

Back on Track

WA STATE TRAIL BIKE STRATEGY

Prepared by:
Trail Bike Management Australia and Motorcycling WA

Strategy Overview
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A report commissioned for the Government of Western Australia



Department of **Sport and Recreation**
Department of **Environment and Conservation**
Department for **Planning and Infrastructure**
Department of **Local Government and Regional Development**

RTRA
RECREATIONAL TRAILBIKE
RIDERS' ASSOCIATION WA



Sales of off-road motorcycles and quad bikes have increased by 66% between 2004 and 2006. Currently there is an estimated 50,000 trail bikes currently being ridden in WA. Quad bikes are very popular with sales in WA representing 40% of total national sales.

Against this backdrop of a rapidly growing recreation, we are seeing an equally rapid urban spread, bringing residential areas into close proximity to 'traditional' riding spots. Rather than keeping pace with the growth in ORV use there has been a significant reduction in designated Off Road Vehicle areas. The lack of designated areas has contributed to a proliferation of unofficial, and often illegal, riding areas. These are causing increasing community concern over noise, safety, environmental damage, illegal riding and general nuisance.

The WA State Trail Bike Strategy has been developed to propose a coordinated approach to the above issues highlighted by the community as well as create opportunities for trail bike riders to enjoy in a safe and challenging way this recreational activity.

The **objectives** are to:

- Develop a systems approach, rather than a series of disconnected strategies
- Align the interests of all stakeholders
- Reduce the levels of community concern and complaint
- Reduce the incidence of environmental impact attributable to ORV use
- Reduce injuries attributable to ORV use
- Foster behaviour change amongst trail bike riders
- Maximise economic, health and social benefits attributable to ORV use

The five broad groups of stakeholders are:

1. General community
2. Other trail users
3. Trail bike riders and the trail bike industry
4. Environmental groups
5. Land managers
6. Regulators

COMMUNITY AND RIDER CONCERNS

Surveys, research and consultation found the main concerns of the general community and trail bike riders to be:

COMMUNITY CONCERNS	TRAIL BIKE RIDER CONCERNS
Noise	Lack of designated areas and trails being closed
Trail conflict	Safety
Environmental impacts	Irresponsible riders
Trail damage	Poor quality of ORV areas
Enforcement difficulties	Lack of facilities for kids
Illegal activities / Nuisance behaviour	Lack of community acceptance – Conflict between track users
Injury levels / safety	Risk of being fined
Land management	Lack of information
Liability	Funding inequities
Lack of a coordinated approach	Lack of government acceptance and policy exclusions
Lack of places to ride	The road network, licensing and registration

ABOUT TRAIL BIKE RIDING

Recreational trail bike riding comes in a variety of styles and rider objectives. The type of trail riding experience affects typical trail characteristics, user desires and requirements, trail infrastructure and compatibility with other trail users. Few trail bike riders ride their bikes on sealed roads. 'Freedom' and 'enjoying the outdoors' are the key themes which explain why the majority (85-90%) do not join clubs or ride circuits as they do not want to be restricted by time or place.

Destination trail bike riders in particular value variety, scenery, companionship, adventure, fresh air and exercise. Because destination riding almost always occurs on public land, this form of riding is legally restricted to registered bikes and licensed riders. Accordingly there is no current opportunity for under-aged riders to legally accompany their parents on destination trail rides and there are no legal opportunities for destination trail riding for quad bikes in Western Australia.

CURRENT STATUS

Western Australia is unique amongst Australian states in that it is the only state that declares off road vehicle areas on public land for the benefit of riders of bikes and quads that are not road registered, and for riders, especially juniors, who do not possess a driver's licence.

The mechanism for this is the Control Of Vehicles (Off-Road Areas) Act 1978. However there has been a significant reduction in designated Off Road Vehicle areas – from eight in 1978 to just four in 2007. Those that remain are under pressure and their lack of design, management and maintenance make them unattractive for many riders.

With a lack of legal riding options, illegal riding occurs in many places throughout the state. Riders without licences or on unregistered bikes will often ride on suburban roads to get from their home to the place where they will ride. Riders of unregistered trail or motocross bikes ride in forests because of a dissatisfaction with the designated ORV areas or because they don't know where else to ride.

Many parents take their children to forest areas, knowing that they are doing so illegally preferring the risk of prosecution to the risks that they perceive to exist at the designated ORV areas.

