

Report

TREDWELL
M A N A G E M E N T

Sport, Recreation and Open Space Specialists



Government of South Australia
Office for Recreation and Sport

South Australian Off Road Motorcycling Strategy and Facilities Master Plan

September 2012



*“Enhance your
community's
health and fitness”*

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1. Executive Summary

In 2011 Motorcycling South Australia (MSA) engaged the services of Tredwell Management to complete the South Australian Off-Road Motorcycling Strategy and Facilities Master Plan. The aim of the Strategy and Facility Master Plan is to strategically address the issues of off road motorcycling through extensive research and consultation with stakeholders, and develop implementable actions and recommendations including the identification of areas that will be suitable for the development of legitimate off road motorcycle venues.


A project methodology was adopted involving six key stages Project Start-Up, Literature Review and Stakeholder Consultation, Need Analysis, Site Option Assessment, Draft Strategy & Facilities Master Plan and Finalise Strategy & Facilities Master Plan.

Off road motorcycling is a legitimate recreational activity and it occurs throughout South Australia in various forms, from longer distance adventure riding, organised enduro events with intense riding in forests and scrub areas, to recreational trail riding.

For the purposes of this strategy the focus will be on the recreational aspects of off road motorcycling and only includes two wheeled motorcycles. Organised competitive off road motorcycling activities such as enduro, motocross, and trials are recognised as important parts of off-road motorcycling, however recreational riding opportunities and facilities are the focus of this strategy. There are three main types of off road motorcycling Off Road Recreational (Trail) Riding, Adventure Riding and Motocross including Mini Bikes.

As the popularity of off road motorcycling continues to grow in South Australia, the severe lack of legitimate and functional areas to cater for the activity continues to be a major issue for riders, land owners/managers, authorities and local communities. Off road motorcyclists have limited access to suitable facilities/areas and there are very limited opportunities for riders to go for a legal ride in public areas. This results in illegal/illegitimate riding in areas such as forests, native bushland, beaches, public land, reserves and roadside verges.

A majority of off road riding currently takes place in regional areas throughout the state such as the Murraylands, Riverland, Flinders Ranges, Yorke and Eyre Peninsula's and the South East. As a result of increased riding in all areas, the community have raised valid concerns around the use of private and public land, noise and damage to the environment as well as the conflict between users of parks, tracks and trails.



A number of factors are contributing to these issues, the major one being the lack of legal facilities/venues/tracks for participants to legitimately use for their activities. Other factors include inappropriate past land-use planning, lack of awareness, nuisance and illegal behaviour, difficulties in enforcement and management of riders. If these issues are not adequately addressed then they will continue to be a major problem for land managers and compliance authorities along with the general community. Consequences could include ongoing injuries and deaths to participants, decreased participation in the activity, environmental damage and significant costs and liability to land owners/managers particularly local and state government.


As part of the study process situations in other parts of Australia in Victoria, Tasmania, New South Wales, Queensland and Western Australia were investigated. All states had designated public areas where off road motorcycling can legally take place.

A Project Reference Group representing key stakeholders including Motorcycling SA, Office for Recreation and Sport, Motor Trade Association SA, SA Murray Darling Basin Natural Resource Management Board, and the Local Government Association was established to guide the project. Throughout the project there has been extensive consultation with many stakeholders and the general community. Consultation included an online rider survey (976 Responses), online environmental survey (132 Responses) a Council survey and workshop.

A series of proven benefits of off road motorcycle riding were identified including economic, environmental, health and social benefits.

There were eight key areas identified they were: lack of legitimate areas to ride, safety, effect of off road motorcycle noise, environmental impact, roadside verge riding, off road riding areas and urban encroachment, registered versus unregistered and conflict of usage.

The major issue facing off road motorcyclists in South Australia is the lack of legitimate areas to ride. In SA the main access to riding areas is through membership of affiliated clubs to Motorcycling SA and some private ride parks and rural properties. With the exception of a small number of club based and private off road parks, which mainly suits unregistered motorcycles, and the public road network, which is not adequate for off road motorcycling, there are no areas purposely set aside for this activity.



The strategies and actions identified to address these issues have been included under four key strategic areas and are outlined here:

1. FACILITIES PROVISION

- Develop a series of 'on road' (formed gravel) trails for adventure riding throughout South Australia
- Develop and enhance off road ride parks.
- Obtain access to forest areas for more dynamic riding experiences.
- Develop initiatives and tools to improve access to off road motorcycling facilities, venues and areas.

2. EDUCATION AND AWARENESS

- Increase awareness, safety and education for responsible rider behaviour.
- Educate riders to conduct their activities legally and responsibly.

3. GOVERNANCE AND MANAGEMENT

- Establish a governance and management structure to implement the Strategy.
- Encourage the inclusion of off road facility development in government long term planning.

4. SUSTAINABILITY

- Discourage illegitimate off road motorcycling riding.
- Advocate for additional funding to implement the Strategy.
- Minimise impacts on the environment from off road motorcycling.

2. Introduction and Background

In 2011 Motorcycling South Australia (MSA) engaged the services of Tredwell Management to complete the South Australian Off-Road Motorcycling Strategy and Facilities Master Plan. The aim of the Strategy and Facility Master Plan is to strategically address the issues of off road motorcycling through extensive research and consultation with stakeholders, and develop implementable actions and recommendations including the identification of areas that will be suitable for the development of legitimate off road motorcycle venues. The main objectives of the plan are:

- Determine and quantify the demand for off road motorcycling and associated facilities
- Identify where riders are participating in their sport, including a state-wide audit of key legal and illegal areas/sites/tracks/venues, including their functionality, status, current impacts/issues (negative and positive) and accessibility
- Identification and/or clarification of the issues and opportunities surrounding off road motorcycling
- Identification of the social, economic and cultural benefits of off-road motorcycle use in South Australia and for individual local governments/regions (including a case study)
- The effect of urban sprawl/encroachment on existing off road facilities including motocross tracks and off road parks.
- Identify suitable land/sites/areas where off road motorcycle facilities could be developed
- Develop strategies and recommendations to address risk management including participant safety, land owner liability, insurance and appropriate mitigation measures.
- Investigate suitable recreational registration systems for areas requiring registered vehicles.
- Consideration of a planned off road motorcycle trail like the Mawson Trail for off road motorcycles.
- Where possible the alignment of the interest of all stakeholders through extensive consultation and community engagement.

These objectives have been further expanded and re-aligned as the process has evolved and the extent and knowledge of the complexity of the issues surrounding this project have been further understood.

2.1 Project Approach

Stage	Key tasks
1. Project Start-Up	Task 1.1: Project start-up meeting Task 1.2: Preparation of Consultation and Communication Plan
2. Literature Review And Stakeholder Consultation	Task 2.1: Desktop research and literature review Task 2.2: Workshops with key stakeholders Task 2.3: Interviews with key stakeholders Task 2.4: Online rider survey
3. Need Analysis	Task 3.1: Facility inventory/audit of key venues including site visits to key facilities Task 3.2: Facility demand, gap and need analysis Task 3.3: Spatial mapping of facility provision
4. Site Option Assessment	Task 4.1: Identification of candidate sites/areas for new facilities Task 4.2: Preferred site selection/assessment
5. Draft Strategy & Facilities Master Plan	Task 5.1: Develop Draft Strategy and Facilities Master Plan Task 5.2: Presentation of Draft Strategy and Facilities Master Plan
6. Finalise Strategy & Facilities Master Plan	Task 6.1: Feedback Review and Finalisation of Strategy and Facilities Master Plan Task 6.2: Handover of Final Strategy and Facilities Master Plan

Table 1 Project Approach

In developing this Strategy the following South Australian documents were referred to:

- Motorcycling Road Safety Strategy 2005-2010,
- The Riders Handbook South Australia,
- South Australia's Road Safety Strategy 2020 'Towards ZERO together', Government of South Australia
- Motor Vehicles Act 1959
- Road Traffic Act 1961
- The 30-Year Plan for Greater Adelaide, Government of South Australia.
- Office for Recreation and Sport's Strategic Plan 2009 – 2011.
- Guiding Principles for Recreational Vehicle Use Management
- Management of Off Road Recreation Vehicles In South Australia Discussion Paper Local Government Association of South Australia
- Recreational Vehicles and Protected Areas in South Australia, A Handbook for Managers and Recreational Users
- South Australia's State Natural Resources Management Plan
- 'Link with Nature' Trails Strategy for South Australia's Protected Areas 2008-2012, Department for Environment and Heritage
- National Parks and Wildlife Act 1972

3. Strategic Context

3.1 What is Off Road Motorcycling?

Off road motorcycling is a legitimate recreational activity and it occurs throughout South Australia in various forms from longer distance adventure riding, organised enduro events with intense riding in forests and scrub areas, to recreational trail riding.

For the purposes of this strategy the focus will be on the recreational aspects of off road motorcycling and only includes two wheeled motorcycles. Organised competitive off road motorcycling activities such as enduro, motocross, and trials are recognised as important parts of off-road motorcycling, however recreational riding opportunities and facilities are the focus of this strategy.

Adventure Riding

Adventure riding involves travelling long distances on 'adventure bikes' larger 4 stroke motorcycles typically 400 - 1000cc suitable for long distance road riding (sealed and unsealed). Riding predominantly occurs on the sealed and unsealed road network with limited 'off road' riding conducted on these types of motorcycles. These bikes are Australian Design Rules (ADR) compliant and road registered.

Adventure bike riders are looking for rides over medium to long distances to give them the experience of enjoyable riding off the beaten track. Most Adventure bikes have larger capacity fuel tanks for the bigger distances between towns and some carry sufficient gear to camp on the roadsides whilst travelling.

Adventure riding provides valuable spending in small towns and districts through the purchase of fuel, food and accommodation. This area of motorcycle riding generally attracts older riders who are financially mobile and looking for a different experience. Commercial trail rides aimed directly at this market are being run all around the world as well as here in Australia.

South Australia's Flinders Ranges and outback are prime locations for such tours, with key areas including the Simpson Desert, Innamincka and Birdsville Track. Good riding can also be found within the Adelaide Hills, Murraylands, and the Limestone Coast areas well as the Mid North of SA.

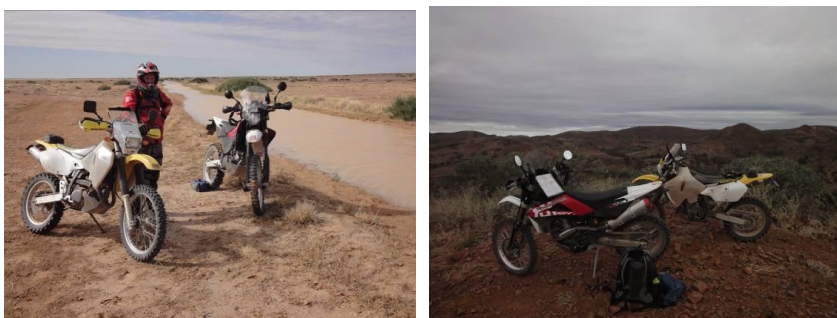


Figure 1: Examples of Adventure Bikes

Off Road Recreational (Trail) Riding

Off road recreational riding, often referred to as trail riding is normally conducted in a variety of terrains and environments, with prime riding conditions provided within forest and bushland areas. In some areas around the State, riding occurs along natural road verges and other natural areas. This form of riding is typically suited for 'trail and enduro bikes' up to 650cc which are designed to traverse various forms of off road terrain.

The riding areas may include unsealed roads, however the activity is primarily conducted "off road". The motorcycles are normally ADR compliant and capable of being road registered and as such can also be ridden on road.



Figure 2: Enduro/Trail bike

Motocross and Mini Bikes

Motocross and mini bikes are used for off road motorcycling, however they are not generally ADR compliant meaning they cannot be registered for use on the road. Motocross bikes are specifically designed for the discipline of motocross for use on short purpose built tracks normally in competitive settings and not designed for use on the road or over long distances. They are primarily used for competition racing and most are used in motocross state and club days at club based tracks and facilities around South Australia. They are also used in the '*SA Off Road Series*' operated by MSA and conducted over marked tracks set in natural terrain.

Mini bikes are smaller versions of off road motorcycles and tend to be used by younger children in a similar way. These machines are ridden often on private properties and at purpose built motorcycle venues. They are also not able to be registered for use on the road.

As these bikes are unregistered and not able to be ridden on the SA road system they are generally ridden on made tracks on private properties and facilities created by Motorcycling SA affiliated Clubs. These bikes can also be ridden at the private off road parks such as venues at Pt. Gawler and Rockleigh. Ride days conducted at Motorcycling SA's property ACUSA Park near Harrogate also cater for these type of motorcycles and their riders.

