Mina Track:

- If necessary to avoid ongoing erosion, reroute track to reduce gradients. **(\$L)**

Eastern Arthurs:

- Undertake ongoing stabilisation of tracks. **\$H**

Lake Skinner/Snowy South:

- (¥) Select an appropriate route for the track to Lake Skinner, surveying and marking a new track and installing large switchbacks if necessary. Cut and mark new track. Close redundant track sections and undertake priority erosion control on open and redundant track sections. **\$M**
- (¥) Undertake further longterm stabilisation of Lake Skinner Track as necessary. **\$M**
- Mark track (with cairns) on traverse to Snowy South, choosing stable route where possible. **\$L**
- Undertake longterm stabilisation on Snowy South track where necessary. **\$M**

Nevada Peak area:

- (¥) If necessary reroute to reduce gradients and improve drainage on Nevada Peak track (below scrubline). **(\$L)**
- (¥) Undertake longterm stabilisation on Nevada Peak track (below scrubline) where necessary. **\$L**
- Depending on impacts and pad development it may be necessary to relocate the track/marked route on the Nevada Peak traverse (above scrubline) in some areas. **(\$L)**

(II) MEDIUM PRIORITY - MAYDENA REGION
(PORT DAVEY TRACK - GORDON RIVER ROAD - SCOTTS PEAK ROAD - SPIRES)

Mt Rugby:

- Stabilise new route up Mt Rugby where necessary, eg install waterbars. **\$L**

Port Davey Track:

- Install cable bridge at main crossing over Junction Creek, remove old bridge and close flood-crossing track. **\$L**
- Undertake longterm stabilisation of section traversing "Hesperus Ck" gully. **\$L**
- Undertake longterm stabilisation of track between Junction Creek and "Triton Creek" using parallel planking where possible. **\$M**

- Lay approx 250m cording and 15m duckboard on section between “Triton Creek” and “Hesperus Creek”. **\$L**
- Commence longterm stabilisation of section between Moraine A turnoff and start of Spring River sidle as per sections 2.4 , 3.1 and 3.2 of the *Port Davey Track Management Plan*. **\$H**
- Commence longterm stabilisation and repair of the Spring River sidle as per sections 3.3 and 3.4 of the *Port Davey Track Management Plan*. **\$H**
- Commence reroute of track between Spring River and Melaleuca as per sections 4 and 5 of the *Port Davey Track Management Plan*. **\$H**
- **Western Arthurs:**
- Undertake ongoing stabilisation of tracks. **\$H**
- **Arthur Plains Track:**
- Undertake longterm stabilisation of track where necessary. Relocate track to original benched route on the lower northern slopes of the Razorback Range if practical. **\$H**
- **Mt Sprent track:**
- Complete longterm stabilisation of track. **\$H**
- **Franklands traverse:**
- If necessary, stabilise campsite in vicinity of the Moat. **(\$M)**
- Stabilise tracks where track formation is unavoidable and erosional damage is occurring. **\$M**
- **Mt Anne track:**
- Minor works on the section between Memorial Hut and Mt Eliza as per section 1.6 of the *Mt Anne Area Track Management Plan*. **\$L**
- Undertake minor works between north Eliza plateau and Mt Anne summit as per section 1.8 of the *Mt Anne Area Track Management Plan*. **\$L**
- **Anne circuit:**
- Undertake further longterm stabilisation between Judds Charm and southern edge of Sarah Jane plateau as necessary. **\$M**
- Undertake longterm stabilisation on southern ascent to Sarah Jane plateau. **\$M**
- Harden traverse of plains to base of southern ascent to Sarah Jane plateau if necessary. **(\$M)**
- **NE Ridge track:**
- Undertake longterm stabilisation where necessary on ascent to NE Ridge and on section between Pandani Shelf and Mt Anne summit. **\$H**
- **Sentinels route:**
- If fanout policy unsuccessful, investigate prospect for marking a route (suitable for eventual formation of a track of T4 standard) via the western end of the range. If suitable, survey and mark route and manage as per T4 specifications. **(\$L)**
- **Rasselas Track:**
- Investigate reroute to avoid boggy sections between Gordonvale and base of ascent to Lk Rhona (eg on slopes SW of boggy section in forest NW of Reeds Ck crossing). **\$L**
- Reroute (ie cut and mark) track between Gordonvale and base of ascent to Lk Rhona if practical. **\$M**
- Investigate alternative ascent to Lk Rhona. Reroute track if practical. If not feasible, intensively stabilise existing route. **\$H**
- Stabilise rest of track where necessary. **\$H**
- **Lake Rhona to Reeds Peak route:**
- Stabilise track from Lake Rhona to Reeds Peak when and where necessary using local materials if possible. **\$M**
- **Denison Range to Lk Curly route:**
- Reroute pad on spur descending west of Bonds Pk if practical. Stabilise where necessary. **\$M**

- **Lake Curly to Spires route:**
 - If necessary, mark and stabilise a low-gradient track ascending Perambulator Ridge from Lk Curly. **(\$M)**
- **Spires to Gell River route:**
 - Undertake longterm stabilisation of tracks along crest of northern Spires and through scrub on crest of ridge NE of 300966. **\$M**
- **Eastern ascent of Hamilton Range:**
 - Undertake further longterm stabilisation as necessary. **\$M**
- (III) MEDIUM PRIORITY - MT FIELD REGION
(SNOWY NORTH - GORDON RANGE - WYLDs CRAIG - WAYATINAH)
 - **Snowy North track:**
 - (¥) Investigate alternative route to reduce gradients and avoid fall-line. **\$L**
 - (¥) Reroute track if practical, marking and cutting new route. **\$L**
 - (¥) Undertake longterm stabilisation of track where necessary. **\$M**
 - **Gordon Range access routes:**
 - Stabilise track where necessary. **\$M**
 - **Wylds Craig track:**
 - (¥) Investigate reopening old track (from logging road in Glow Worm Ck catchment, joining existing track at 533956 approx) and closing first section of current track to reduce gradients. Relocate to original route if desirable. **\$L**
 - Stabilise campsite at creek crossing (514978). **\$L**
 - **Wayatinah tall trees track:**
 - Depending on demand, survey, cut and mark a track of T3 or T2 standard in the tall forest near Wayatinah.
- (IV) MEDIUM PRIORITY - QUEENSTOWN REGION
(FRENCHMANS AREA - WILD RIVERS - LYELL HIGHWAY - ELDOs)
 - **Frenchmans Cap Track (Franklin River - Frenchmans Cap):**
 - Undertake longterm stabilisation works on Mt Mullens traverse. **\$M**
 - If erosion and/or mud are worsening substantially, harden Lodden Plains traverse in medium to long term. **\$H**
 - Stabilise campsites between the start of the track and Lake Vera as necessary. **\$M**
 - **North Col to Irenabyss track:**
 - If reroute not feasible and when sufficient funding is available, undertake longterm stabilisation of existing track and reopen to general use. **(\$H)**
 - **Irenabyss to Raglan Range route:**
 - Undertake further stabilisation works where necessary. **\$M**
 - **Irenabyss loop track (proposed):**
 - Undertake more detailed investigation of the practicality of providing a circuit of T2 standard in the Frenchmans Cap area. **\$M**
 - **Fincham Track:**
 - Undertake minor erosion control between Fincham Hut and the Franklin River. **\$L**
 - **Franklin River:**
 - Undertake further stabilisation of campsites and portage tracks as necessary. **\$M**
 - **Donaghys Hill to Franklin/Collingwood junction:**
 - If reroute not feasible, stabilise existing track. **(\$M)**
 - **Eldon Range:**
 - Harden or relocate "Duck Tarn" campsite. **\$L**