Of greatest concern within the metropolitan area and urban areas of regional towns is the illegal riding on parks, reserves, sporting fields, walk and bridle trails and other public places. Noise, trail damage, destruction of vegetation, safety, liability and loss of amenity are just some of the causes for concern.

TRAIL BIKE SUSTAINABILITY MODEL

The State Trail Bike Strategy consists of a series of recommendations to help begin the transition of recreational trail bike riding from unplanned, unmanaged and unsustainable to planned, managed and sustainable.



Outcome:

A reduction in trail and quad bike anti-social behaviour is developed through a coordinated approach whilst also assisting in placing trail and quad bike riding on a sustainable footing.

The pressures - requirements and concerns of the community, land managers, environment groups, regulators, other trail users and trail bike riders – all need to be in balance. If any of these pressures outweigh the others, the system will not be sustainable.

The recreation of trail bike riding must have suitable **governance, resourcing and funding** to ensure the solutions are sustainable.

To provide improved **trail and venue facilities**, trail bike riding must be better managed which requires increased regulation with **registration, licensing and enforcement**.

For land managers to provide facilities –the issues of **insurance, liability and risk management** must be addressed.

Designated trails and venues must be **planned, developed and maintained** to attract trail bike riders and to ensure minimal environment and community impact.

Education and improved information is needed to foster socially and environmentally acceptable riding behaviours.

KEY FOCUS AREAS

It is essential that programs are implemented across all Key Focus Areas in order to have the full impact on resolving these issues.

KFA1: Insurance, Liability and Risk Management

Without strategies to address insurance, liability and risk management issues, land managers and land owners are reticent to make land available for trail bike recreation.

Trail bike riding is by its nature an activity that has inherent and obvious risks. Land Managers clearly cannot eliminate every risk from all recreation sites and trails without ultimately changing the very experience that users have come to enjoy.

The **objectives** for addressing insurance, liability and risk management are:

- To develop an understanding of ORV-specific risk issues that can be used in risk planning.

- To develop risk management processes that can be applied to ORV areas and trails used by ORV users.
- To foster pro-active planning for safety.
- To provide protection for land managers against litigation.

The key **recommendations** are:

- 1.01 Develop a Master Risk Management Planning Kit that can be applied and tailored to individual ORV Areas and designated trails.
- 1.02 Develop a Risk and Liability information kit for riders including advice about personal accident insurance, income insurance, ambulance cover etc
- 1.03 Develop a Trails Planning /Design / Signage Kit to maximise user satisfaction, reduce risk.
- 1.04 Develop Management Plans for existing ORV areas to reduce risk of injury and litigation.
- 1.05 Encourage adoption of Adventure Activity Standards principles by riding groups
- 1.06 Commission ICWA or other insurance provider to develop a Third Party Personal package for off-road and private property cover.
- 1.07 Explore State underwriting of liability to provide protection to local Shires and Councils
- 1.08 Develop and run a Risk Management, Liability and Insurance Seminar for all land managers, local councils and potential providers and managers of trail riding facilities.
- 1.09 Develop a system for data collection of accidents and injuries to provide a better understanding of risk factors.

KFA2: Trails Planning

One concept that has received almost universal agreement is that in order to reduce the amount of undesirable trail bike use there has to be more provision made for *managed* use of trail bikes.

The starting point for this is to identify the existing areas and trails where trail bike use can be encouraged, consider the requirements of quantity and type of trails needed and prepare a gap analysis to inform what additional areas and trails are needed.

The **objectives** for trails planning are:

- To identify suitable locations for the managed use of trail bikes in order to provide an attractive alternative to areas where trail bike use should be discouraged.

- To balance the reasonable demand for all lawful types of trail bike riding with the need to protect the environment and the amenity of the community and other recreationalists.
- To develop a continuous process that reflects the dynamics of changing land use and patterns of trail bike use.