3.2 Current Situation in South Australia

As the popularity of off road motorcycling continues to grow in South Australia, the severe lack of legitimate and functional areas to cater for the activity continues to be a major issue for riders, land owners/managers, authorities and local communities.

Off road motorcyclists have limited access to suitable facilities/areas and there are very limited opportunities for riders to go for a legal ride in public areas. This results in illegal/illegitimate riding in areas such as forests, native bushland, beaches, public land, reserves and roadside verges.

A majority of off road riding currently takes place in regional areas throughout the state such as the Murraylands, Riverland, Flinders Ranges, Yorke and Eyre Peninsula's and the South East. As a result of increased riding in all areas, the community have raised valid concerns around the use of private and public land, noise and damage to the environment as well as the conflict between users of parks, tracks and trails.


A number of factors are contributing to these issues, the major one being the lack of legal facilities/venues/tracks for participants to legitimately use for their activities. Other factors include inappropriate past land-use planning, lack of awareness, nuisance and illegal behaviour, difficulties in enforcement and management of riders.

If these issues are not adequately addressed then they will continue to be a major problem for land managers and compliance authorities along with the general community. Consequences could include ongoing injuries and deaths to participants, decreased participation in the activity, environmental damage and significant costs and liability to land owners/managers particularly local and state government.

Motorcycling South Australia (MSA) currently provides one 'off road' ride facility; ACUSA Park located at Harrogate in the Adelaide Hills. ACUSA Park is available for organised events for affiliated MSA clubs and members, and open to the public for a number of ride days during the year. The land is owned by MSA with all activities at the venue covered under Motorcycling Australia's insurance scheme.

MSA is the primary proponent of the Tailem Bend Motorsport Park, a proposed multi-disciplinary motorsport facility including road (circuit) and off road tracks and facilities. Opportunities to utilise the motorsport park for off road motorcycle use (trail riding and/or other disciplines) may be available in the future, subject to its successful development.

In the past motorcyclists had use of three forest areas for recreational riding in the mid 70's to mid 80's, two in Kuinto and one at Kersbrook. Areas in Kuinto were destroyed by the Ash Wednesday bushfires and never replaced, with the Kersbrook forest area closed in 1986 when Forestry SA decided to not actively manage the area.



The result is that motorcycle riding has moved to outlying regional areas, where participants have developed and utilised trails alongside roads on wide verges or accessed other public areas including forests, natural areas and beaches, sometimes illegally. Unlike a number of other states South Australia has not been proactive in facilitating off road motorcycling and has tended to take a 'too hard basket' approach. The support from government, the not-for-profit and the private sector for the development of this Strategy is a positive first step.

Motorcycling SA clubs offer a source for riders to get access to riding areas suitable for motocross and Trail Bikes. Clubs normally own or have access to professionally developed and licenced (for safety) Motocross tracks as well as access to land used under agreement with private owners, often in close proximity. One class of competition, 'Reliability Trials', offers a non-competitive trail ride class (Rally Class), enabling riders to have organised access to controlled trails on registered trail/enduro bikes. There is no direct state government provision of off road parks for these bikes but some MSA club venues/land is leased from the state government, and/or local government.

3.3 Situation in other parts of Australia

3.3.1 Victoria

Victoria has approximately 36,000km of public roads through State forests, parks and reserves which are available for use by licensed riders on registered motorcycles. Riders may use any of the forest, park and reserve roads open to the public, but for environmental protection reasons it is illegal to ride off formed roads. Off road motorcyclists in Victoria can purchase a recreational registration which bypasses the need to have a full road registration in many cases which is far more cost effective and allows 'motocross' bikes to be converted to enable them to be used in accordance with the recreational registration system. There are a number of restrictions surrounding recreational registration such as speed, age of rider, noise and compliance conditions. This is a major difference compared with South Australia where only Australian Design Rules (ADR) compliant motorcycles are permitted to be fully road registered and consequently used on public roads and road related areas.

In Victoria many purpose-built Trail Bike Visitor Areas have also been constructed at popular sites which are used for parking, unloading and off loading trail bikes. At major locations, the facilities include a shelter, toilet, trail riding information including maps and picnic areas, while other locations comprise just an all-weather parking area and information board.



Figure 3: Designated and Purpose Built Trail Bike Visitor Area at Paddy's Swamp Forest, Victoria

3.3.2 Tasmania

Off road motorcyclists in Tasmania have access to a large selection of public areas including forests (Bradys State Forest, Southern Forests), dunes (Peron), and camping areas. These areas are accessible to fully registered riders with licensed motorcycles. Tasmania also has a restricted registration which allows riders to travel short distances for particular purposes and allows you to ride in specific areas under specific conditions. There is a specific publication 'Ride around Tasmania' which outlines where people can ride with restricted registration on land managed by the state government agencies Parks and Wildlife Tasmania and Forestry Tasmania.

3.3.3 New South Wales

Off road motorcyclists in NSW have access to significant areas of the state including state forests and park areas, conditional on the motorcyclist being licensed and the motorcycle having full road registration. Currently in NSW there is lobbying occurring for a recreational registration similar to Victoria.

3.3.4 Queensland

The Queensland Government has invested significant levels of funding for off road motorcycling initiatives for education, management and facility provision over the last decade. Documents developed recently include;

- *Off Road Motorcycling Management Strategy*
- *Market Evaluation of Trail Bike Riding*
- *Wyaralong Regional Trail Bike Facility Planning and Design*
- *A Guide to the Development Application Process for Trail Bike Site Developers*
- *Guidelines for facilitating provisions for trail bike riding in local government planning schemes*
- *Trail Bike Riding Needs Analysis*

Off road motorcyclists have access to the recently developed Wyaralong Regional Trail Bike Facility in the Gold Coast Hinterland and areas such as Gheerulla camping and trail bike area in the Sunshine Coast Hinterland. Registered trail bikes may be ridden on roads and in forest areas such as the Beerburum State Forest. Riders must be fully licensed and their vehicle road-registered. Conditionally registered vehicles are not permitted. A majority of riding continues to take place on private property or commercial ride parks e.g. Black Duck Valley near Toowoomba.

3.3.5 Western Australia

WA developed a strategy in 2008 which has assisted in recent years for developing and enhancing the current off road network in WA. WA has a *Control of Vehicles Act 1978* which has led to the declared Off Road Vehicle areas including Gnamptu, Pinjar, Lancelin and Medina. Registered bikes and licensed riders can ride legally on gazetted public roads and tracks in State Forests and National Parks. In general WA has limited facilities for off road riders and over the last few decades there has been a reduction in off road vehicle areas due to a number of factors such as urban sprawl. WA is also having difficulty with cheap import bikes from China that are unregulated and cause a range of other nuisances.

3.4 Legislative Requirements

A number of pieces of legislation primarily apply to the use of motorcycles including off road motorcycling.

The Motor Vehicles Act 1959 and the Road Traffic Act 1961.

The Motor Vehicles Act deals with the registration of motor vehicles, drivers licences and third party motor insurance a motor bike is considered a motor vehicle under this act. Whereas the Road Traffic Act deals primarily with the operation of motor vehicles, traffic management, enforcement of the Australian Road rules and responsibilities of users.

Given that a motorcycle is deemed to be a vehicle under the Road Traffic Act 1961 it also means that when a motorcycle including an off road motorcycle is on a road including a road related area then the provisions under this Act apply. A road is defined in the Act as an area that is open to or used by the public and is developed for or has as one of its main uses the driving of motor vehicles. A road related area is:

- *an area that divides a road;*
- *a footpath or nature strip adjacent to a road such as a road reserve;*
- *an area that is open to the public and designated for use by cyclist or animals; or*
- *any public place which a vehicle may be driven upon, whether or not it is lawful to drive a vehicle there.*

A road related area is deemed to be a road. It is these definitions that may have ramifications for off road motorcycling that is many of the areas where off road motorcycles use may be deemed to be a “road” and as such the Road Traffic Act applies.

Pursuant to the Local Government Act 1999 a road means:

A public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes –(a) a bridge, viaduct or subway; or (b) an alley, laneway or walkway.

Pursuant to the Rail Safety Act 2007, a rail premises means:

Any land on or in which rail infrastructure is situated, freight centres or depots, or any building premises connected with the carrying out of railway operations. Under Regulations 33 and 34 of this Act motor vehicles, cyclists, horseback riders, etc must not, without the permission of the rail transport operator who has effective management and control of the railway premises, drive or ride a vehicle on railway premises.

Both local government roads and rail premises experience off road motorcycling riding.



3.5 Motorcycle Sport and Recreation regulation

Motorcycle Sport in Australia is heavily regulated by a national body, Motorcycling Australia. Each state has a State Controlling Body, in South Australia it is Motorcycling SA.

Motorcycling Australia produces an annual Manual of Motorcycle Sport designed to guide and regulate motorcycle competition and recreational riding, including off road riding.

The regulatory environment, as outlined in the Manual covers a range of issues, including but not limited to, licensing of riders and venues to ensure competence and that safety standards are maintained, management of competitions, policies, types of motorcycle sport (disciplines) and regulations.

All activities conducted by MSA affiliated clubs are permitted and insured by MSA, affording the club liability cover and the riders, officials and volunteers a personal accident insurance cover.

4. Stakeholder Consultation

Throughout the project there has been extensive consultation with many stakeholders and the general community. A summary of the consultation is outlined below.

Consultation included:

- Online Rider Survey (*summary attached as appendix*)
 - 976 Responses
- Online Environmental Survey
 - 132 Responses
- Council Survey
 - 15 Responses
- Council Workshop
 - 19 attendees including representatives from:
 - (PIRSA) Central Local Government Region, Adelaide Hills City Council, Alexandrina Council, Alexandrina Council, City of Onkaparinga, City Of Tea Tree Gully, Department of Environment and Natural Resources, District Council of Karoonda East Murray, District Council of Yorke Peninsula, Local Government Associations, Loxton Waikerie, Berri Barmera, Renmark Paringa Councils, Mid Murray Council, Regional Council Of Goyder, Regional Council of Goyder & SA Murray Darling Basin NRM Board, South Australian Murray Darling Basin Natural Resources Management Board, Southern Fleurieu Peninsula, The Barossa Council, The Flinders Ranges Council
- Meetings with the Project Reference Group
 - Comprising representatives from:
 - Office for Recreation and Sport, Local Government Association, Motorcycling South Australia, SA Murray Darling Basin NRM Board, Motor Trade Association, Department of Environment and Natural Resources
- Interviews and discussions with additional stakeholders including:
 - Motorcycling Australia, Motor Accident Commission, Motor Trade Association, Motorcycling South Australia, Forestry SA, Department of Transport, Energy and Infrastructure, Local Government Associations, Natural Resource Management Boards, Private land owners, South Australian Police (SAPOL), MSA affiliated motorcycling clubs, Mid Murray Council, District Council of Mt Barker, Murray Bridge Council, Genesee & Wyoming Australia

4.1 Rider's Survey

A survey was created to target off road motorcyclists within South Australia to gain information on demographics and issues facing the activity of off-road motorcycling. The rider survey was open to the public online for over 2 months. The survey received a large number of respondents with almost 1,000 surveys started. The survey was advertised through numerous distribution channels including the MSA website/Facebook page, MSA events and Tredwell Management's website/Facebook page. Of the 976 responses 82% of respondents take part in off road motorcycling/trail riding.

Who are the riders?

A large majority of the survey respondents were male (91.5%, 877) whilst the smaller proportion (8.5%, 81) were females. The leading age group that completed the online survey was the 35-44 year old age bracket followed by the 25-34 and 45-54. Over a third of riders starting riding when they were between the ages of 5-10 and have been riding for 10 or more years.

The respondents were not only trail bike riders (47.1%) but Enduro (61.3%), Motocross (37.5%), trials (6.7%) and other types such as side car, dual sport, adventure, quad, road, tourer, motard, supermoto, vintage and rally. 61% of respondents own a registered motorcycle for off road use and more than half of the respondents belonged to a motorcycle club (See appendix 2 for list of MSA affiliated clubs). The most common clubs listed from the survey included Gawler, Ariel, Keyneton, Murray Bridge and Tea Tree Gully.

Why do they ride?

Many riders become involved in motorsports because of their upbringing and lifestyle. A large majority indicated that their fathers or parents had encouraged them take up the sport and others indicated they have a 'love' for the activity as it offered them a sense of freedom, adventure and social interaction with friends, family and other riders.