- (V) MEDIUM PRIORITY - STRAHAN REGION
(LOWER GORDON - MACQUARIE HARBOUR)
 - No action required.
- (VI) MEDIUM PRIORITY - LAKE ST CLAIR REGION
(KING WILLIAMS - LAKE ST CLAIR - DU CANES - SOUTHERN PELIONS)
 - King Williams:**
 - If necessary reroute and/or stabilise walking track to Mt King William I. **(\$M)**
 - Remove huts at Lk Rufus and lake further south along range. **\$L**
 - Cuvier Valley Track:**
 - Investigate reroute on plains southeast of Lake Petrarch - southwestern side of valley appears more likely to be stable. Reroute track if practical and install bridges if necessary. **\$M**
 - Undertake minor reroute at NW end of forest southeast of Lake Petrarch to avoid shallow valley where track poorly drained. **\$L**
 - Undertake local rerouting on both sides of Byron Gap to avoid steep gradients and improve drainage. (Install switchbacks if necessary.) Stabilise open and closed tracks where necessary. **\$M**
 - Undertake longterm stabilisation of rest of track where necessary. **\$H**
 - Gingerbread Track:**
 - Reroute lower section close to Navarre River to avoid moorland. **\$L**
 - Investigate alternative route on SW side of main plateau. Reroute track if practical. **\$L**
 - Complete stabilisation of erosion-prone sections. **\$M**
 - Shadow Lake Track:**
 - Minor repair required in medium to long term. **\$L**
 - Little Hugel Track:**
 - Undertake minor rerouting on ascent to improve drainage and reduce gradients on unstable soils. **\$L**
 - Stabilise ascent where necessary. **\$M**
 - Hugel traverse:**
 - If necessary, close pad between Little Hugel and unnamed tarn and mark route via ridge to north. **\$C**
 - Proposed loop track at Lk St Clair:**
 - If practical and if sufficient resources are available, proceed with constructing (marking, cutting and where necessary stabilising) a loop track of T1 standard. **\$M**
 - Pine Valley Track:**
 - When present hut requires replacement, investigate feasibility of locating (new) hut at edge of moorland at southern end of valley and encouraging users to overnight there. If hut is relocated, retain toilet near current hut site for use by people camping at the northern end of the valley, and install new toilet at relocated hut site. **(Hut funding)**
 - Labyrinth track: Pine Valley to Lake Elysia:**
 - Complete longterm stabilisation of track using local rock where possible. **\$M**
 - Labyrinth track: Lake Elysia to slope north of Lake Selene:**
 - Undertake longterm stabilisation where necessary. **\$M**
 - Walled Mt track:**
 - Undertake further stabilisation where necessary. **\$L**
 - Geryon Campsite track:**
 - Stabilise and undertake local rerouting where necessary. **\$M**
 - Mt Acropolis track:**
 - Complete longterm stabilisation of traverse of valley floor north of Pine Valley Hut. **\$M**
 - Undertake further longterm stabilisation where necessary. **\$M**

- **Gould Plateau track:**
Complete stabilisation of track. **\$M**
- **Lake Marion track:**
Reroute track to stable ground where practical. **\$L**
Commence longterm stabilisation where necessary. **\$M**
- **Hartnett Falls to D'Alton Falls**
Depending on demand and available resources, mark a track (T3) on this section and stabilise where necessary. (**\$M**)
- **Lees Paddocks to Kia Ora track:**
Undertake longterm stabilisation where necessary. **\$L (\$M?)**
- **Mt Pelion East Track:**
Undertake longterm stabilisation of track where necessary. **\$M**

(VII) MEDIUM PRIORITY - CRADLE MT REGION
(NORTHERN PELIONS - CRADLE MOUNTAIN)

Pelions:

- **Overland Track (Windermere to New Pelion):**
Investigate alternative route for track traversing hill at 156715 in order to improve drainage and avoid the fall-line. Reroute if practical and stabilise where necessary. **\$M**
- Complete stabilisation of section between Pelion Creek Campsite and Frog Flats. **\$M**
- Repair section between Frog Flats and New Pelion. **\$H**
- **Mt Pelion West Track:**
Reroute to reduce gradients and avoid fall-line on ascent to plateau. **\$M**
Undertake longterm stabilisation of track. **\$M**
- **Pelion traverse:**
If necessary mark an optimum route on the traverse over Paddys Nut. **\$C**

Cradle Mt area:

- **Maryland Track/Hounslow Heath circuit:**
If management according to T4 guidelines fails to halt or substantially retard deterioration over most of circuit, close track. **\$C**
Otherwise undertake longterm stabilisation where necessary. **\$M (\$H?)**
- **Lake Wilks Track:**
Undertake longterm stabilisation of track. **\$H**
- **Hansons Pk/Twisted Lakes tracks:**
Complete stabilisation of tracks. **\$H**
- **Suttons Tarn Track:**
Undertake local rerouting and longterm stabilisation of track where necessary. **\$M**
- **Waterfall Valley falls track:**
Undertake longterm stabilisation. **\$M**
- **Lake Will track:**
Complete longterm stabilisation of track. **\$H**
- **Dove Canyon Track:**
Complete longterm stabilisation of track between Knyvet Falls and Quailles Hill. **\$H**