The key **recommendations** are:

- 2.01 Develop a 'trails inventory' as the basis for a transition to the concept of designated trails to prevent proliferation of user-created trails
- 2.02 Provide more opportunities for legal recreational riding with a focus on the following:
 - 2.021 Existing ORV areas to be redeveloped with planned facility design
 - 2.022 Two additional metro ORV areas – south metro and east / hills.
 - 2.023 Additional regional ORV areas
 - 2.024 8-10 Small local areas suitable for young riders.
 - 2.025 2 areas suitable for lease to Minikhana clubs
 - 2.026 Designated trail systems that include some limited sections open to Junior licence holders.
 - 2.027 Trails and circuits within ORV Areas for quads only and consider areas or routes suitable for a 'destination trail' for quads.
 - 2.028 Selected public trails as ORV areas so that they can be used by ORV-registered vehicles and junior riders to deliver the destination trail ride concept to family groups.
 - 2.029 Multiple local facilities that are modest in size and construction to attract riders from problematic hot spots, metropolitan and country areas.
- 2.03 With a few clearly designated exceptions (ref 2.026, 2.028), public trails in Western Australia should require the use of a registered ADR-compliant motorcycle.
- 2.04 Development of a permit system – or 'privilege pass' – for areas where access needs to be limited or controlled.
- 2.05 Where trail impacts need to be further controlled a system of 'route bookings' to be implemented
- 2.06 Establish a funding grant to assist commercial operators/local government in the development of commercial or 'user-pays' bike parks.
- 2.07 Develop a standardised matrix for the evaluation of riding areas and trails.
- 2.08 Local government authorities to include trail bike riding requirements in Master Trails Planning. This is to include collaborative planning with neighbouring LGAs.
- 2.09 The WA Planning Commission to include recreational trail bike riding in its consideration when acquiring land through the Metropolitan Region Improvement Tax.

- 2.10 Establish key trial sites to demonstrate principles of good design and management and assess impacts on rider behaviour.

KFA3: Managing for Sustainability

The focus on strategies for sustainability includes governance, land and trail management, noise regulation and evaluation.

The **objectives** for managing for sustainability are:

- To develop a governance model that ensures a whole-of-government approach.
- To ensure formal, transparent and disciplined management practices at all operational levels
- To reduce the environmental impact of trail bike usage, define limits of acceptable impact and manage use within those limits.
- To develop trails that riders will want to stay on.
- To reduce noise impacts in rural and residential settings.

The key **recommendations** are:

Governance

- 3.01 Establish a Ministerial Taskforce, a new Off-Road Vehicle Advisory Committee, Program Manager and a broad Reference Group to provide governance and mandate across government.
- 3.02 Ensure that impacted agencies are provided with additional resources to undertake any additional tasks required.
- 3.03 Create Local Management Committees to manage individual ORV areas. Develop a Terms of Reference and Management Guidelines for these Committees.
- 3.04 Guidelines for the use and management of tracks to be developed by DEC and the revised Off Road Vehicle Advisory Committee in conjunction with a new ORV Advisory Committee, riders and associations such as RTRA and Motorcycling WA.

Land and Trail Management

- 3.05 Identify and designate certain trails as trail bikes only to reduce user conflict.
- 3.06 Develop a standardised Trail Development Planning Kit and a course on designing and maintaining off-road vehicle areas and trail systems for Land Managers in conjunction with users.
- 3.07 Adopt the International Trail Marking System and the Department of Environment and Conservation's Signage Guidelines.

- 3.08 Develop a trail booking system for particular tracks and trails with the functionality to capture maintenance issues from riders on the trails.
- 3.09 Develop parking / unloading areas and create facilities that will attract users into approved areas.
- 3.10 Work with trail bike clubs and associations and other groups to create volunteer programs to maintain trails and improve access.
- 3.11 Establish visual trail monitoring and traffic counting with a series of collection points for trail monitoring purposes.

Noise

- 3.12 Consider noise reduction solutions such as buffers and placement when designing ORV areas and trail systems.
- 3.13 “Less sound, more ground” campaign to educate, inform, raise awareness and change rider behaviour relating to noise emissions.
- 3.14 Noise testing at ORV Areas.
- 3.15 The maximum noise levels permitted under the CV(OA)A regulations reduced and aligned with those of competitive motorcycles as regulated by Motorcycling Australia.
- 3.16 Aftermarket exhausts to be rated. Those that do not comply with an acceptable limit should not be allowed to be sold in WA.
- 3.17 Fines to be issued for all offences after initial written warnings.

Evaluation and Strategic Planning

- 3.18 Establish limits of acceptable environmental and social impact on a per-area basis.
- 3.19 A formal evaluation program to be developed to assess results and impacts of the various initiatives.

KFA4: Changing Behaviours

The success or failure of these recommendations will depend on the degree to which they are implemented and *adopted*. This is especially true in the area of trail bike rider behaviour and the ability and willingness of the riders to behave within the regulatory and non-regulatory framework set out.

Programs are proposed using community based social marketing, education, self regulation and community cohesion and finally enforcement.