The top two general reasons for people riding were for the fun/enjoyment and for stress relief/relaxation. Other reasons include; fitness, 'the challenge', experiencing the outdoors and the ability to access remote areas.

When, how and where do they ride?

Over a third of the respondents ride at least ride weekly and 70.7% ride in small groups from 1-5 people for around 4 hours. The respondents indicated that they undertake both casual and organised trail riding.

In order of priority riders tended to ride in the following places.

1. private property (casual)
2. road side verges
3. private property (organised events)
4. Crown/council Land
5. railway corridors

6. forestry land (casually)
7. private ride parks
8. National/Conservation Parks
9. Forestry land (organised events)
10. Interstate (a majority of interstate sites were based in Victoria and New South Wales)
11. Suburban parks and paths

Where would they rather be riding?

Over three quarters [78.4%] of the respondents would rather be riding in forestry plantations. The next preferred locations included ride parks, disused railway corridors and road side verges. Other suggestions included locations such as scrub/bush land, creeks, national & conservation parks, fire trails, unsealed roads, quarries and sand dunes.

Furthermore [82.9%] of respondents said they would use a ride park if a suitable facility was available with [80.5%] willing to pay an entrance fee (average price they would be willing to pay was ~\$28). Almost half of the riders indicated that they would travel between 1-2 hours and over a quarter saying they would travel 2-3 hours to access ride parks.

The top five features that riders would like at a designated ride park are:

1. Combination of both tight and flowing trails
2. Amenities (toilets, BBQ)
3. Hills and technical challenges
4. Separate area for children to ride
5. Camping facilities

Other suggestions include:

Designated areas, strict signage, workshops/classroom area, mobile service, spectator viewing, canteen, accommodation facilities (cabin), first aid provisions, marshalling, parts and bike wash area.

In relation to designated 'user pays' off road ride parks riders offered the following comments:

- Family discount passes
- Yearly memberships
- Fee included into MSA membership
- Riders shouldn't have to pay to access forestry or bushland areas
- Ride park facility should also have other attractive features such as camping grounds
- Should be close to population centre (no more than hour and half otherwise fee should decrease).

About the bikes

Over two thirds of the respondents purchased their motorcycle/s at a retail outlet. The average price paid for their motorcycle was calculated to be \$9,587 per motorcycle. The amount that the respondents paid for their motorcycle varied greatly; the minimum was ~\$700 to a maximum of ~\$30 000. This large range can be explained through the purchase of different types of motorcycles (e.g. low cost imported minim-bikes through to high end touring bikes). On average the respondents indicated that they would spend ~\$3000 a year on off road motorcycling on items such as servicing, fuel and ancillary equipment (this excludes the initial cost of purchasing the motorcycle).

The most common type of motorcycle from the survey was a four stroke motorcycle with a 251-450cc engine with a standard exhaust system. However when asked the question “Do you modify or install aftermarket products on your motorcycle/s? (Special rims, suspension, designer sticker kits etc)” 83.5% indicated ‘yes’. The most common type of motorcycle brands ridden were Yamaha, Honda and KTM.

Do the riders compete in events?

54.2% (402) of the respondents do not compete in organised off road motorcycling events. Although from the 45.8% of respondents that do compete in events these are some of the facts:

- 68.8% of riders compete in local (club based) events
- The most popular event types include
 - 24 Hours Trial
 - Motocross
 - Reliability Trails
- A majority of riders typically travel between 2-3 hours and some up to 6+ hours to compete in events.

Additional Information

The following common themes/issues emerged from the Survey

- No Legal Riding Areas
- Lack of Designated Areas for Children
- Unregistered motorcycles and Unlicensed riders known as 'Un Un's'
- Lack of accessible/available safe riding areas
- Lack of support from councils and government

Other issues raised by riders included:

- Financial Constraints of the sport
 - Insurance costs
 - Capital outlay to purchase the motorcycle and accessories
 - Events
- Noise Impacts
- Environmental concerns
- Cheap pit bikes & motocross bikes
- Remote, expensive, overused facilities
- Unable to utilise local forest for public & organised riding/camping.
- Poor management of land use,
- Lack of accessible areas unless you live in the country
- Negative perception of the sport and the riders
- No recreational registration
- Desire to access our state forests
- Safety risks (e.g. fence wire tied to trees and 'man traps')
- We have big national parks full of fire trails that we can't access.

Quotes:

"The small minority of riders who behave like idiots endanger others (the majority)."

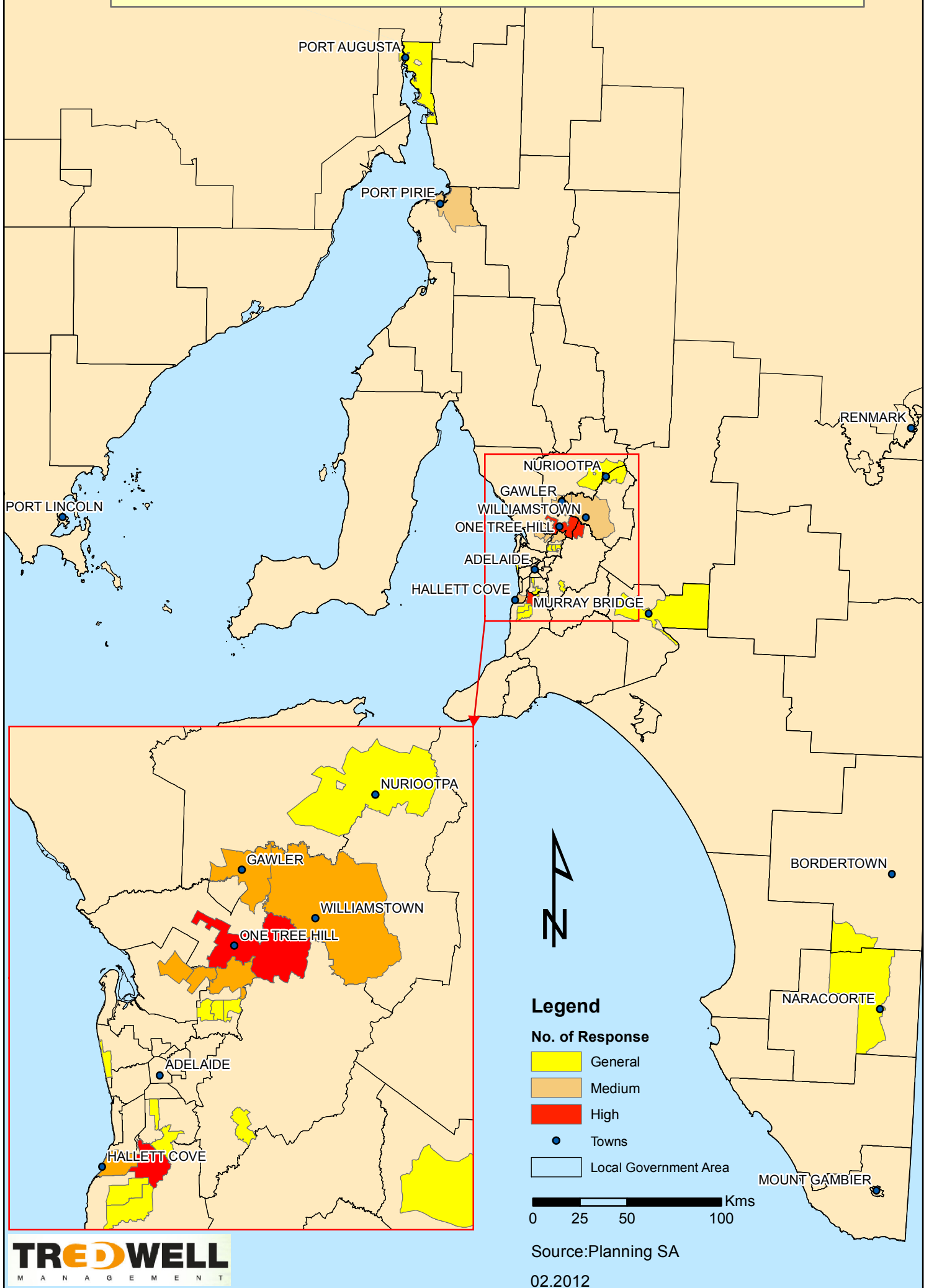
"Lack of space to ride freely and not worry about getting caught or fined for being somewhere you shouldn't be!"

"As where I come from we could go with the kids and teach them about life in the state forests for the weekend. Now moving here there is nowhere to teach kids life skills."

"People moving away from the "burbs" into previously rider friendly locations and complaining of the noise issue to councils..."

The following map outlines where survey respondents reside.

Top 10....Numbers of Response in Local Government Area, SA



4.2 Environmental Survey

Given the existing and potential environmental impacts of some off road riding it was important to gauge the views on this from the environmental sector. The survey received a response rate of 132.

The five key issues raised by respondents in priority order were:

1. Damage to Vegetation
2. Erosion
3. Spreading Weeds/Plant Disease i.e. PC
4. Destruction of habitat
5. Noise

The following suggestions to improve impact on the environment from off-road motorcycling were also provided

1. Education of the riding community (on-site education, Point of Sale education)
2. Designated areas and appropriate trails (need to undertake Land Assessment)
3. Appropriate silencers/mufflers
4. Police compliance
5. Changing the culture- peer pressure change (code of conduct)

Figure 5 below provides an overview of the number of respondents by region. The most popular response region was the Murraylands followed by the Adelaide Hills and the Limestone Coast.

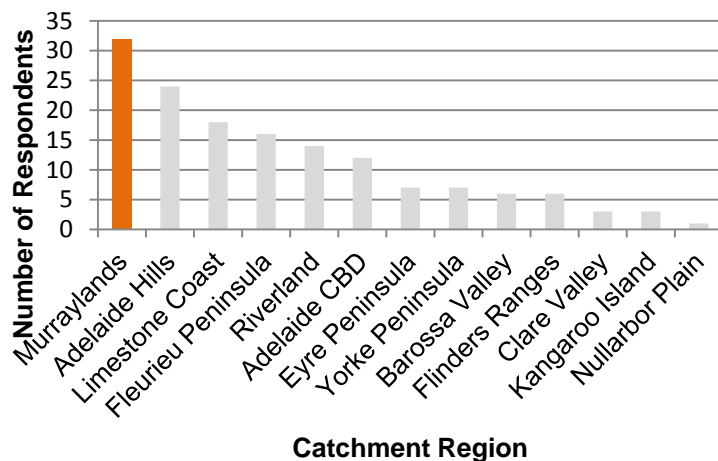


Figure 5 Number of Responses by Catchment Region

Respondents were also asked to rate the current environmental impact of off road riding in their region on public and private land the most common response was 'high' and 'moderate' respectively. Just over 1 in 5 [20.8%] thought the impact of off road motorcycling on public land was extremely high with 42.3% considering it moderate, low or very low.



4.3 Council Survey

Local Councils that responded:

- District Council of Yorke Peninsula
- Alexandrina
- City of Salisbury
- Regional Council of Goyder
- Central Local Government Region
- Streaky Bay District Council
- Port Augusta City Council
- The Barossa Council
- District Council of Mount Barker
- Mid Murray Council
- Loxton Waikerie, Berri Barmera, Renmark Paringa Councils
- D.C. Karoonda East Murray
- The Flinders Ranges Council
- Naracoorte Lucindale Council
- DC Elliston

Key points:

- 85.7% of respondents are aware of off road motorcycling in their Local Government Region
- 92.9% of council respondents aware of illegal off road motorcycling areas in their region
- Main concerns and issues from councils:
 - Conflicting Land Uses & Planning Issues
 - Damaging established reserves and open space
 - Noise
 - Liability & Risk Mitigation
 - Disruptive behaviours
 - Environmental Impacts

5. Relevant Trends and Facts

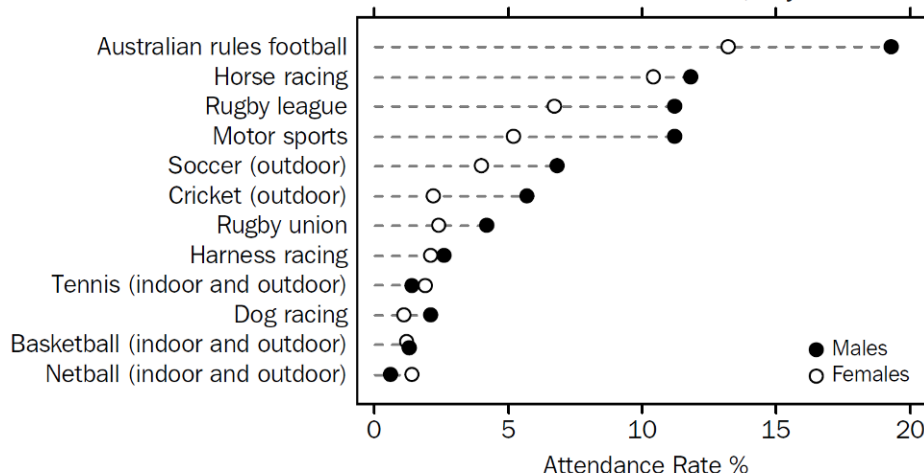
Off Road Motorcycle Statistics

Off road motorcycling is an increasingly popular activity in Australia and around the world as evidenced by recent sale statistics. In Australia a total of 109,067 new motorcycles, all-terrain vehicles (ATVs) and scooters were sold to customers during the full year 2011, an increase of 3226 motorcycles (or growth of 3 per cent). The off-road segment remains the second largest, accounting for 36,637 sales, almost 34 per cent of the total market (FCAI, 2012). Within South Australia over 2,500 off road bikes have been sold each year since 2005.