(VIII) MEDIUM PRIORITY - MOLE CREEK REGION
(UPPER MERSEY/PELIONS - WALLS OF JERUSALEM - PLATEAU/TIERS)

Upper Mersey/Pelions:

- **Arm River Track:**
(¥) Undertake further stabilisation and minor rerouting where appropriate. **\$M**
- **Mt Pillinger Track:**
Undertake minor relocation and stabilisation works. **\$L**
- **Lees Paddock Track (Mersey Rd to Lees Paddocks):**
Undertake minor repairs on track. **\$L**

- **Reedy Lake Track:**
Reroute, remark and where necessary cut track installing switchbacks in forest ascent. \$L
- **Forth Valley Track:**
Undertake longterm stabilisation of track between top of ascent and Overland Track. Local rerouting may be appropriate in places. \$H
- Stabilise trouble spots on remainder of track. \$M
- **Mt Oakleigh Track:**
Undertake longterm stabilisation where necessary. \$M
- **Moses Creek (Cloister Lagoon) Track:**
Undertake longterm stabilisation where necessary. \$M
- **Jacksons Creek track:**
Reroute to avoid steep gradients and avoid moorland in alpine areas. \$L
- **Lake Myrtle Track:**
Local (longterm) stabilisation where necessary. \$M
- **Junction Lake Track:**
If fanout policy fails and pads start to form between Lakes Adelaide and Meston, investigate a route and mark a track on this section. (\$M)
- Further stabilisation of track where necessary. \$M
- **Junction Lake to Lake Artemis:**
Reroute to avoid sphagnum bog at 324577. \$L

Walls of Jerusalem area:

- **Jaffa Gate to Pool of Bethesda via Gate of the Chain:**
See “General comment - Temple/Dixons Kingdom area” in appendix A1.
If main access from Pool of Bethesda to Dixons Kingdom area goes south of the Temple:
- If necessary, survey, mark a track of T4 standard on this route and undertake longterm stabilisation where necessary. (\$M)
- **Dixons Kingdom to Lake Ball:**
See “General comment - Temple/Dixons Kingdom area” in appendix A1.
- If necessary, mark and stabilise track on sections where people are not fanning out or where necessary to protect vegetation communities and geomorphological features, and install fanout signs where appropriate. \$M
- **Eastern end of Lake Ball to Lake Adelaide:**
Longterm stabilisation where necessary. \$M
- **Golden Gate to George Howes Lake:**
Stabilise track where necessary. \$M
- **Trappers Hut to George Howes Lake:**
Undertake further (longterm) stabilisation where necessary. \$M
- **Temple ascent:**
Undertake longterm stabilisation of new track. \$M
- Remove temporary signpost once local users are aware of the location of the new track. \$C
- **Campsites & huts:**
Depending on demand, harden campsites at the Pool Of Bethesda. \$M
- If necessary and depending on rehabilitation in the area, harden tracks and rest areas in the immediate vicinity of the Pool of Siloam. (\$M)

Plateau/Tiers

- **Little Fisher Track:**
Complete stabilisation of track, rerouting where appropriate. \$M
Note: Stabilisation required especially on final ascent to plateau.
- **Western Bluff Track:**
Undertake further longterm stabilisation where necessary. \$M
- **Proposed Marakoopa karst walk:**
Conduct detailed investigation of the feasibility of developing a high-grade track to karst features in the Marakoopa area. \$M
- **Mother Cummings Peak (from M.C. Rivt):**
(¥) Stabilise track where necessary. M

Projection Bluff Track:

- (¥) Undertake further stabilisation where necessary. **\$M**
- (IX) MEDIUM PRIORITY - LIAWENEE REGION
(CENTRAL PLATEAU CONSERVATION AREA)
 - No action required.
- (X) MEDIUM PRIORITY - TREVALLYN REGION
(LIFFEY RIVER - DRY BLUFF)
 - Liffey Falls (from lower picnic area)**
 - (¥) Stabilise track and repair bridges where necessary. Minor rerouting as per *Liffey Falls Draft Site Plan* (Parks & Wildlife Service 1993 pp 22, 25). **\$M** (Site development funding.)

A2.1.4 Education/publicity/monitoring/maintenance

(I) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - ESPERANCE REGION (SW CAPE - SOUTH COAST - ESPERANCE - HUON)

Southwest Cape area:

- Discourage and if necessary prohibit use of routes recommended for closure in the *South West Cape Track Management Plan*.
- Encourage users to fan out on section between Mt Karamu and southern crest of SW Cape Range.
- Encourage users to fan out between highest point on SW Cape Range (229841) and marked track at 230864.

South Coast Track and sidetracks (Melaleuca to Prion Beach):

- Continue to discourage the use of campfires.

South Cape Bay area:

- (¥) Encourage use of official track through Blowhole Valley and discourage use of unofficial tracks to South Cape Bay.

Southern Ranges:

- Encourage users walking between Pigsty Ponds and Reservoir Lks to use to eastern route.
- Encourage walkers to fan out away from main track and tracks to summits of Mt La Perouse, Pindars Peak and PB. All other routes to be managed as per "Route" classification.
- Encourage walkers to fan out where possible on the traverse of the northern slopes of Pindars Peak and to keep to rock where possible.

Hartz Mountains:

- In user notes, encourage walkers on Hartz Lake Track to walk on the middle of the marked track.

Bobs/Boomerang:

- Keep start of Lake Sydney track unsignposted. (A signpost indicating the direction of Farmhouse Creek and the Federation Peak track may be required at the track junction.)
- Declare FSOA for entire Bobs/Boomerang area (eg extend Arthurs FSOA) (Very high priority).
- Encourage walkers to fan out away from Lake Sydney track.

Huon Track:

- Bridge over Cracroft River will not be replaced.
- Warn users that Cracroft River may be impossible to cross unless river levels are low.

Wargata Mina Track:

- Track markers will be retained and vegetation may be cleared occasionally but start of track at Picton-Bobs saddle will be kept obscure to discourage use.

Eastern Arthurs:

- Educate visitors concerning the type of recreational experience provided by the Eastern Arthurs, the levels of experience and fitness required and the environmental problems occurring in the region. Attempt to dissuade inexperienced walkers from visiting the range. (Very high priority)
- Restrict usage to levels at which further track and campsite deterioration and campsite crowding can be contained. Note: this may require fairly drastic usage restrictions until substantial stabilisation works can be undertaken. Daily departures may have to be restricted during the peak season to avoid crowding and minimise impacts at campsites.
- Access restrictions in the Eastern Arthurs to be brought in simultaneously with access restrictions elsewhere (eg the Frankland Range) to avoid damage due to recreational displacement.