The **objectives** for Changing Behaviours are:

- To increase responsible, legal and minimal-impact trail riding behaviours.

- To provide clarity and information to affected stakeholders that results in positive behavioural changes.
- To more effectively provide enforcement of current legislation.

The key **recommendations** for Changing Behaviours are:

Education

- 4.01 ORV Registration Kit covering details about each ORV Area, safety, clubs and associations, minimal impact trail riding and the trail bike riding code of conduct.
- 4.02 Information about the off-road riders' code of conduct and minimal impact trail riding to be incorporated in the motorcycle learner's handbook.
- 4.03 The 'privilege pass' (Ref: 2.04) requires attendance of an accredited course and examination to assess the rider's knowledge of minimal impact riding.
- 4.04 Develop a "Back on Track" website as an interface between trail bike riders, land managers and interested community members. Hosts interactive riding area selection, maps, permit system, trail capacity control system and relevant information.
- 4.05 ORV industry to be encouraged to develop a purpose built off-road rider training centre.
- 4.06 Memorandums of Understanding developed between peak bodies of all trail users.
- 4.07 Encouragement is required for commercial training providers to establish services and programs.

Junior Rider Education Programs

- 4.08 ORV Registration Kit for Junior Riders including an interactive CD-ROM.
- 4.09 Junior Riders section of the "Back on Track" website.
- 4.10 School programs to be conducted by industry associations, clubs, and trail ambassadors.
- 4.11 Junior Riders License – learning materials and online test.

Non-Riding Parent Education Programs

- 4.12 Information for parents in the "Back on Track" website.
- 4.13 Information (DVD, brochure) available from industry associations, clubs, bike shops.

Industry Education Programs

- 4.14 Industry leader's involvement in the Off-Road Vehicle Reference Group.
- 4.15 Accreditation program for dealers who demonstrate an understanding of the legal, social and environmental issues.

- 4.16 Special attention in both rider education and enforcement should be targeted at the “Chinese import” industry segment focusing on noise and rider behaviour.

Community Programs – Building Support

- 4.17 Representatives from environmental groups, land managers, local government and other trail users involvement in the Off-Road Vehicle Reference Group.
- 4.18 Develop a “Hot Spot Register” reporting and response facility for the general community.

Enforcement

- 4.19 A Law Enforcement Plan to be developed with the Local Management Committees developing local versions of the Law Enforcement Plan for their own area.
- 4.20 Formation of a specialised ORV Compliance Unit to more efficiently conduct rotating enforcement patrols of problem areas with Authorised Officers or ‘Honorary Inspectors’ as provided for under the Control of Vehicles (Off Road Areas) Act 1978.
- 4.21 Relevant legislation provided with the ability to delegate enforcement authority consistent with S38 of the Control of Vehicles (Off Road Areas) Act 1978.
- 4.22 All ORV vehicles to be registered to assist with identification and therefore enforcement.
- 4.23 Deeming provisions, where parents are required to take legal responsibility for the actions of their children, are required.
- 4.24 The range of penalties to be increased and include Community Service, increased fines, bike confiscation.

Self Regulation and Cohesion

- 4.25 Trial a rider/ user volunteer program in one ORV area.
- 4.26 Local trail bike riders to be members of Community Management Committees for each ORV area and trail system.

KFA5: Registration and Licensing

Many of the recommendations made in this Strategy rely on a framework of registration and licensing in order to differentiate what can and cannot be done by whom, where and with what. The recommendations made under this Key Focus Area are considered broad and directional rather than definitive.

The **objectives** for Registration and Licensing are:

- A consistent legislative framework that provides clear boundaries around acceptable behaviour in relation to the use of off-road vehicles.
- Increased flexibility to match the differing levels of access control required with an appropriate scale of license and registration levels.

- Focus on both control *and* enabling legislation.
- Achieving the above with the least possible amendments to existing legislation.