The number of people participating in MSA sanctioned events [135 competition and 725 recreational in 2011] is in excess of 20,000 [21,482 in 2011]. Anecdotal evidence suggests significantly more people participate in off road motorcycling in an informal manner, estimates are in the order of 30,000 to 40,000 riders.

From the 59 sports included in the 2010 Australian Government, Australian Sports Commission- Participation in exercise, recreation and sport survey it was found that Motorsports was found to have the 19th highest total participation rate. Motor sports was rated the fourth most popular sports attended by people aged 15 years and over only exceeded by Australian Rules football, horse racing and rugby league.

SPECTATORS AT SELECTED SPORTING EVENTS (a), By sex



(a) The top 12 ranked sports in terms of total attendance.

Figure 6 Spectators at Selected Sporting Events

6. Benefits

6.1 Economic Benefits

Off road motorcycling riding provides many direct and indirect economic benefits, including:

- Funds being spent on off road bikes, safety equipment, transport, fuel, food, accommodation and club memberships
- Increased tourism for South Australia
- Increasing the number of active people delivers preventative health outcomes reducing health costs
- Residents who enjoy trail bike riding are influenced to live near trail bike riding areas resulting in the development of niche industries to service the activity.

An economic case study undertaken by Tredwell Management Services in 2011 at an MSA sanctioned competition enduro event in Kingston in the South East, highlights the significant economic benefits that motorcycle activity can achieve for a community. It was estimated that the event, which attracted approximately 130 people excluding spectators, spent around \$500 per competitor equating to approximately \$65,000 that the Kingston event contributed to the local community and communities along the way.

In 2012 a recreational forest trail ride was conducted in the Mount Crawford State Forest, the first event of this nature allowed in the forest. This event has been used to gauge impacts from such an event so Forestry SA has a guide on what to expect from motorcycle usage on the forest tracks and compartments. The event was put on by an MSA permitted event run by an affiliate, with 93 riders participating in the event, in addition to 10 officials and 12 industry representatives in attendance including the Motor Trade Association.

The event was run over two joined loops totalling 45 kilometres. A charity was adopted (Foodbank) with approximately \$1000 raised and donated. The Mypolonga Scouts ran a BBQ which raised over \$500 for their group. EMT Ambulance Services a charitable Medical Service Trust were engaged to attend to any injuries that occurred on the day.

Local towns including Mt. Pleasant, Williamstown and Birdwood benefited with participants purchasing fuel and other services on their way to and from the event. Forestry SA received an income through the permit fee, and MSA benefited through permit, rider levy and licence income.

“Where there will be a cost associated with the management of ORV trails there are also economic benefits for the community. Such benefits include the support of local businesses, increased tourism, health savings and creation of employment” (Management of off road recreation vehicles in South Australia Discussion paper completed by the Local Government Association in 2011).

6.2 Health and Social Benefits

In a recent study the health and wellbeing benefits of off road motorcycling were discussed. The study found that individuals (recreational riders of off-road vehicles) in the random study catchment had physiological profiles that are slightly healthier than that of the general population. On average the off-road motorcycle riders in this study had higher aerobic fitness compared with the general population and had lower mean levels of adiposity (fat) and increased strength and power compared with population norms. Off-road motorcycle riders had healthier anthropometry and fitness characteristics and thus fewer health risk factors for future disease (Burr, Jamnik, Gledhill, 2010).

Adequate physical exercise e.g. off road motorcycling has shown to have a beneficial effect on psychological and physiological health and wellbeing. Researchers have also suggested that exercise can help to ease some common mental illnesses such as anxiety and depression as well as sleep problems.

In particular providing young people with fun activities has proved to be a way of lessening boredom, which can sometimes lead to anti-social behaviour and activity. Studies by the Australian Institute of Criminology show that youth crime can be prevented and the likelihood of re-offending to be reduced by involving them in sport – simply by reducing boredom and decreasing the amount of unsupervised leisure time (Australian Government, Australian Sports Commission).

Evidence from other studies has shown that physical activity offers effective treatment and preventative benefits for stress related illnesses. Higher levels of physical activity have been shown to increase feelings of self efficacy as well as confidence and exercise is now considered as an anti-depressant. Trails within protected areas contribute to improving the quality of life for South Australians by encouraging greater use of natural environments that enhance our physical, social and mental wellbeing (Linking with Nature, 2008).

“The psychological and social benefits gained by trail bike riding and other outdoor recreation pursuits justify the need to provide a range of activity opportunities” (Queensland Outdoor Recreation Federation QORF, 1998).

6.3 Environment

Trails provide an opportunity to experience nature first-hand and learn about conservation. Trail information and signage can identify interesting features along a trail and enhance appreciation of our natural and cultural heritage. Increased knowledge and understanding of the environment can help build support for conservation programs (Linking with Nature, 2008).

Off-road motorbike riders who enjoy the natural environment are aware of the loss and degradation of places to ride. Their involvement can influence other riders to be environmentally responsible. Most riders are willing to act in ways that reduce their impact on the natural surroundings, such as using another area and working to conserve damaged or threatened sites (Town Planning Report, KHA 2010).

7. Existing Venues

Although there is a major lack of off road motorcycle sport and recreation facilities, most evident through the deficiency of legal areas for recreational off road motorcycle riding. There are some limited opportunities to ride and enjoy off road motorcycling including the utilisation of existing roads (sealed and unsealed), MSA Affiliated Club facilities and associated riding areas, ACUSA Park, private off road areas (e.g. Port Gawler, JAMS - Rockleigh), designated tracks (e.g. Ngarkat Conservation Park) and to a very limited degree forests as part of a permitted organised event. The Flinders Ranges also provides a popular area for adventure and trail riding, with opportunities on properties such as Arkaroola Station, Warraweena Conservation Park and Beltana Station amongst others.

7.1 Clubs

MSA has over 40 affiliated clubs based throughout the state (refer to the attached appendix for a full list of affiliated clubs), with the majority having access to purpose built facilities (primarily to cater for motocross), but also in some cases Clubs also have access to areas of land suitable for off road motorcycling riding where they conduct non competition activities and “*camp aways*”.

7.2 ACUSA Park

ACUSA Park is owned by MSA and operated jointly by the two host clubs Levis Motorcycle Club and Quadriders Association of SA. The venue hosts numerous club level competitive events, and is open to the public for regular ride days (approx 6-8 per year) and provide a limited opportunity for recreational off road motorcycling use.



Figure 7: Aerial photo of ACUSA Park showing the various tracks.

7.3 Forests

SA has a series of state forests in the Mid North, Mount Lofty Ranges and South East. Off road motorcycling is not permitted in the forests with the exception of approved special events. Forests have been identified as key areas that motorcyclist enjoy riding within due to it being an ideal situation for trail riding.

Recently an off road motorcycling ride was held through the Mount Crawford forest which attracted nearly 100 riders. This was considered a test event to prove that well managed recreational events have limited impacts on the forests. There is an opportunity to continue liaising with Forestry SA to increase access for riders.



Figure 8 State Forest Areas in SA

7.4 Quarries

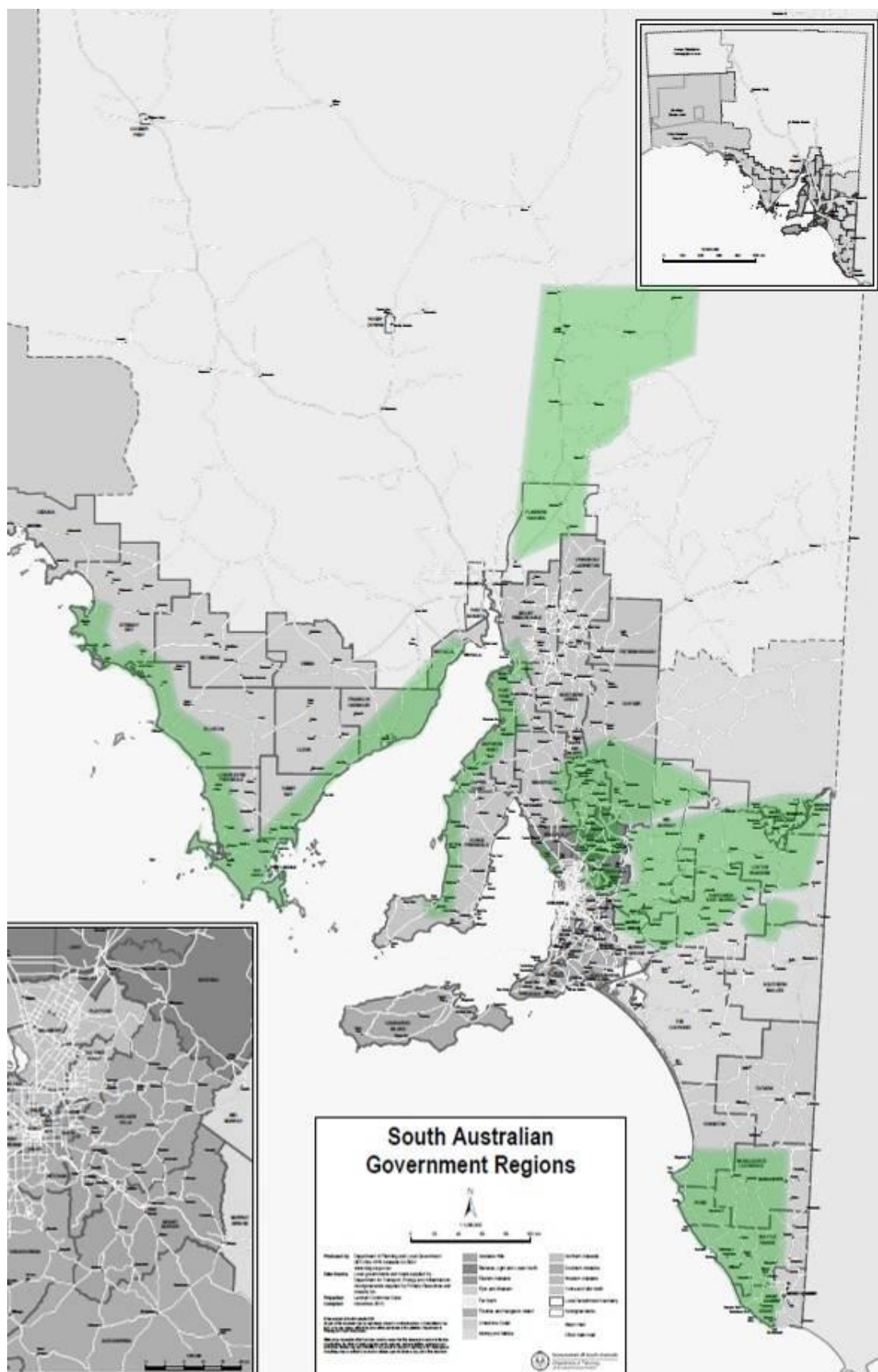
It was noted in the rider survey that quarries were a desired location for off road riding and potentially an opportunity to develop an off road precinct. Currently around Australia many quarries are being utilised legally and illegally for off road activities. An example of a successful working relationship with a Council and an off road provider is the Old Morgan Quarry in the Mid Murray Council who have worked with Four Wheel Driving SA to create a designated area for four wheel off road vehicles.

7.5 General Areas

From the consultation and research phases a series of user 'hot spots' were identified. These areas are well used for off road motorcycling pursuits in the main illegitimately. The Strategic Action Plan developed in the following section refers to the establishment and development of a series of facilities, areas and trails within these identified priority areas.