Nevada Peak traverse:

- Retain basic track marking (ie intermittent cairns).

- Encourage users to walk on rocks where possible and to fan out if walking on moorland vegetation.
- Monitor impacts and pad development.
- Depending on impacts and pad development it may be necessary to concentrate usage on impacted tracks in some areas (by a combination of user education, “fan in” signs and more intensive track marking).

(II) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - MAYDENA REGION
(PORT DAVEY TRACK - GORDON RIVER ROAD - SCOTTS PEAK ROAD - SPIRES)

Mt Rugby:

- Publicise relocation of route up Mt Rugby but do not otherwise promote use. Note: a route up from Ila Bay would be accessible both from the Port Davey Track and by boat from Bathurst Channel.

Western Arthurs:

- Educate visitors concerning the type of recreational experience provided by the Western Arthurs, the levels of experience and fitness required and the environmental problems occurring in the region. Dissuade inexperienced walkers from visiting the range. (Very high priority)
- Restrict usage to levels at which further track and campsite deterioration and campsite crowding can be contained. Note: this may require fairly drastic usage restrictions until substantial stabilisation works can be undertaken. Daily departures may have to be restricted during the peak season to avoid crowding and minimise impacts at campsites.
- Access restrictions in the Western Arthurs to be brought in simultaneously with access restrictions elsewhere (eg the Frankland Range) to avoid problems associated with recreational displacement.
- Close Moraine E except for emergency use (eg quitting range in severe weather). (Very high priority.) Encourage walkers to access western end of range via Lake Cygnus. \$C
- Limited access may be allowed on other routes, eg lowland lakes or ascent of some peaks from the upper Crossing River valley. Monitor these routes. All routes to have “Route” classification unless otherwise stated.

Mt Mueller Track:

- Encourage walkers to stay on the track on the spur west of Fossil Lake.
- Encourage users to fan out on the crest of the range.
- Usage levels between Fossil Lake and summit to be managed as per T4 classification.
- Allow dozer track to revegetate and revert to walking track of T4 standard. \$C

Mt Bowes route:

- Encourage walkers to fan out on ascent (Very high priority).

Franklands traverse:

- Encourage users to fan out where practical.

NE Ridge track:

- Strictly limit camping on Pandani Shelf. Ban camping if necessary, otherwise restrict camping to selected sites. (Very high priority)
- Strictly limit trampling on Pandani Shelf by discouraging walking off formed tracks. Ban off-track walking if necessary.

Schnells Ridge:

- Encourage users to fan out where possible.
- Encourage users to complete a circuit, thereby minimising trampling impacts due to doubling back.

Needles Track:

- Encourage users to stay on new track.

Adamsfield Track:

- Warn users of danger of rotten bridges and exposed bridging spikes.

Sentinels route:

- Encourage users to fan out, and encourage repeated users (eg walking clubs) to choose different routes on each subsequent visit.

Rasselas Track:

- Direct walkers along old track (sidling base of low hills) between southern edge of buttongrass plains and Gordon Bend.
- Declare a FSOA for the Denison Range as a matter of high priority.

Bombadier trail to Gordon Gorge:

- Allow to revegetate. Track marking and cutting of vegetation will not be permitted.

Lake Rhona to Reeds Peak route:

- Discourage and if necessary prohibit use of route ascending range from SW end of Lk Rhona; encourage walkers to climb from Lk Rhona to crest of range via Lavarra Tarn. Include relevant directives in User Notes. (Very high priority)
- Encourage walkers to fan out where appropriate on crest of range.

Denison Range to Lk Curly route:

- Monitor pad formation, especially on spur descending west of Bonds Pk.
- Encourage walkers to fan out on most of section.

Lake Curly to Spires route:

- Encourage walkers to fan out on entire section, especially ascent of Perambulator Ridge from Lk Curly.

Spires pads:

- Encourage users to fan out except between outlet creek of Font and crest of range.

Spires to Gell River route:

- Encourage walkers to fan out over entire section where possible, except on tracks along crest of northern Spires and through scrub on crest of ridge NE of 300966.

Lk Curly - Spires region:

- Encourage walkers to fan out throughout most of the region.
- Restrict issue of access permits, especially for boat access to Spires via Gordon Impoundment.

Splits track:

- Restrict usage as per "Route" classification.
- Encourage users to fan out on the spur west of Mt Robert in order to avoid pad formation.

Truchanas Pine Reserve route:

- Encourage users to fan out on descent.

(III) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - MT FIELD REGION
(SNOWY NORTH - GORDON RANGE - WYLDs CRAIG - WAYATINAH)

Wylds Craig track:

- Monitor walking track between dozer track and summit.

(IV) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - QUEENSTOWN REGION
(FRENCHMANS AREA - WILD RIVERS - LYELL HIGHWAY - ELDONS)

Frenchmans Cap Track (Franklin River - Frenchmans Cap):

- Monitor track width and erosion on Lodden Plains. (High priority)
- Restrict usage to levels determined by hut and campsite capacity at Lk Tahune.

Irenabyss to Raglan Range route:

- Discourage use of this route. (Very high priority)
- Usage levels to be managed as per Route classification.
- Encourage walkers to fan out between saddle at 012261 and Raglan Range Track.