The key **recommendations** are:

Control of Vehicles (Off-Road Areas) Act 1978

- 5.01 Make ORV registration compulsory for all recreational vehicles that are not A Class or B Class registered - mandatory ORV Registration at point of sale
- 5.02 Increase Registration fees and implement a sliding scale based on vehicle capacity
- 5.03 Insert provisions on alcohol consumption in line with the provisions of the Road Traffic Act
- 5.04 Prohibit the carrying of passengers unless the vehicle is specifically designed for the purpose and the original as-manufactured equipment, eg pillion seat, pillion footpegs are in place.
- 5.05 Direct that registration fees are to be used for ORV facilities and trails development and maintenance, fines and infringement fees are to be used for enforcement programs
- 5.06 Clarify that ORV areas can be designated to include specified trails, (excluding the area either side of the trail) and not just land areas defined by administrative boundaries.
- 5.07 Increase penalties, emphasising those offences likely to cause damage or excessive noise

Licensing and Registration

- 5.08 Create a new Extended B Class Registration for off-road use by ADR compliant trail bikes (but without the requirement of fitting specific ADR gear for registration)
- 5.09 Develop a Third Party Personal premium model to suit the extended B Class Registration and ORV Registration
- 5.10 Incorporate ORV registrations into NEVDIS database for theft recovery
- 5.11 Explore options for authorised officers to sell ORV registration on-site
- 5.12 Develop process for ORV registration at point of sale
- 5.13 Improve information about ORV registration options at industry and consumer level
- 5.14 Initiate and promote a six month amnesty on ORV registrations. Increase on-site registration checking and create communication materials to ensure the message gets across to riders
- 5.15 Replace ORV registration plate with sticker system.

- 5.16 Explore technologies such as RFID for tamper-proof vehicle identification
- 5.17 Better data extraction of ORV registrations for facilities planning purposes
- 5.18 Conduct a comprehensive study into the Junior Riders' Licence (Early Learners' Permit) concept.

KFA6: Funding Models

Clearly for the recommendations in the previous Key Focus Areas to be implemented a recurrent funding stream is required to sustain the programs and their management.

The long term objective should be to establish a system that can in time be financially self-supporting, but there is much catching up to do following years of financial neglect and the current reliance on funding by LGAs is seen as untenable.

Accordingly it is not seen that, at least in the short term, the objectives of the Strategy can be met without substantial initial investment from the State Government.

The **objectives** for funding are:

- To devise a sustainable funding model.
- For the funding to be sourced and managed at a whole-of-government level reducing the reliance on individual agencies and LGAs
- For the level of funding to be appropriate to the level of need.
- To address the previous funding inequities.
- To leverage a user-pays funding model.

The key **recommendations** are:

- 6.01 Cost Estimates for the various projects to be prepared and a submission made to the State Government for non-recurring funding to get 'back on track'.
- 6.02 An "Off-Road Vehicle Trust Fund" to be established by the state government and administered by the Off-Road Vehicle Ministerial Taskforce. Licence fees, revenue from fines and infringements and State and Federal grants to be allocated to the fund.
- 6.03 Explore:
 - a. at a national level the fuel tax scheme with a view to establishing a federal grant scheme for off-road trail construction and maintenance.
 - b. opportunities for industry contributions such as sponsorships and a 'conservation levy'

- c. a model for a standardised subsidy rate per kilometre of trail maintenance which is made available to volunteer organisations on application.
- 6.04 Expand the existing Lotterywest Trails Grant to include motorised trails, or establish an equivalent motorised grant fund.
- 6.05 Introduce an 'area use' fee for those areas where facilities are provided and where trail maintenance is carried out on a regular basis.
- 6.06 Local Government initiate a shared funding system facilitated and managed by WALGA.
- 6.07 Creation of an ORV Grant Scheme that can be accessed by local governments, local communities and off-road vehicle bodies and is managed by the ORV Advisory Committee.

THE RISKS OF INACTION

In Western Australia there are many other recreational, social and environmental issues competing for prioritisation. Getting trail bike usage 'back on track' will require a significant commitment of time and money, and will inevitably require some compromises that stakeholders will find unpalatable.

It is important to consider the consequences of doing nothing, or of only making a half-hearted attempt at addressing the myriad issues raised in this report.

Environmental consequences

With the growing number of riders placing increasing pressure on the dwindling number (and size) of places to ride it can be expected that trail bike riders will continue to disperse into local bushland areas.

The consequence of this is significant long term damage to the environment through accelerated degradation of ecosystems, the diverting of conservation resources into rehabilitation works, frustration of conservation efforts and potential disillusionment (and loss) of volunteers.

Social consequences

With nothing to attract riders away from inappropriate areas there is little likelihood that they will simply decide not to ride. An escalation in inappropriate or incompatible use can be anticipated, along with increased conflict between trails users, increased complaints by neighbours, displacement of conforming land uses and increased frustration and stress of land managers.

By further marginalising trail bike riders, it can be expected that there would be an increase in anti-social behaviour, which will require an increase in enforcement, which in turn diverts resources away from other community priorities.