- Swan Reach, Sedan, Truro, Tailem Bend, Riverland, Callington, Waikerie, Loxton, Karoonda.
- Watts Gully Road, Mt Crawford Area, Kersbrook , One Tree Hill, Para Wirra, Humbug Scrub
- Eudunda, Morgan, Kapunda, Keyneton, Nuriootpa, general Barossa Valley, Robertstown, Burra
- Port Gawler Off Road Park, Thompsons beach, Buckland Park, Dublin area
- Mt Gambier, Millicent, Mt Burr Forest, Kingston to Port McDonald Coastal Dunes, Canunda National Park,
- Wallaroo, Pt Pirie, Pt Broughton, Port Hughes, Port Victoria, Port Turton, Southern Flinders Ranges, Wirrabara Forest & Bundaleer
- Northern Flinders Ranges, Secondary roads, General area, Waraweena Sanctuary, Arkaroola Sanctuary, Beltana Station
- Pt Augusta, Whyalla, Port Lincoln, Coffin Bay, Streaky Bay
- Keith-Tintinara, Ngarkat Conservation Park

These are identified on the following map of South Australia.



8. Key Issues and opportunities

8.1 Access to riding areas

The major issue facing off road motorcyclists in South Australia is the lack of legitimate areas to ride. In SA the main access to riding areas is through membership of affiliated clubs to Motorcycling SA and some private ride parks and rural properties. With the exception of a small number of club based and private off road parks, which mainly suits unregistered motorcycles, and the public road network, which is not adequate for off road motorcycling, there are no areas purposely set aside for this activity. In the past South Australia has had a number of areas in the pine plantations operated by the State Government which allowed off road motorcycling. There were three areas, two within Kuinto Forest and one at Kersbrook. Since these areas were withdrawn there has been no substitute provided and consequently no designated public areas where you can legally ride.

Motorcycling SA has 41 clubs associated with them and 6 private promoters who run both recreational and competitive events on private and public land. The clubs have venues that provide riding for disciplines such as motocross, moto trials, speedway and cross country events. The clubs also have some access to private land and public forests for endurance and recreational off road riding events. There is a major opportunity to build on these relationships and expand and enhance the provision of off road venues using the clubs as a basis for this development.

SA has two well known private motorcycle parks, one at Pt. Gawler and another at Rockleigh. Both parks charge a fee for usage and have tracks which they have established and service for mainly motocross bikes (junior and senior) enduro bikes and quads. There is no provision for longer trails for recreational trail riders due to lack of space.

The Flinders Ranges has a number of private properties that allow the use of trail bikes and some have dedicated trails for both 4 wheel drives and motorcycles. These properties are mainly in the northern area and therefore take over 5 hours of driving or riding to access.

8.2 Safety

A recent report released by the Australian National Injury Surveillance Unit (NISU) showed that 47% of all motorcycle related hospital separations nationwide could be attributed to a crash in a non-traffic (principally off-road) area. Research in this field has particularly focused on injuries to children and young adults. Evidence from Australia and the United States has identified that between a fifth and a quarter of all hospitalisations were to a person aged between 0 and 14 years of age. Nationwide injury statistics for Australia and the United States indicate that around 90% of all non-traffic motorcycle riding hospital admissions are attributable to males.

Off road motorcycling due to its high speed and dynamic nature is an inherently dangerous activity. Motorcycling SA has strategies in place to minimise injury risk in their competition and ride days however with the exception of compliance measures such as signage and prohibition there was little evidence found of strategies to reduce the safety risks of riding in public areas.

The lack of legitimate and regulated areas for riders is likely contributing to the safety issues. Uncontrolled access to road verges, forests and other public areas means there are limited opportunities to implement safety strategies. Public land managers such as Local Governments and Forestry SA have already limited resources to deal with the illegitimate riding and without the creation of regulated public ride areas safety in these existing areas is going to continue to be a major issue of concern with riders continuing to ride long distance on roadside verges and through state forests and other natural areas where they currently run the risk of fines and riding in an uncontrolled environment.

Greater safety for motorcycle trail riders can be gained by the provision of designated and legitimate areas and venues which can then be controlled and safety strategies and initiatives identified and implemented in conjunction with the stakeholders (e.g. Councils, Forestry SA, other user groups etc.). Research conducted of other states shows that within the public areas provided for legitimate riding appropriate marking with clear signage and arrows is important to keep recreational riders travelling in the same direction. For example safety could be enhanced by having well marked longer distance trails for riders to use. Ride direction could be built in to the design of tracks which would reduce the possibility of head on collisions.

8.3 Effect of Off Road Motorcycle Noise

One of the biggest concerns in the general community in relation to off road motorcycling is the impact of noise. A standard motorcycle exhaust system even though well muffled creates a different noise from a motor car exhaust which makes it offensive to some people even though it complies with current regulations. The unique noise created by a motorcycle single piston engine automatically draws attention to itself and can often override other noises.

Off road motorcycles can have either a four or two stroke engine. The modern four stroke engine can derive extra power from a less baffled exhaust, which in turn, normally produces more discernible noise. The modern two stroke engine is similar however doesn't normally have the noise impact of the four stroke.

Allowable noise emissions from registered motorcycles are regulated through the Australian Design Regulations which has a maximum noise level within certain parameters. When conducting events MSA's regulations are consistent with the Australian Design Regulations, by limiting the noise produced by an off road motorcycle to the current standards. However riders often replace the existing compliant noise exhaust system (or components of it) with an 'after market' exhaust system to access more power which often increases the noise level beyond the limits set by the various standards and regulations.

Managing through appropriate planning and design and through technological improvements will be an important ongoing initiative to ensure any existing or proposed riding areas will be able to continue to operate while minimising the impact on local communities.

The sound of trail bikes in itself is not the problem, the problem lies in the irritation the noise creates. (WA Trail Bike Strategy, 2008)

8.4 Environmental Impact

From discussions with environmental agencies and the outcomes of the environmental survey it was made clear that there was five main issues surrounding off road motorcycling and the impact on the environment, including:

- damage to vegetation,
- erosion,
- spreading of weeds/disease i.e. *Phytophthora cinnamomi* (PC), *Orobanche* (Broomrape),
- destruction of habitat and
- noise.

Another key issue from an environmental perspective is the use of environmentally sensitive dunes in coastal areas. An important consideration in the future planning of off road motorcycling areas will be environmental management through minimising impact.

8.5 Roadside Verge Riding

As mentioned above throughout this strategy the lack of publically accessible areas for trail bike use has resulted in riders seeking out areas to pursue their chosen leisure activity. In SA verge riding or riding on roadside verges is popular as it provides a natural and attractive setting and opportunities for longer distance rides. Tracks have been created alongside roads by motorcyclists in a number of regions throughout SA, primarily in the Murraylands, Riverland and Yorke Peninsula.

A number of issues have been identified with verge riding by environmental groups, adjoining land owners and Local Government. Environmental groups believe that there is a negative effect on flora and fauna, erosion, and spread of plant diseases. Adjoining land owners such as local farmers and lifestyle landowners are more concerned generally about stock and lifestyle disruption caused by noise and the possibility of motorcyclists accessing their land illegally. Some councils allow or “turn a blind eye” to riders using the road verges in their jurisdiction and are normally only goaded to action when complaints are directed to them. Some council’s have enacted local laws and introduced fines to attempt to stop the practice. The Mid Murray is one such council who polices the verge riding in their areas and fine riders.

Verge riding is an answer to a problem for motorcyclists who have limited access to suitable places to ride. Riders believe that some of the criticism of verge riding is unfair and that the creation of a small path, normally only about half a metre wide on a road verge does not have a major impact. Riders point to council areas which are massively degraded by the burrowing of rabbits and believe this is having a bigger effect on these districts than passing motorcycles. Riders also believe that animals often use the tracks created to move through into other areas. One of the attractions of trail riding is the appreciation of nature riders in the main tend to appreciate wildlife in the verge riding areas and is part of the experience they seek and often seen when they pass through.

Other issues associated with verge riding include safety and risk management in terms of access points and cross overs and also the disturbance to stock which is likely to occur whether riding on the verge or the road itself.

8.6 Off Road Riding Areas vs. Urban Encroachment

Over recent years many off road motorcycling areas SA and other states have come under pressure from urban encroachment and the development of houses. Locally motorsport (club) facilities such as motocross tracks are having significant issues with encroachment, predominantly relating to noise and dust. All strategies developed for off road motorcycling management to date suggest that planning for off road motorcycling facilities in council’s long term strategic land use planning is crucial to the management and protection of existing and planned facilities.

8.7 Registered versus Unregistered

Registered Off Road Motorcycles

In South Australia there are regulations for registered off road motorcycles. Registered off road motorcycles are governed by the same rules and regulations that apply to all road registered vehicles including third party insurance coverage. Registered off road motorcycles can legally be ridden on South Australian roads.

Unregistered Off Road Motorcycles

Unregistered off road motorcycles tend to come in two forms registrable motorcycles that are not registered and 'motocross' bikes which are not ADR compliant and cannot be registered for use on the road. Unregistered motorcycles are being used on private properties. Unregistered and motorcycles unable to be registered are also often used illegally in public areas. This use in public areas presents major issues due to the fact it is illegal, and they have no third party insurance protection.

8.8 Conflict of Usage

A major concern for trail users including off road motorcyclists is conflict with other trail users such as horse riders, walkers and mountain bikers. Due to the lack of legal public off road trails for off road motorcycling in South Australia many motorcyclists appear to be illegally using areas not intended for off road motorcycle riding. Often these off road areas are multi-use trails or areas that are utilised by other trail disciplines. The experience interstate is that these groups can successfully co-exist in the same areas with minimal conflict if appropriate strategies are put in place.

In South Australia trail conflicts can and do occur between different user groups. Off Road Motorcycles are attracted into these multi-user group areas because of the type of trail and terrain, and due to the very limited alternative opportunities to access legitimate riding areas.

9. Strategic Action Plan

The following strategic action plan has been developed detailing various strategies and actions required to assist in resolving the issues and also capitalise on the opportunities identified through the extensive consultation process.

The strategies and actions have been included under four key strategic areas

- 1. FACILITIES PROVISION**
- 2. EDUCATION AND AWARENESS**
- 3. GOVERNANCE AND MANAGEMENT**
- 4. SUSTAINABILITY**

For each strategic area a series of strategies and actions have been detailed including the overall Strategy Priority (high, medium or low), Responsibility (who will lead the implementation), Action Priority (high, medium or low), Timeframe (short term, medium term or long term), Partner organisations who will assist in implementation (refer below), and Resource levels (low, medium or high).

Strategic Partners

MA = Motorcycling Australia
MTA = Motor Traders Association
NRMB = Natural Resource Management Board
LGA = Local Government Association
Local Councils
SATC = South Australian Tourism Commission
DPTI = Department of Planning, Transport and Infrastructure
ORS = Office for Recreation and Sport
PIC = Project Implementation Committee
LIC = Local Management Committees
FSA = Forestry SA
PIR = Department of Primary Industries and Regions
SAPOL = South Australian Police
MAC = Motor Accident Commission
MA = Motorcycling Australia
DPLG = Department of Planning and Local Government
DENR = Department of Environment and Natural Resources
PIC = Project Implementation Committee
LMC = Local Management Committee

9.1 FACILITIES PROVISION

1. Strategy: Develop a series of 'on road' (formed gravel) trails for adventure riding throughout South Australia				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Establish a pilot loop trail through the Eastern Ranges to demonstrate good design principles, management and to assess any impacts.	High	Short	Local Councils ORS SATC DPTI MTA	Low
b. Establish a long distance adventure trail (similar to the Mawson Trail for cycling) from the Eastern Ranges through to the Flinders Ranges passing through communities such as Burra, Peterborough, Yunta, Hawker, Blinman, Parachilna, and Beltana. This could potentially be extended further north to Roxby Downs.	Medium	Medium	Local Councils ORS SATC DPTI MTA	Medium
c. Identify other potential on-road loop trails throughout South Australia within the identified priority areas and linking in with existing MSA affiliated club venues.	Low	Long	Local Councils ORS SATC DPTI MTA MSA Clubs	Medium
d. Develop a 'Trail Card' system which gives access to maps and discounts at various businesses along the way such as fuel, accommodation and food providers.	Medium	Medium	Local Businesses SATC	Low