- Encourage walkers to access and leave Raglan Range via Raglan Range Track.
- **Fincham Track:**
 - Encourage use of Fincham Track as an escape route for Franklin rafters, in preference to the Raglan Range track.
 - Do not promote use of Fincham Track except as an escape route.
- **Darwin Crater track:**
 - Publicise and interpret the Darwin Crater. Include historical and geological information in user notes.
- **Mt McCall Road south of Bird River turnoff:**
 - Walkers will be permitted but not encouraged to use section closed to vehicles.
 - Section closed to vehicles will have T4 classification and clearance of vegetation will not be permitted.
- **Eldon Range:**
 - Restrict access if necessary.
 - Strongly discourage remarking & recutting of Pidgeon House Hill Track
 - Declare and publicise FSOA for entire area. (High priority)
- (V) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - STRAHAN REGION
(LOWER GORDON - MACQUARIE HARBOUR)
 - No action required.
- (VI) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - LAKE ST CLAIR REGION
(KING WILLIAMS - LAKE ST CLAIR - DU CANES - SOUTHERN PELIONS)
 - **King Williams:**
 - Encourage walkers to fan out where possible, especially on (lowland and alpine) moorland.
 - **Gell River dozer track:**
 - (¥) Maintain and police ban on ORV use.
 - (¥) Allow dozer track to naturally rehabilitate. Do not allow track marking or cutting of vegetation.
 - **Lakeside Track:**
 - Once track substantially upgraded, promote use of track as a day-walk and as an integral part of the Overland Track (ie as an alternative to catching the ferry).
 - **Shadow Lake to Forgotten Lake:**
 - Assist rehabilitation of edges of track where possible. \$L
 - **Labyrinth track: Lake Elysia to slope north of Lake Selene:**
 - Retain cairns on traverse of ridge north of Pool of Memories to concentrate usage on stable ground.
 - **Labyrinth track: Slope north of Lake Selene to Geryon Ridge:**
 - Encourage users to fan out, keeping to exposed rock where possible especially on ascent of slope north of Lake Selene.
 - **Du Cane Gap to Traveller Range:**
 - Discourage use of track.
 - In user notes, encourage users to fan out.
- (VII) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - CRADLE MT REGION
(NORTHERN PELIONS - CRADLE MOUNTAIN)
 - **Pelions:**
 - **Overland Track (Windermere to New Pelion):**
 - Undertake priority repair of existing cording on section between hill at 156715 and southern edge of moorland. (High priority) \$M
 - **Thetis Track (to moorland NW of Mt Ossa)**
 - Encourage walkers using this route to fan out.

Cradle Mt area:

Overland Track (Waldheim to top of descent to Waterfall Vly):

- Redirect bulk of Overland Track walkers, and other users walking between Waldheim or the Lake Dove carpark and Kitchen Hut, via the Horse Tk.

Maryland Track/Hounslow Heath circuit:

- Remove circuit from existing maps.

Lake Wilks Track:

- Direct most of usage via Horse Track or Marions Lookout.

Weindorfers Tower route:

- Discourage use of track. Encourage users who do climb the peak to fan out on ascent and avoid beds of loose fragments where possible.

Little Horn route:

- Discourage use. If track closed, encourage walkers who do climb the peak to fan out.

Hansons Pk/Twisted Lakes tracks:

- Rationalise track classification of Hansons Pk traverse and Twisted Lakes route on the basis of the visitor survey (to be conducted in 1993/94) and a detailed assessment of track conditions. Maintain one of these tracks at T2 standard; the other to be maintained as T4 or closed.

Riggs Pass route:

- Keep track closed. (Note: Good prospects for revegetation.)
- Encourage walkers in the vicinity of the old track to fan out.

Kitchen Hut/Horse Track:

- Repair/upgrade stonework as necessary.
- Replace cord with duckboard where necessary.

Suttons Tarn Track:

- Allow campsite at Suttons Tarn to revegetate.

Rodway Track:

- Do not encourage use of section south of Scott Kilvert Hut.

(VIII) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - MOLE CREEK REGION
(UPPER MERSEY/PELIONS - WALLS OF JERUSALEM - PLATEAU/TIERS)

Upper Mersey/Pelions:

Reedy Lake Track:

- Monitor Reedy Lake traverse; if conditions deteriorate reroute to avoid erosion-prone and poorly drained areas and to enhance user enjoyment.

Jacksons Creek track:

- Retain low-key signpost at start of track. Otherwise manage as per T4 classification.

Junction Lake Track:

- Encourage fanning out between Lakes Adelaide and Meston. Monitor pad formation on this section.

Never Never route:

- As per T4 classification, ie do not include on maps and discourage publicity of this section.

Lake Artemis to scarp above Du Cane Gap via Lake Merope:

- Restrict usage if necessary.
- Leave route unmarked beyond Lake Artemis.
- Encourage walkers to fan out where practical and follow other (unmarked) routes in the area.

Walls of Jerusalem area:

Jaffa Gate to Pool of Bethesda via Gate of the Chain:

- See "General comment - Temple/Dixons Kingdom area" in appendix A1. If main access from Pool of Bethesda to Dixons Kingdom area goes south of the Temple:
- Encourage users on the northern route to fan out and avoid poorly drained areas until/unless track is marked and stabilised.
- Monitor pad formation on this route.

Mt Jerusalem routes:

- Discourage use of all western and southern access routes apart from marked and stabilised track between Jaffa Gate and Mt Jerusalem.
- Monitor redundant pads in the area.
- Note: The development of a conservation strategy for geomorphological features in the Temple/Dixons Kingdom area may require the selection of a different route for a track to Mt Jerusalem.

West Wall:

- Encourage users to access King Davids Peak from Herods Gate and to fan out on ascent.
- Strongly discourage ascent of West Wall except via Solomons Throne or King Davids Peak.

Dixons Kingdom to Lake Ball:

- See “General comment - Temple/Dixons Kingdom area” in appendix A1.
- Encourage users to fan out on this section, and monitor pad formation.

Amphitheatre to Golden Gate:

- Encourage users to fan out or stay on marked track, as appropriate.

Golden Gate to George Howes Lake:

- Encourage users to fan out or stay on marked track, as appropriate.

Trappers Hut to George Howes Lake:

- Encourage users to fan out or stay on marked track, as appropriate.

Direct access to Trappers Hut (from Fish River)

- (¥) Discourage use of track; encourage walkers to use main track to Trappers Hut.

Northern shoreline of Lk Salome

- Discourage and if necessary prohibit use of route; encourage walkers to stay on main track south of lake.

Temple ascent:

- Discourage use of other tracks/routes ascending the Temple.

Campsites & huts:

- Promote Wild Dog Creek as the primary campsite for the Walls area.
- Restrict camping at the Pool Of Bethesda and prohibit camping elsewhere in the amphitheatre.
- Discourage and if necessary prohibit camping at Dixons Kingdom.
- Discourage camping in the Solomons Jewels area.
- Require commercial parties to utilise hardened campsites at Wild Dog Creek and/or the Pool Of Bethesda.
- Fires to be prohibited in and around all huts.
- Discourage visitation to the immediate vicinity of the Pool of Siloam until vegetation in the area has substantially recovered. (Very high priority)
- Delete Temple Hut from maps. Unless Temple Hut is found to have significant cultural value, remove hut.
- Do not include Solitary Hut (at Tiger Lake) on maps. Unless Solitary Hut is found to have significant cultural value, remove hut.
- **General management actions for the Walls area:**
- Restrict usage overall especially at times of peak demand.
- Monitor usage of unmarked routes and restrict usage of these routes where necessary.
- Inform users of track relocations and encourage walkers to stay on tracks in vicinity of marked tracks.
- All tracks not listed as T1-T4 to be classified as “R”, “X” or “X, R”.
- Encourage walkers to fan out in trackless country.