With a lost opportunity for this popular form of recreation there will be less recreational participation and lost opportunity for the benefits that accrue. Without the critically needed attention to ORV design and risk management issues, preventable injuries and deaths will occur.

Economic consequences

The cost of enforcement will be a growing burden on land managers (private and public). Executive attention represents a significant opportunity cost and this would increase in the absence of a coordinated approach to the issue.

Trail conflict could have a negative impact on business opportunities, eg Bibbulman Track. Insurance claims and litigation directed towards land managers can be expected to increase, and this will have a flow-on effect to the community through the passing on of higher insurance premiums.

Land rehabilitation costs will increase (prevention is usually less expensive than cure). Fixing the problem later when it is bigger and even more urgent will cost substantially more.

Political consequences

The community has an expectation of government at all levels to address community concerns. State government's reputation as a defender of the environment will be negatively impacted, whilst the police and local government will come under increasing pressure from resident groups. It can be expected that all sides of the issue will progressively become more organised and determined to effect change.

An incomplete solution

Attacking the issue with anything less than a comprehensive approach is not likely to achieve results, as each Key Focus Area identified in the Strategy relies on the support of the others.

ACTION PLAN

The Action Plan proposes a sequence of actions, recognising that some of the Strategy recommendations are obvious and urgent, while others require further research, exploration and debate.

Some actions can be initiated by agencies and other stakeholders who are already involved in the issue and can commence immediately. Other initiatives will require the high level endorsement of the proposed governance structure.

Accordingly this Action Plan begins with those elements which can be achieved without delay. A full suite of recommendations being reviewed and prioritised by the governing bodies is included to ensure the sustainable future of recreational trail bike riding.

In taking this approach there has been an attempt to avoid the prolonged inaction that would occur if everything waits until the appropriate governance structure is in place, but at the same time maintaining a sense of an overall strategy rather than a series of disconnected activities.

1. Secure high level support for this Action Plan

- a. Establish responsibilities and priorities
- b. Prepare cost estimates for implementing this Action Plan
- c. Secure funding and associated resources to implement this Action Plan

2. Improve existing ORV Areas at Lancelin, Gnangara and Pinjar

- a. User Community – establish Local Area Management committee including riders, land managers
- b. Risk management – improve safety, signage, develop local rules
- c. User satisfaction – basic trails and circuit development
- d. Basic Facilities – defined and separated parking areas, toilets
- e. Compliance – User communication, industry communication, rotating Ranger patrols
- f. Maintenance – develop maintenance plan and schedule
- g. Monitoring and Evaluation – establish current baseline and monitor changes to user numbers, environment, user satisfaction, compliance and user attraction

3. Create Community ‘Hot-Spot’ Reporting Mechanism

- a. Online reporting of trail bike problem areas
- b. Response and follow-up process – LGAs / DEC / Police

4. Establish Governance entities

- a. Ministerial Taskforce or equivalent high-level structure
- b. Revise or replace Off-Road Vehicle Advisory Committee
- c. Recruit or engage Program Manager
- d. Establish Reference Group

5. Clearly communicate current regulations and policies

- a. ‘Back on Track’ web site
- b. Industry education
- c. Rider education
- d. Juniors and parents

6. Identify and establish South Metro and Eastern / Hills ORV Areas

- a. Temporary facility if long term tenure not available
- b. Adapt trails planning, signage, local governance and risk management principles from existing ORV areas (as improved under Action Point 2)
- c. Communicate existence of new area and local rules to riding community

7. Commit to State Trail Bike Strategy

- a. Taskforce / ORV Advisory Committee / Program Manager to review all Strategy Recommendations, liaising with impacted agencies.
- b. Recommendations adopted, adopted with modifications, deferred or rejected
- c. Adopted recommendations to be costed and prioritised

8. Secure Funding to implement Strategy

9. Progressively implement Strategy recommendations

Articulating the current issues, researching the efforts of organisations and governments elsewhere and proposing a series of recommendations to get recreational trail bike riding 'back on track' is an excellent start to the solution.

It will take financial and resource commitment, political will – and time. But if we choose to do it right we can develop a model that will deliver significant and enduring benefits to the environment, to the economy and to many sectors of the community.

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Further information including copies of the full report, are available for download at www.tbma.com.au/stbs or by contacting the Department of Sport and Recreation, Department of Environment and Conservation, or the Department of Planning and Infrastructure.