2. Strategy: Develop and enhance off road ride parks.				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Improve the functionality, accessibility and utilisation of ACUSA Park through: <ul style="list-style-type: none"> The development of a master plan considering establishing/improving facilities such as: long track, enduro loops, technical areas, designated children's area, rider training, camping area, bike wash and amenities. Review of the governance structure and development of a new management plan for the site. Improved accessibility for the general public (i.e. increased opening hours, increase in the number of ride days). 	High	Short	ACUSA Management ORS	Low
b. Spatially identify all existing MSA affiliated club venues and land holdings.	High	Short	MSA Clubs	Low
c. Facilitate the strategic identification and acquisition of land for off road motorcycling developments within identified priority areas.	High	Short	Relevant Land Owners	Medium
d. Work with MSA affiliated clubs and other key stakeholders to identify and secure suitable areas for off road riding near existing facilities and in priority areas.	Medium	Ongoing	MSA Clubs Local Councils	Low
e. Work with private off road motorcycling facility operators to enhance rider experience and safety.	Medium	Medium	Private Operators	Low
f. Investigate access to/acquisition of surplus Crown, State Government and Local Government land for off road ride parks.	Medium	Medium	Relevant Government Agencies (state and local)	Low
g. Investigate development of off road motorcycle ride parks in the identified priority areas.	Low	Long	Local Councils Local Management Committees NRMB	Low

3. Strategy: Obtain access to forest areas for more dynamic riding experiences.				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Negotiate access to priority State Forests for off road riding such as: <ul style="list-style-type: none"> Mt Crawford Forest (Pine and Softwood Plantation) and Mt Burr Forest (Pine and Softwood Plantation) 	High	Short	Forestry SA	Low
b. Investigate obtaining access to additional State Forests in identified priority areas.	Medium	Medium – Long	Forestry SA	Low

4. Strategy: Develop initiatives and tools to improve access to off road motorcycling facilities, venues and areas.				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Develop off road motorcycling guidelines for site and facility development covering subjects such as site selection/assessment, sustainable trail development, signage, management and risk management.	Medium	Short	ORS LGA	Low
b. Develop professional advice service for land owners and managers (e.g. forestry, local government, private sector) to advise on off road motorcycling facility provision and management.	Medium	Medium	LGA	Medium
c. Further investigate the use suitable road side verges for off road motorcycling trails	Medium	Medium	LGA Local Councils NRMB	Medium
d. Further investigate quarries as potential sites for off road motorcycling facilities	Low	Long	PIRSA Local Councils	Low

9.2 EDUCATION AND AWARENESS

5. Strategy: Increase awareness, safety and education for responsible rider behaviour.				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Inform government agencies of the opportunities and benefits of off road motorcycling and the risk of inaction.	High	Short	MTA	Low
b. Develop in school education programs around off road motorcycling with a particular focus on safety, technical skills and responsible riding.	High	Ongoing	Education Department	Medium
c. Include an off road riding segment into the current 'Rider Handbook'.	Medium	Short	DPTI	Medium
d. Develop a state-wide off road motorcycling marketing and promotion strategy.	High	Medium	MTA	Medium

6. Strategy: Educate riders to conduct their activities legally and responsibly.				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Develop responsible off road riding educational material for riders including a brochure, website and point of sale information.	Medium	Short	MAC SAPOL Clubs MTA Retailers	Low
b. Encourage motorcycle dealers to promote responsible off road riding at point of sale.	Medium	Short	MAC Retailers MTA SAPOL	Low
c. Promote responsible off road riding to members and other riders including: <ul style="list-style-type: none"> • Information at off road events • Club awareness days and seminars • Community awareness days and seminars • Nominate "Club Champions" to assist in educating riders and the general community • Identify high profile off road rider/s to feature in mass media campaign 	Medium	Medium	MAC Clubs MAC SAPOL	Low
d. Provide nationally accredited training services relating to off road motorcycling riding.	Low	Long	MTA	Medium
e. Develop a code of practice similar to guidelines listed in the MA motorsports manual.	Low	Medium	MA	Medium
f. Expand 'RiderSafe' to include off road motorcycling skills development and information on safety in off road terrain.	Medium	Medium	SAPOL DPTI	Medium

9.3 GOVERNANCE AND MANAGEMENT

7. Strategy: Establish a governance and management structure to implement the Strategy				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
Create a project implementation committee (PIC) to drive the implementation of the strategy.	High	Short	MTA LGA State Government NRMB Off Road Specialists	Low
Create Local Management Committees (LMC) to investigate the development of off road facility strategies within priority areas.	Medium	Medium	PIC Local Councils	Medium

8. Strategy: Encourage the inclusion of off road facility development in government long term planning				
Strategy Priority: Medium		Responsibility:		
Actions	Action Priority	Timeframe	Partners	Resources
a. Advocate for off road motorcycling initiatives to be incorporated into local government strategic, land use and open space/recreation planning.	Medium	Ongoing	MTA LGA Local Councils	Low
b. Support private landholders seeking to provide trail bike riding opportunities on their properties through ensuring appropriate provisions are provided within development planning schemes.	High	Medium	Relevant Land Owners	Medium
c. Educate and inform government agencies on issues that relate to strategic and land use planning for off road motorcycling.	Medium	Ongoing	DPLG	High

9. Strategy: Discourage illegitimate off road motorcycling riding.				
Strategy Priority: High		Responsibility:		
Actions	Action Priority	Timeframe	Partners	Resources
a. Support SAPOL, local councils and land owners/managers in continuing to regulate illegitimate behaviour of motorcycle riders.	High	Ongoing	SAPOL LGA Local Councils Relevant Land Managers/Owners	High
b. Further investigate conditional registration options (e.g. recreational registration).	Low	Medium	SAPOL DPTI MA	Medium
c. Establish a mechanism for the community to report illegitimate activity.	Low	Long	SAPOL LGA	Medium

9.4 SUSTAINABILITY

10. Strategy: Advocate for additional funding to implement the Strategy				
Strategy Priority: High		Responsibility: MSA		
Actions	Action Priority	Timeframe	Partners	Resources
a. Lobby government to contribute further funding to implement the Strategy.	High	Ongoing	ORS NRMB DENR	High
b. Approach the commercial sector to assist in funding specific/relevant initiatives within the Strategy.	High	Ongoing	MTA Dealers Manufacturers Other Private Sector	Medium

11. Strategy: Minimise impacts on the environment from off road motorcycling.				
Strategy Priority: High		Responsibility:		
Actions	Action Priority	Timeframe	Partners	Resources
a. Educate local government and other relevant land managers about off road motorcycling environmental initiatives.	High	Ongoing	LGA Local Councils NRMB	Medium
b. Adopt relevant aspects of the MA National Environment Code and Management Plan, Federation of International Motorcycle Environmental Code and MA Non-Competitive Manual.	Medium	Medium	MA LGA Local Councils NRMB	Low
c. Encourage the development of a noise reduction/management campaign targeting riders.	Medium	Short	LGA SAPOL	Medium
d. Encourage campaigns to promote responsible outdoor recreation through ethics education and stewardship similar to “tread lightly”.	Medium	Medium	Clubs	Low
e. Support Coastal Access Planning and advocate for responsible access to coastal areas for off road motorcycles.	Medium	Medium	LGA Local Councils NRMB	Medium
f. Investigate expanding the “Green Stamp Plus” initiative to include “code” for motorcycling retailers (e.g. ADR compliant stock).	Low	Lower	MTA Retailers	Medium

10. References

References:

1. J. F. Burr , V. K. Jamnik , N. Gledhill (2010) Physiological fitness and health adaptations from purposeful training using off-road vehicles, Eur J Appl Physiol
2. Local Government Association, *Management of off road recreation vehicles in South Australia Discussion paper*, 2011
3. Federal Chamber of Automotive Industries, *Motorcycle Industry Finishes 2011 In Strong Position* FCAI chief executive Ian Chalmers , <http://www.fcai.com.au/news/all/all/293/motorcycle-industry-finishes-2011-in-strong-position->, 2012 (accessed 16th May, 2012)
4. Australian Bureau of Statistics, *Spectators at selected sporting events*, <http://www.abs.gov.au/>, 2010 (accessed 23 November 2011)
5. Department for Environment and Heritage, *Linking with Nature; Trails Strategy for South Australia's Protected Areas 2008-2012*, 2008
6. KHA Development Managers, *Town Planning Report; Gympie Regional Council*, 2010.
7. Department for Transport, Energy, and Infrastructure, *The Riders Handbook South Australia*, 2010
8. Government of South Australia, *South Australia's Road Safety Strategy 2020 'Towards ZERO together'*, 2012
9. Government of South Australia, *The 30-Year Plan for Greater Adelaide*, 2010
10. Office for Recreation and Sport, *Office for Recreation and Sport's Strategic Plan 2009 – 2011*, 2009
11. Department for Environment and Heritage, *Recreational Vehicles and Protected Areas in South Australia*, 2005
12. D Allen, Coastal Councils; Northern & Yorke NRM Regions, *Coastal Vehicle Access Management Strategy*, 2008

Acts Considered:

- National Parks and Wildlife Act 1972
- Motor Vehicles Act 1959
- Road Traffic Act 1961

11. Appendices

11.1 Recreational Motorcycling Registration (Victoria)

Eligibility:

Any two-wheeled motorcycle can be registered as a recreation vehicle.

To operate a recreation vehicle you must be at least 18 years of age and you must also hold a motorcycle learner permit or licence to ride on a road.

Minimum construction requirements

All recreation motorcycles must have:

- a rear vision mirror fitted to the right hand side
- brakes fitted to both wheels, capable of working independently if one brake fails
- one head lamp
- one rear red tail lamp
- one rear red brake lamp
- one rear white number plate lamp
- a silencing device which restricts the noise level to 94 dBA or less
- an appropriate horn or warning device wired into the motorcycle's electrical system
- a chain guard that protects the rider from the front chain sprocket

IMPORTANT

- All lighting used must be of a type intended for use on motorcycles.
- A 'total loss system'* power source for the lighting is not acceptable.
- If a battery is fitted to the motorcycle, an integrated charging system, such as an alternator, is required.
- Magneto driving lights are acceptable if a battery is not fitted.
- A 'Total loss' system is one where the lights are powered in such a way that continuous power to the lights is not possible. For example, lights powered by batteries are not continuously rechargeable and can therefore run down. This is a safety measure to ensure that lighting is available to the rider when it is required.

Conditions

There are a number of conditions applying to operating a recreation vehicle. They are:

- Recreation motorcycles are only permitted to be operated on roads (except declared freeways and arterial roads, including roads formerly designated as forest roads, under the Road Management Act 2004) that are:
 - located outside "built up areas" as defined by speed zones of less than 100 km/h, or
 - those areas that are not a road and are solely for the training and assessment of a holder of a motorcycle learner permit by an organisation approved by VicRoads for that purpose
- the vehicle must not carry any load or a person other than the rider
- the rider must wear a protective helmet of the type approved under the Road Rules Victoria

11.2 Literature Review

South Australia

Relevant Documents

1. State Mountain Bike Plan – Mount Lofty Ranges Region
2. South Australia's State Natural Resources Management Plan
3. 'Link with Nature' Trails Strategy for South Australia's Protected Areas 2008-2012 Department for Environment and Heritage
4. Office for Recreation and Sport's Strategic Plan 2009 – 2011.
5. SA Youth Recreation Strategy
6. Physical Activity Strategy for South Australia 2004-2008
7. Recreational Vehicles and Protected Areas in South Australia, A Handbook for Managers and Recreational Users
8. Learner Approved Motorcycle Scheme,
www.transport.sa.gov.au/educational/training
9. Motorcycling Road Safety Strategy 2005-2010,
www.dtei.sa.gov.au/roadsafety/resources
10. The Driver's Handbook,
www.transport.sa.gov.au/publications/reg_licence_permitsasp#drivershandbook
11. Management of Off Road Recreation Vehicles In South Australia Discussion Paper, Local Government Association of South Australia
12. South Australia's Road Safety Strategy 2020 'Towards ZERO together', Government of South Australia
13. The 30-Year Plan for Greater Adelaide, Government of South Australia. Department of Planning and Local Government.
14. National Parks and Wildlife Act 1972
15. Motor Vehicles Act 1959

Western Australia

Relevant Documents

1. Strategic Directions for the Western Australian Sport and Recreation Industry (2006 – 2010)
2. Department for Sport and Recreation Strategic Plan 2009-2012
3. 'Back on Track' W.A. State Trail Bike Strategy



Queensland

Relevant Documents

1. Council of Mayors (SEQ) Market Evaluation of Trail Bike Riding
2. Wyaralong Regional Trail Bike Facility
3. Trail Bike Riding Needs Analysis, The University Of Queensland
4. Department of Communities, Sport and Recreation Services, Off-Road Motorcycling Management Strategy

New South Wales

Relevant Documents

1. Motorcycle Riders Handbook, NSW Government- Transport, Roads and Traffic Authority
2. Forest Users Education Liaison (FUEL) Project, NSW Environmental Trust of the Department of Environment and Climate Change, Motorcycle Council of NSW, the Dual Sport Motorcycle Riders Association and Forests NSW.