Plateau/Tiers

Little Fisher Track:

- Encourage walkers to fan out on plateau.

Explorer Creek Track:

- Encourage walkers to keep to the narrow eroded channel on the track and to fan out at Lake Explorer.

- **Yeates Track:**
 - (¥) Management policy depends on whether or not track remains open to vehicular use. If closed to vehicular use, allow sides to regenerate in long term and manage as per T3 specifications. **\$C**
 - Monitor track conditions on plateau.
 - **Higgs Track:**
 - Usage levels on traverse of plateau to be managed as per T3 classification.
 - **Western Creek Track:**
 - Encourage walkers to fan out on plateau.
 - **Warners Track:**
 - ¥ Encourage users to fan out above treeline.
 - Usage levels on alpine traverse to be managed as per T4 classification.
 - **Projection Bluff Track:**
 - Encourage walkers to fan out if proceeding beyond end of track across plateau.
- (IX) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - LIAWENEE REGION
(CENTRAL PLATEAU CONSERVATION AREA)
- **Lake Fanny track:**
 - Restrict use of vehicles west of Lake Ada.
 - Maintain at T4 standard from 525633 to Lake Fanny.
 - Monitor revegetation; if necessary assist revegetation, eg by directing walkers onto one of the two wheel ruts.
- (X) EDUCATION/PUBLICITY/MONITORING/MAINTENANCE - TREVALLYN REGION
(LIFFEY RIVER - DRY BLUFF)
- No action required.

A2.2 Areas and tracks wholly or partly under the jurisdiction of other management agencies

A2.2.1 Very high priority actions

- (I) ESPERANCE REGION
(HUON-ESPERANCE)
- Adamsons Falls / Creekton Falls / Duck Hole Lake circuit:**
- ¥ Close section between Adamsons Falls & Duck Hole Lake, maintaining separate tracks to these destinations. **\$C**
- Huon Track:**
- (¥) Install notice at eastern end of track warning that Cracroft River may be impossible to cross unless river levels are low. **\$C**
- (II) MAYDENA/MT FIELD REGION
(STYX - GORDON RIVER ROAD - FLORENTINE - UPPER DERWENT)
- No action required.
- (III) NORTHWEST REGION
(CRADLE MOUNTAIN)
- Reynolds Falls track:**
- ¥ Reroute track to reduce gradients and improve drainage. (Note: substantial rerouting required.) **\$M**
 - ¥ Stabilise steep descent to base of Reynolds Falls. **\$M**
- (IV) MERSEY REGION
(UPPER MERSEY)
- No action required.
- (V) TIERS REGION
(GREAT WESTERN TIERS)
- Higgs Track:**
- ¥ Stabilise severely eroded gully approximately halfway up ascent. **\$L**
- Liffey River Track:**
- ¥ Undertake priority erosion control. **\$L**

A2.2.2 High priority actions

- (I) ESPERANCE REGION
(HUON-ESPERANCE)
- Adamsons Peak Track:**
- (¥) Undertake priority erosion control on ascent to Manuka Flats. **\$L**
- Adamsons Falls / Creekton Falls / Duck Hole Lake circuit:**
- ¥ Stabilise hotspots on track to Adamsons Falls. **\$L**
- Huon Track:**
- (¥) Undertake priority erosion control on steep sections including Alexander Spur. **\$L**
- (II) MAYDENA/MT FIELD REGION
(STYX - GORDON RIVER ROAD - FLORENTINE - UPPER DERWENT)
- Boyd Nature Trail:**
- ¥ Close track. **\$C**
- Wedge Nature Trail:**
- ¥ Upgrade interpretation to provide more information on forest types and forest ecology. **\$L**

- **Mt Wedge Track:**
 - ¥ Reroute ascent to reduce gradients, avoid fall-line and avoid unstable ground (eg deposits of loose fragments at base of final ascent). Install switchbacks where necessary. **\$M**
- (III) NORTHWEST REGION
(CRADLE MOUNTAIN)
 - No action required.
- (IV) MERSEY REGION
(UPPER MERSEY)
 - No action required.
- (V) TIERS REGION
(GREAT WESTERN TIERS)
 - **General comment:**
 - ¥ Signposting in the area should be modified so as to conform to the specifications of the track classification scheme and, where appropriate, to give a clear indication of the destination of each track and marked route. Signposts currently located on T4 tracks should be removed after informing user groups.
 - **Clunner Bluff route:**
 - ¥ Remove markers at start of track and allow track to disappear. Remove from maps. **\$C**
 - **Parsons Track (ascent to plateau):**
 - ¥ In consultation with user groups, investigate rationalisation of tracks in the area (ie Parsons Track, Sentinel Rock Track and track from Hills Hut to plateau). **\$L**
 - ¥ Rationalise tracks (ie remark and close redundant sections) and/or reroute locally to reduce gradients and avoid erosion-prone sections where possible. **\$L**
 - **Sentinel Rock Track:**
 - ¥ Inspect track and assess further management actions.
 - See recommendations for Parsons Track.
 - **Hills Hut to plateau:**
 - ¥ Inspect track and assess further management actions.
 - See recommendations for Parsons Track.
 - **Mother Cummings Peak (northern peak from Westrope Rd):**
 - (¥) Survey alternative route to reduce gradients and avoid erosion-prone sections. If rerouting is feasible, mark new track and cut vegetation as per T4 specifications. **\$L**
 - **Scotts Track:**
 - (¥) Reroute to reduce gradients. **\$L**
 - **Mother Cummings Peak (from M.C. Rivt):**
 - ¥ Investigate local rerouting of section up valley to reduce gradients of track and cross-slope. (Note: May be more stable if located higher up slope in some places.) Reroute if practical. **\$L**
 - (¥) Reroute section between upper rivulet and summit, rationalising route and reducing gradients where practical. **\$L**
 - **Mt Ironstone (Smoko Ck) Track:**
 - ¥ Investigate rerouting to improve stability. Reroute where feasible. **\$L**
 - ¥ Replace safety wires on log bridge over Chasm Falls, preferably not fixing them to living trees. Also replace top log crossing (590836). **\$L**
 - **Stone Hut Track:**
 - ¥ Reroute to reduce gradients and avoid fall-line. **\$L**
 - **Bastion Cascades track:**
 - ¥ Undertake priority erosion control. **\$L**