Victoria

Relevant Documents

1. Trail Bike Market Research- Ride for Tomorrow
2. Vic Roads, Recreational Motorcycle Registration (Appendix1)
3. Trail Bike Project Options Paper, Department of Sustainability and Environment

Tasmania

Relevant Documents

1. Our Safety, Our Future, Tasmanian Road Safety Strategy 2007-2016

11.3 Example Code of Conduct

■ ■ ■ Six Strategies for Effective Enforcement

- 1) **Make a commitment—Engage in serious enforcement efforts**
 - Expand enforcement capacity;
 - Target and intensify patrol efforts;
 - Look for new funding sources; and
 - Do not tolerate damage from off-road vehicles.
- 2) **Lay the groundwork—Create enforceable routes and regulations.**
 - Create off-road vehicle route systems with an eye toward enforceability;
 - Make the route systems clear on maps and on the ground; and
 - Implement a system that identifies off-road vehicles or limits their numbers.
- 3) **See and be seen—Engage in visible action and meaningful collaboration.**
 - Organize and publicize volunteer labor;
 - Form broad coalitions for public support;
 - Formalize law enforcement collaborations;
 - Create opportunities for citizen reporting;
 - Use nonprofit status to gather money; and
 - Publicize progress.
- 4) **Make riders responsible—Promote a culture shift among peers.**
 - Use mass media campaigns to educate riders and cultivate support;
 - Work with off-road community leadership;
 - Focus on common values; and
 - Promote rider responsibility.
- 5) **Use the force—Incorporate technologies that work.**
 - Use remote electronic monitoring;
 - Track noise violations; and
 - Track recurring problems and repeat offenders.
- 6) **Fit the punishment to the crime—Make penalties meaningful.**
 - Toughen penalties;
 - Consider natural resource damage in determining fines;
 - Add community service as a penalty; and
 - Link off-road violations with other recreational privileges; and
 - Impound vehicles.

11.4 Motorcycling South Australia Affiliated Clubs

- Adelaide Hills MCC
- Adelaide Pocket Bike Association Inc
- AJS Moto Trial Club of SA Inc
- Ariel Motorcycle Club
- Atujara MCC
- Australian Sidecar-Cross Association
- Cafe Racer Club of SA Inc
- Clare MCC
- Crystal Brook Motorcycle Club
- Ducati Owners Club of SA Inc
- Gawler Motorcycle Club
- Historic Motor Cycle Racing Register of SA
- Juventus Motorcycle Club Inc
- Keith & District MCC
- Keyneton Motorcycle Club
- Kimba Motorcycle Club
- Levis Motorcycle Club
- Mallala Motorsport Park Pty Ltd
- Meningie Motorcycle Club
- Morgan Motorcycle Club
- Motocross Riders Association
- Mount Gambier JMCC
- Mount Gambier MC & LCC
- Mud N Tars MCC
- Murray Bridge SCC & MCC
- Northern Track Promotions
- Phoenix MCC
- Port Augusta MCC
- Port Lincoln Motorcycle Club
- Port Pirie MCC
- Quadriders Assoc of SA
- Riverland Junior MCC
- Roadskills Advanced Rider Training
- SA Classic Speedway Assoc
- SAPMAC Motorcycle Club
- Sidewinders U16 Speedway Club
- South Coast MXC
- Speedway Riders Association
- Tailem Bend Motorsport Park Pty Ltd
- Tea Tree Gully Motocross Inc
- Velocette MCC
- Wayville Speedway Promotions
- West Coast MCC
- Whyalla MCC

11.5 Case Study Kingston

An important component of the consultation process was speaking directly with the Off Road Championship community at one of the premier racing events. Tredwell Management set up a booth at the Kingston Sprint, which was located on private property approximately 40kms outside of Kingston. A random sample of people from the event, were selected to answer the questions. The survey was voluntary with the majority of respondents being riders, support staff, supporters, caterers or local businesses.

The survey asked 4 questions requesting information on:

- Residential address
- Most common riding locations
- Ideal area/location for a bike park
- Cost of attending the event

The following is a summary of the key findings of the survey.

Event Information

130 competitors entered the championship, with the majority male riders. In total the attendance at the event was approx 400-500 people.

The event consisted of event manager, scrutineers, sweeps, race secretary, clerk of course and the timers and timing back up crew, photographer which contributed to the professionalism of the event. The facilities and services on offer at the event also included catering services provided by a local community club, first aid and amenities.

Location

The competitors travelled from all over the state, including Keith, Para Hills, Coonalpyn, Callington, Victor Harbour, Berri, Stockwell, Lewiston, Clare, Eudunda, McLaren Vale, Barossa Valley, Port Pirie, Humbug Scrub, One-Tree Hill and Adelaide.

The event attracted a number of competitors from interstate (Mildura). This illustrated that competitors and spectators are willing to travel 4-6 hours to attend a championship event.

Common Riding Locations

Respondents were asked at what locations they most commonly rode their bikes. The majority of respondents stated locations close to where they lived, with many of the riders having access to their own or a friend's private land.

While other responses state that they most commonly ride in;

- Club Days
- Events (National, State, Enduro)
- Flinders Rangers (Moralana, Moolaloo)
- Canunda National Park (Carpenters Rock / Beachport)
- Morgan
- Swan Reach
- Reeves Plains
- Rockleigh/Monarto

Bike Park Location

Respondents were asked what location or area they would like to see a bike park. Overwhelmingly the most common response was;

- State Forest(s) - Mount Crawford and Kuitpo

Other responses included locations in the Barossa Valley, Monarto, Adelaide Hills, Keith, Meningie and Swan Reach.

Costs

Over 20 respondents were asked how much they had spent on the event. The main costs associated with attending this championship event were; Registration/Fees

- Petrol (vehicle and motorbike)
- Food/Beverages
- Accommodation
- Maintenance of bike and associated costs

NOTE: these costings are indicative only but provide a guide to the level of expenditure on attending the event. Say that the average spend was around \$500 per competitor this would equate to \$65,000 that the Kingston event would contribute to the local community and communities along the way.

The participants and followers attending the event could be classified into a number of main types of groups;

	Description	Costs \$	Costs \$	Costs \$
Families	Use accommodation and either self cater or purchase food	1 adult, 1 child accom & self cater \$500	2 adults, 1 child, accom, self cater & purchase some food \$700	2 adults, 3 children, accom & purchase all food \$1200
Singles	Single individuals commonly car pool and stay on site in tents or swags	Camp on site, self cater \$350	Camp on site, self cater & purchase some food \$420	Camp on site, purchase all food \$500
Couple	One rider and supporter	Accom & self cater \$450	Accom, self cater & purchase some food \$570	Accom & purchase all food \$650

Table 2 Cost to Attend Kingston Sprint Event by Group Types

Economic Impact

Of particular note was the positive impact this event had on the town of Kingston. Contact was made with the accommodation and catering businesses to determine what level of economic impact this event had on their business.

Responses included;

Econo Lodge Kingston

This motel has 25 rooms on site and due to the event they had 7 rooms booked. The manager of the business stated that *"he would love an event like this every weekend"*.

Golden Chain Lacepede Bay Motel

This motel has 31 rooms on site and due the event they had 14 rooms booked. They stated that *"the event was a very good thing for business"*.

Royal Mail Hotel

The hotel did not have any bookings for accommodation but had around 14-15 people for the evening meal.



Kingston Caravan Park

All 12 cabins were booked due to the event and they had extra work for their staff.

Take Away Outlets

Competitors and their supporters purchased food and beverages from a range of outlets on their way to the event at Kingston, while staying in the various accommodation venues within Kingston and on their return home trip.

Local Community Club

The event was catered for by The Limestone Coast Remote Control Car Club and assists to support the club with fundraising.

Other economic benefits of this event include the petrol purchases to and from the event, the maintenance costs of the bikes which would include things like the purchase of oil & spare parts. Overall this event not only supported the local business community of Kingston and along the journey, but also the industry of motorcycling in the state of SA.



11.6 Survey Findings Report

Ranking by highest number of respondents	Number of Respondents	Postcode	Associated Suburbs
1st	26	5114	Andrews Farm, Blakeview, Craigmore, Gould Creek, Humbug Scrub, One Tree Hill, Sampson Flat, Smithfield, Smithfield Plains, Smithfield West, Uleybury, Yattalunga
2nd	22	5159	Aberfoyle Park, Chandlers Hill, Flagstaff Hill, Happy Valley
=3rd	19	5125	Golden Grove, Golden Grove Village, Greenwith
=3rd	19	5351	Altona, Cockatoo Valley, Lyndoch, Mount Crawford, Pewsey Vale, Williamstown
5th	18	5108	Paralowie, Salisbury, Salisbury Downs, Salisbury North, Salisbury North Whites Road
=6th	17	5109	Brahma Lodge, Salisbury East, Salisbury East Northbri Ave, Salisbury Heights, Salisbury Park, Salisbury Plain
=6th	17	5118	Bibaringa, Buchfelde, Concordia, Gawler, Gawler Belt, Gawler East, Gawler River, Gawler South, Gawler West, Hewett, Kalbeeba, Kangaroo Flat, Kingsford, Reid, Ward Belt, Willaston
=6th	17	5540	Bungama, Coonamia, Napperby, Nelshaby, Port Davis, Port Pirie, Port Pirie South, Port Pirie West, Risdon Park, Risdon Park South, Solomontown, Telowie, Warnertown
9th	15	5158	Hallett Cove, O'halloran Hill, O'halloran Hill Dc, Sheidow Park, Trott Park
=10th	13	5162	Morphett Vale, Woodcroft
=10th	13	5700	Miranda, Port Augusta, Port Augusta North, Port Augusta West, Willsden
=12th	12	5091	Banksia Park, Tea Tree Gully. Vista
=12th	12	5097	Redwood Park, Ridgehaven, St Agnes
=12th	12	5163	Hackham, Hackham West, Huntfield








Ranking by highest number of respondents	Number of Respondents	Postcode	Associated Suburbs
			Heights, Onkaparinga Hills
=12th	12	5253	Avoca Dell, Brinkley, Burdett, Chapman Bore, Ettrick, Gifford Hill, Greenbanks, Long Flat, Mobilong, Murrawong, Murray Bridge, Murray Bridge East, Murray Bridge North, Murray Bridge South, Northern Heights, Riverglades, Riverglen, Rocky Gully, Sunnyside, Swanport, Toora, White Hill, White Sands , Willow Bank, Woods Point
16th	11	5355	Daveyston, Ebenezer, Light Pass, Marananga, Moppa, Nuriootpa, Seppeltsfield, Stockwell
=17th	10	5022	Grange, Henley Beach, Henley Beach South, Kirkcaldy, Tennyson
=17th	10	5041	Colonel Light Gardens, Cumberland Park, Daw Park, Panorama, Westbourne Park
=17th	10	5051	Blackwood, Coromandel Valley, Craigburn Farm, Hawthorndene & Modbury, Modbury Heights, Modbury North, Modbury North Dc
=17th	10	5092	Bridgewater, Mount George
=17th	10	5155	Bool Lagoon, Keppoch, Marcollat, Naracoorte, Padthaway, Spence, Stewart Range, Wrattenbully

Table: Survey Respondent Numbers by Postcode

1. Please indicate your gender:

		Response Percent	Response Count
Male		91.4%	829
Female		8.6%	78
answered question			907
skipped question			15



2. Please indicate your age group:

		Response Percent	Response Count
5-12		1.1%	10
13-16		3.9%	36
17-24		10.5%	96
25-34		23.7%	216
35-44		30.3%	276
45-54		23.7%	216
55+		6.8%	62
answered question			912
skipped question			10





3. Please enter your postcode:

	Response Average	Response Total	Response Count
Postcode	5,148.68	4,649,260	903
answered question			903
skipped question			19

4. Do you ride a motorcycle off road?

	Response Percent	Response Count
Yes 	95.1%	865
No 	4.9%	45
answered question		910
skipped question		12

5. What type of motorcycle/s do you ride?

	Response Percent	Response Count
Trail bike 	46.5%	366
Motocross 	38.1%	300
Enduro 	61.5%	484
Trials 	6.9%	54
Other (please specify)		144
answered question		787
skipped question		135