- **Split Rock Track:**
 - ¥ Reroute erosion-prone sections below top of sidetrack to Split Rock Falls and undertake priority erosion control. **\$L**
- **Meander Falls Track:**
 - ¥ Reroute to reduce gradients and avoid flood scouring where practical. **\$L**
 - ¥ Remove markers on track continuing up side of falls and discourage use. **\$C**
 - ¥ Undertake priority erosion control. **\$L**
- **Meander Falls to Lk Meander:**
 - (¥) Inspect track and assess further management actions.
- **Track rationalisation / proposed 900 metre contour track:**
 - ¥ In consultation with local user groups investigate the feasibility for rationalising tracks in the Meander Falls Forest Reserve. In particular investigate the feasibility of constructing a 900m contour track as described above. **\$L**
- **Dixons Track:**
 - ¥ Reroute locally to reduce gradients and avoid flood scouring. **\$L**
 - ¥ Mark track to avoid the fall-line and concentrate usage on a narrow strip through the area of remnant peat near the edge of the scarp. **\$L**
 - ¥ Undertake priority erosion control. **\$L**
- **Meander Picnic Ground Nature Trail:**
 - ¥ Improve track marking. **\$L**
 - ¥ Minor rerouting to avoid flood scouring of track. **\$L**
 - ¥ Stabilise local erosion. **\$L**
- **Staggs Track:**
 - ¥ Close western branch of track on lower part of section (ie remove markers). **\$C**
- **Johnstone's Track:**
 - ¥ Close track. **\$C**
- **Warners Track:**
 - ¥ Remove cairns and stakes above treeline. **\$C**
- **Projection Bluff Track:**
 - ¥ Undertake priority erosion control. **\$L**
 - ¥ Modify the information on the signpost to clarify the fact the track does not go to the highest peak. **\$C**
- **Liffey River Track:**
 - ¥ Undertake further stabilisation as necessary. **\$M**
- **Drys Bluff track:**
 - ¥ Reroute entire ascent to reduce gradients. Install large switchbacks if necessary. **\$M**
 - (¥) Reroute track from top of main ascent to bluff at 846833 - better views. **\$L**

A2.2.3 Medium priority actions

- (I) ESPERANCE REGION
(HUON-ESPERANCE)
 - **Adamsons Falls / Creekton Falls / Duck Hole Lake circuit:**
 - ¥ Harden other erosion-prone or mud-prone sections of track to Adamsons Falls. Replace lily pads with cord. **\$M**
 - ¥ Stabilise mud-prone sections of track to Duck Hole Lake (from Creekton Rd). **\$M**
 - **Huon Track:**
 - (¥) Undertake longterm stabilisation where necessary. **\$M**
 - **Lake Skinner Track:**
 - (¥) Select an appropriate route for the track to Lake Skinner, surveying and marking a new track and installing large switchbacks if necessary. Cut and

- mark new track. Close redundant track sections and undertake priority erosion control on open and redundant track sections. **\$M**
- (¥) Undertake further longterm stabilisation of Lake Skinner Track as necessary. **\$M**
- **Nevada Peak Track (below scrubline):**
- (¥) If necessary reroute to reduce gradients and improve drainage on Nevada Peak track (below scrubline). (**\$L**)
- (¥) Undertake longterm stabilisation on Nevada Peak track (below scrubline) where necessary. **\$L**
- (II) MAYDENA/MT FIELD REGION
(STYX - GORDON RIVER ROAD - FLORENTINE - UPPER DERWENT)
- **Snowy North Track:**
- (¥) Investigate alternative route to reduce gradients and avoid fall-line. **\$L**
- (¥) Reroute track if practical, marking and cutting new route. **\$L**
- (¥) Undertake longterm stabilisation of track where necessary. **\$M**
- **Mt Wedge Track:**
- ¥ Undertake longterm stabilisation where necessary. **\$M**
- **Timbs Track:**
- ¥ Further longterm stabilisation where necessary. **\$M**
- **Wylds Craig Track:**
- (¥) Investigate reopening old track (from logging road in Glow Worm Ck catchment, joining existing track at 533956 approx) and closing first section of current track to reduce gradients. Relocate to original route if desirable. **\$L**
- (III) NORTHWEST REGION
(CRADLE MOUNTAIN)
- **Reynolds Falls track:**
- ¥ Undertake longterm stabilisation of track. **\$H**
- ¥ When feasible, close vehicular track to vehicles and convert to walking track (ie rehabilitate redundant width). **\$M**
- (IV) MERSEY REGION
(UPPER MERSEY)
- **Arm River Track:**
- (¥) Undertake further stabilisation and minor rerouting where appropriate. **\$M**
- (V) TIERS REGION
(GREAT WESTERN TIERS)
- **Parsons Track (ascent to plateau):**
- ¥ Stabilise where necessary. **\$M**
- **Higgs Track:**
- ¥ Install water bars, stabilise erosion and recut benching where necessary on ascent to plateau. **\$M**
- **Western Creek Track:**
- ¥ Stabilise and repair where necessary. **\$M**
- **Syds Track:**
- ¥ Undertake local rerouting on ascent to plateau and stabilise where necessary. **\$M**
- **Mother Cummings Peak (from M.C. Rivt):**
- (¥) Stabilise track where necessary. **M**
- **Mt Ironstone (Smoko Ck) Track:**
- ¥ Stabilise track where necessary. **\$M**
- ¥ Remove all handwires from living vegetation and secure them to wooden or metal posts. **\$L**

- **Dell Track:**
 - ¥ Close section between Mt Ironstone Track and Bastion Bluff Track after track rationalisation which may include construction of new track along 900m contour (see appendix A1, “Proposed 900 metre contour track”). **\$C**
- **Bastion Bluff track:**
 - ¥ Reroute to avoid wet grassland and erosion-prone sections. **\$L**
- **Stone Hut Track:**
 - ¥ Stabilise where necessary. **\$M**
- **Bastion Cascades Track:**
 - ¥ Close track after track rationalisation which may include construction of new track along 900m contour (see appendix A1, “Proposed 900 metre contour track”). **\$C.**
- **Croft Track:**
 - ¥ Management actions pending outcome of assessment of feasibility of track rationalisation in the Meander Forest Reserve.
 - ¥ May be upgraded and incorporated into proposed 900m contour track - see below, “Proposed 900 metre contour track”. **\$M**
 - ¥ If track not made redundant by track rationalisation, undertake longterm stabilisation. **\$M**
- **Split Rock Track:**
 - ¥ Close “X-rated” sections after track rationalisation which may include construction of new track along 900m contour (see below, “Proposed 900 metre contour track”). **\$C**
- **Meander Falls Track:**
 - ¥ Undertake further stabilisation where necessary. **\$M**
- **Track rationalisation / proposed 900 metre contour track:**
 - ¥ If 900m track appears feasible survey and construct this track to T3 standard, benching and stabilising where necessary. **\$H**
 - ¥ If 900m track not feasible, investigate alternative rationalisation of tracks in the Mersey Forest Reserve and reroute or stabilise tracks as necessary. (**\$H**)
 - ¥ Close Dell Track between Mt Ironstone Track and Bastion Bluff Track, Split Rock Track above Split Rock, and Split Rock Falls Track when new track completed. **\$C**
- **Dixons Track:**
 - ¥ Undertake further stabilisation where necessary. **M**
- **Staggs Track:**
 - ¥ Undertake minor rerouting to rationalise route and improve stability where practical. (Note: this may involve relocating the track across scree slopes in some places.) **\$L**
 - ¥ Undertake priority erosion control. **\$L**
- **Warners Track:**
 - ¥ Undertake priority erosion control using crossboards where necessary. **\$L**
 - ¥ Allow edges of main ascent to revegetate and track to revert to T4 specifications.
- **Projection Bluff Track:**
 - (¥) Undertake further stabilisation where necessary. **\$M**
- **Liffey River Track:**
 - ¥ Undertake further stabilisation as necessary. Rationalise top end of track to avoid duplication of tracks to highway. **\$M**
- **Liffey Bluff Track:**
 - ¥ Reroute to reduce gradients. **\$L**
 - ¥ Improve marking on upper part of section. **\$C**

Liffey Falls (from lower picnic area)

- (¥) Stabilise track and repair bridges where necessary. Minor rerouting as per *Liffey Falls Draft Site Plan* (Parks & Wildlife Service 1993 pp 22, 25). **\$M** (Site development funding.)

Drys Bluff track:

- ¥ Relocate start of track to State Forest block #0054 (See 1:25 000 map). **\$L**
- ¥ Undertake longterm stabilisation of track as necessary. **\$M**

A2.2.4 Education/publicity/monitoring/maintenance

- (I) ESPERANCE REGION
(HUON-ESPERANCE)

Access tracks from forestry roads to Sth Cape Bay:

- ¥ If necessary close unofficial access tracks to South Cape Bay.

Adamsons Falls / Creekton Falls / Duck Hole Lake circuit:

- ¥ Publicise closure of section between Adamsons Falls & Duck Hole Lake.

Kermandie Track:

- (¥) Maintain at T4 standard.

- (II) MAYDENA/MT FIELD REGION
(STYX - GORDON RIVER ROAD - FLORENTINE - UPPER DERWENT)

Mt Wedge Track:

- Upgrade classification to T3 after reroute of ascent.

Gell River dozer track:

- (¥) Maintain and police ban on ORV use.
- (¥) Allow dozer track to naturally rehabilitate. Do not allow track marking or cutting of vegetation.

- (III) NORTHWEST REGION
(CRADLE MOUNTAIN)

Reynolds Falls track:

- ¥ Retain T4 classification until track has been rerouted and stabilised.

- (IV) MERSEY REGION
(UPPER MERSEY)

Direct access to Trappers Hut (from Fish River):

- (¥) Discourage use of track; encourage walkers to use main track to Trappers Hut.

- (V) TIERS REGION
(GREAT WESTERN TIERS)

Yeates Track:

- (¥) Management policy depends on whether or not track remains open to vehicular use. If closed to vehicular use, allow sides to regenerate in long term and manage as per T3 specifications. **\$C**

Mt Ironstone (Smoko Ck) Track:

- ¥ Usage levels to be managed as per T3 classification.

Meander Falls Track:

- ¥ Discourage walkers from attempting to climb up side of falls (damaging to environment).

Track rationalisation / proposed 900 metre contour track:

- ¥ Liaise with user groups to optimise plans for track rationalisation in the Mersey Forest Reserve.

Old Powerline Track:

- ¥ Allow track to revegetate. **\$C**

Warners Track:

- ¥ Encourage users to fan out above treeline.
- Usage levels on alpine traverse to be managed as per T4 classification.

Drys Bluff Track:

- ¥ Change classification to T3 after track relocated on ascent.

Glossary of terms and symbols

A3.1 Terms

Notes:

- (i) For definitions of terms referring to rates of deterioration and other track conditions see A1 note (v).
- (ii) For definitions of priorities (Very high, high etc) see A1 note (viii).

Closed track:	Track on which usage is prohibited or strongly discouraged.
Fan out:	To fan out implies (i) to avoid following existing pads in trackless country, (ii) to avoid following in the footsteps of other members of one's party and (iii) when undertaking repeat visits to trackless areas, attempting to choose a different route each time and to camp at different sites, especially in areas where pads and worn campsites are likely to form easily.
Harden	Undertake longterm stabilisation by installing a hard track/campsite surface (eg cord, duckboard, gravel).
Heavy erosion:	Erosion at least 25cm deep
Light erosion:	Erosion less than 10cm deep
Longterm stabilisation/repair:	Works undertaken with a view to preventing, halting or at least substantially reducing track deterioration for upwards of 20 years, and where necessary repairing and upgrading degraded tracks
Moderate erosion:	Erosion at least 10cm deep.
Open track:	Track on which continued use is permitted
Pad:	Visibly trampled route with original vegetation still mostly intact.
Priority erosion control	Works whose primary objective is to avoid or substantially retard track degradation, at minimum expenditure of time and resources, on tracks where failure to undertake such works would result in a substantial and unacceptable increase in degradation in the short to medium term (ie within ten years).
Rationalise (track)	Select optimum route and close redundant sections.
Severe erosion:	Erosion at least 50cm deep.
Stabilisation:	As for longterm stabilisation/repair.
Track:	Visibly trampled route with green vegetation removed from track surface.

A3.2 Symbols

{RZ}, {SRRZ} etc	Area zoning
(T3), (T4+R) etc	Track classification (See section 10)
\$H, \$M etc	Cost category estimates - see A1 note (x).
¥	Recommended works for tracks and areas not under the jurisdiction of the Parks & Wildlife Service.
(¥)	Recommended works for tracks and areas partially under the jurisdiction of the Parks & Wildlife Service.
\$	Area, track or route not inspected in the WHA tracks inventory (section 3)