6. How old were you when you started riding?

		Response Percent	Response Count
Under 5		9.5%	80
5-10		34.2%	288
11-15		26.7%	225
16-20		15.1%	127
21-25		6.3%	53
26-35		5.3%	45
36-50		2.3%	19
50+		0.7%	6
answered question			843
skipped question			79




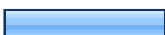

7. How many years have you been riding for?

		Response Percent	Response Count
less than 2 years		3.1%	26
3 - 5 years		9.3%	78
6 - 10 years		10.5%	88
10+ years		77.0%	643
answered question			835
skipped question			87




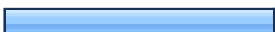







8. What encouraged you to start riding?

	Response Count
	772
answered question	772
skipped question	150



9. How often do you ride your motorcycle/s?

		Response Percent	Response Count
Almost every day		9.8%	82
At least weekly		32.4%	272
At least fortnightly		24.3%	204
At least monthly		25.5%	214
Less than monthly		8.1%	68
	answered question		840
	skipped question		82




10. What do you enjoy about off road motorcycle riding? (SELECT THE TOP 3 REASONS)

		Response Percent	Response Count
Freedom		38.1%	321
Stress Relief/Relaxation		47.6%	401
Exercise/Fitness		42.5%	358
The Challenge		43.2%	364
The Thrill		39.4%	332
Social Aspects		37.2%	313
Spending time with Family		18.8%	158
Fun/Enjoyment		60.8%	512
Experiencing the Outdoors/Scenery		37.9%	319
Access remote areas		26.4%	222
Other (please specify)		2.7%	23
answered question			842
skipped question			80

11. Are you a member of a motorcycle club?



		Response Percent	Response Count
Yes		62.2%	519
No		37.8%	316
Name of club:			486
answered question			835
skipped question			87

12. Who do you normally ride with?



		Response Percent	Response Count
By myself		11.4%	94
Small group (1-5 people)		71.5%	592
Large group (6 or more riders)		17.1%	142
Other (please specify)			35

answered question	828
skipped question	94







13. Do you take part in trail riding?

		Response Percent	Response Count
Yes		82.5%	696
No		17.5%	148
answered question			844
skipped question			78


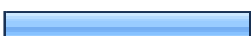

14. Do you use a registered motorcycle for trail riding ?

		Response Percent	Response Count
Yes		77.0%	521
No		23.0%	156
answered question			677
skipped question			245

15. How long would you normally ride for when trail riding?

		Response Percent	Response Count
1 hour		2.1%	14
2 hours		12.6%	86
3 hours		20.7%	141
4 hours		28.7%	196
5 hours		11.9%	81
6+hours		24.0%	164
answered question			682
skipped question			240








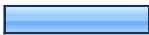



16. What form of trail riding do you undertake?

		Response Percent	Response Count
Organised		2.1%	14
Casual		39.6%	268
Both		58.3%	395
answered question			677
skipped question			245





17. How often do you compete in organised trail rides per year?

	Don't compete	1-3 events	4-7 events	8+ events	Response Count
Organised trail rides	45.4% (297)	31.7% (207)	16.4% (107)	6.6% (43)	654
answered question					654
skipped question					268


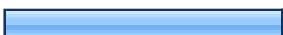
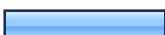



18. Where do you trail ride?

		Response Percent	Response Count
Private property casually		72.5%	494
Private property in organised events		43.2%	294
Forestry land casually		27.9%	190
Forestry land in organised events		20.3%	138
Private ride park		27.2%	185
Road side verges		49.8%	339
Railway corridors		34.4%	234
National/Conservation Park		23.1%	157
Crown/Council Land		38.0%	259
Suburban parks and paths		1.5%	10
Interstate (please indicate where in the comment box below)		19.1%	130
	Comment		155
answered question			681
skipped question			241



19. Where would you prefer to trail ride?

		Response Percent	Response Count
Ride park		54.7%	357
Forestry plantations		78.3%	511
Road side verges		42.1%	275
Disused railway corridors		48.1%	314
Other (please specify)			102
		answered question	653
		skipped question	269



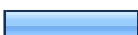
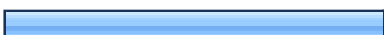


20. How long are you willing to travel to access a trail riding area?

		Response Percent	Response Count
Less than an hour		10.2%	70
1-2 hours		44.6%	305
2-3 hours		25.7%	176
3-4 hours		9.2%	63
4-5 hours		3.1%	21
6+ hours		7.2%	49
		answered question	684
		skipped question	238



21. Do you compete in organized off road motorcycling racing?

		Response Percent	Response Count
Yes		47.0%	389
No		53.0%	439
answered question			828
skipped question			94

22. What level of competition are you involved in?

		Response Percent	Response Count
Local (club based)		68.6%	267
Local ('Black' events)		10.5%	41
Regional		21.3%	83
State		61.2%	238
National		26.2%	102
International		1.8%	7
answered question			389
skipped question			533

23. Do you have a registered motorcycle for off road use?

		Response Percent	Response Count
Yes		60.6%	235
No		39.4%	153
answered question			388
skipped question			534

24. What type of events and how often do you compete in these events per year?

	1-3 events	4-7 events	8+ events	Response Count
24 Hour Trial	93.9% (93)	3.0% (3)	3.0% (3)	99
Motocross	40.5% (81)	26.0% (52)	33.5% (67)	200
Reliability Trials	44.2% (53)	46.7% (56)	9.2% (11)	120
Enduro	55.3% (136)	27.6% (68)	17.1% (42)	246
Observed Trials	54.3% (19)	11.4% (4)	34.3% (12)	35
Organised Trail Rides	62.6% (92)	25.9% (38)	11.6% (17)	147
Other	37.7% (20)	34.0% (18)	28.3% (15)	53

If Other (please specify) 57

answered question 382

skipped question 540






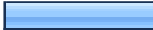
25. How long would you normally ride for in organised off road racing activities?

	1 hour or less	2 hours	3 hours	4 hours	5 hours	6+ hours	Response Count
Motocross	37.6% (74)	37.6% (74)	12.2% (24)	3.6% (7)	4.6% (9)	4.6% (9)	197
Reliability trials	0.8% (1)	2.4% (3)	6.3% (8)	3.2% (4)	7.1% (9)	80.2% (101)	126
Enduro	0.4% (1)	18.0% (44)	40.8% (100)	23.7% (58)	5.7% (14)	11.4% (28)	245
Observed Trials	2.7% (1)	13.5% (5)	32.4% (12)	29.7% (11)	10.8% (4)	10.8% (4)	37
Other	11.3% (8)	15.5% (11)	14.1% (10)	22.5% (16)	7.0% (5)	29.6% (21)	71

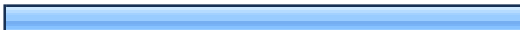


answered question 380

skipped question 542




26. How long are you willing to travel to compete in your selected discipline/s?

		Response Percent	Response Count
Less than an hour		2.3%	9
1-2 hours		19.0%	73
2-3 hours		28.1%	108
3-4 hours		17.4%	67
4-5 hours		9.4%	36
6+ hours		23.7%	91
answered question			384
skipped question			538

27. Would you use a specific off road motorcycling facility or ride park if there was one available?

		Response Percent	Response Count
Yes		83.6%	684
No		2.6%	21
Unsure		13.8%	113
answered question			818
skipped question			104




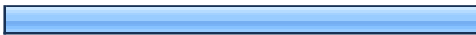





28. Would you be willing to pay to access a designated off road motorcycling area?

		Response Percent	Response Count
Yes		81.6%	665
No		5.9%	48
Unsure		12.5%	102
answered question			815
skipped question			107

29. How much would you be willing to pay to use an Off Road Motorcycling Park?

	Response Count
	708
answered question	708
skipped question	214



30. What features would you like to see in a designated park?

		Response Percent	Response Count
Tight single trails		28.8%	231
Long flowing trails		33.7%	270
Combination of both tight and flowing		88.6%	710
Separate area for children to ride		76.4%	612
Motocross Tracks		55.6%	445
Hills and technical challenges		79.8%	639
Observed trials riding area		28.5%	228
Amenities (toilets, BBQ etc.)		83.0%	665
Camping facilities		75.5%	605
Other (please specify)			95

answered question 801

skipped question 121

31. Where did you purchase your motorcycle/s?

		Response Percent	Response Count
Store/shop		67.1%	534
Private		47.5%	378
Other (please specify)			11

answered question 796

skipped question 126

32. Approximately how much did you pay for your motorcycle/s?

	Response Count
	759
answered question	759
skipped question	163





33. How much would you spend on off road motorcycling per year?

	\$0-250	\$251-500	\$501-1000	\$1001-2000	\$2001+	Response Count
Fuel & Oil	18.0% (144)	35.8% (286)	26.3% (210)	13.6% (109)	6.3% (50)	799
Entry Fees	42.6% (291)	23.9% (163)	23.9% (163)	8.1% (55)	1.6% (11)	683
Riding Apparel	28.9% (226)	37.1% (290)	24.0% (188)	8.3% (65)	1.7% (13)	782
Boots and Helmets	27.0% (206)	34.6% (264)	27.0% (206)	9.7% (74)	1.7% (13)	763
Aftermarket products	24.9% (185)	31.6% (235)	23.1% (172)	14.0% (104)	6.3% (47)	743
Accommodation & Travel	18.5% (136)	22.8% (168)	28.1% (207)	17.8% (131)	12.9% (95)	737
Servicing	22.6% (171)	34.6% (262)	23.9% (181)	13.7% (104)	5.2% (39)	757
Other	31.9% (37)	20.7% (24)	19.0% (22)	16.4% (19)	12.1% (14)	116

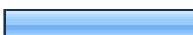
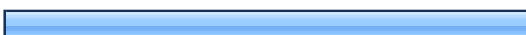
If Other (please specify) 51

answered question	802
skipped question	120


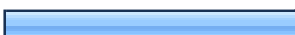
34. What is the capacity of your motorcycle/s engine?

		Response Percent	Response Count
50-85cc		8.2%	65
125-250cc		36.6%	290
251-450cc		48.4%	384
451cc+		32.5%	258
Other (please specify)			29
answered question			793
skipped question			129



35. What type of motorcycle/s do you ride?

		Response Percent	Response Count
Two Stroke		30.2%	241
Four Stroke		84.6%	676
Other (please specify)			11
answered question			799
skipped question			123






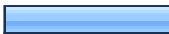




36. What type of exhaust system does your motorcycle/s have?

		Response Percent	Response Count
Standard exhaust system		62.6%	501
Aftermarket system		46.8%	374
answered question			800
skipped question			122

37. Do you modify or install after market products on your motorcycle/s? (special rims, suspension, designer sticker kits etc)

		Response Percent	Response Count
Yes		83.7%	672
No		16.3%	131
answered question			803
skipped question			119



38. What brand of motorcycle/s do you have?

		Response Percent	Response Count
Yamaha		37.8%	289
Suzuki		22.0%	168
BMW		3.0%	23
Kawasaki		11.4%	87
Honda		33.9%	259
KTM		26.5%	203
Husaberg		3.4%	26
Husqvarna		6.0%	46
GasGas		2.1%	16
Sherco		1.0%	8

Other (please specify) 91

answered question			765
skipped question			157

39. Have you ever been stopped by an official (i.e. police/ranger) or fined for illegally riding a trail bike?

		Response Percent	Response Count
Yes		17.0%	136
No		83.0%	664
answered question			800
skipped question			122

40. What do you see are the major issues confronting off road motorcycle riders?

	Response Count
	731
answered question	731
skipped question	191



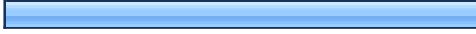


41. How do you think government could assist in encouraging responsible trail bike riding?

	Response Count
	722
answered question	722
skipped question	200

42. Do you have any further comments?

	Response Count
	296
answered question	296
skipped question	626





43. In the future how would you prefer to receive information about off road motorcycling matters?

		Response Percent	Response Count
Newsletter		38.9%	273
Flyers		8.0%	56
Website		76.0%	533
Social Media		23.7%	166
Text Messages		13.0%	91
	Other (please specify)		90

answered question 701

skipped question 221

44. Please enter your details: (this information will only be used to provide you with updates on the project and not for any other purpose)

		Response Percent	Response Count
Name:		98.2%	673
City/Town:		96.1%	658
Email Address:		94.0%	644
Phone Number:		77.4%	530
	answered question		685
	skipped question		237