



**CPR Group**

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# Regional Trail Bike Facilities Needs Plan

September 2005

Pine Rivers Shire Council  
Caboolture Shire Council  
Redcliffe City Council  
Kilcoy Shire Council  
Sport & Recreation Queensland







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*The Regional Trail Bike Facilities Needs Plan has been prepared solely for Pine Rivers Shire Council, Caboolture Shire Council, Redcliffe City Council, Kilcoy Shire Council and Sport and Recreation Queensland (the Clients), for the purpose of identifying sites in these local government areas that have potential as off-road motorcycle recreation areas where trail bike riding, in one or more of its various codes, can be located. This Report must not be used for any other purpose, nor by any other party, nor is the Report to be made available to any other party without the prior written consent of the Clients. No part of this document may be reproduced in part or full without the prior, written permission of the Client.*

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#### AMENDMENT TO REGIONAL TAIL BIKE FACILITY NEEDS STUDY REPORT

Lot 15 SP 102757, Magnesium Street, Narangba was identified within the report as a site with potential for development as a trail bike facility within Caboolture Shire. Caboolture Shire Council does not consider the development of a trail bike facility on this site appropriate. The reasons for this decision are as follows:

- On 25 August 2005, a fire occurred at the industrial facility known as Binary Industries, located within the Narangba Industrial Estate. As a result of this fire, contaminated firewater washed onto, was captured and stored on the Narangba site nominated within the report. As a consequence this site is now considered a contaminated site, and no longer suitable for development as a trail bike facility.
- The Narangba site will be zoned Regional Industry under the new Shire Plan. It is also included in precinct 2 of that zone. The development of a trail bike facility is defined as Entertainment and Recreation (Outdoors) under the Shire Plan and therefore classed as an inconsistent use within a Regional Industry Zone.

One other site was identified by the Study within Caboolture Shire (Lot 139 CG4511 and Lot 2 RP862224). This site now warrants consideration as the preferred site for a small-scale facility within Caboolture Shire.

In addition a recent SUNROC study (Caloundra, Maroochydore and Noosa Shire Councils) identified a potential site that may cater for a trail bike facility. This site may meet some of the demand for a legal trail bike riding venue within the region. Caboolture Shire Council is investigating potential partnership opportunities with the SUNROC partners.

*Caboolture Shire Council*



## VISION

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Pine Rivers, Caboolture, Redcliffe and Kilcoy Councils will provide viable, safe and legal opportunities for participation in recreational and competitive trail bike activities.

These opportunities will be able to attract significant funding and sponsorship and provide social, environmental and economic benefits to a wide range of stakeholder groups.

The incidence of illegal and nuisance trail bike use within the project area will be managed by a joint approach involving the provision of supervised trail bike sites and ongoing policing of unmanaged, unsafe and illegal use.

The provision of trail bike facilities will be complemented by the establishment of options for rider and vehicle transport, as well as ongoing training and education programs for riders, their families and the community.

Active and ongoing partnerships will be established between key stakeholder groups to ensure that there is cohesion among local trail bike stakeholders, including a unified riding community and active involvement of peak bodies, industry and government.



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  - ▷ North Brisbane Junior Motorcycle Club
  - ▷ Western Districts Observed Trials Club
  - ▷ North Brisbane Motorcycle Club
  - ▷ Sunshine Coast Junior Motorcycle Club

The information received during this project from various stakeholders and participants in the consultation program is gratefully acknowledged.



## DEFINITIONS AND GLOSSARY

There are many types of bikes used for recreational and competitive off-road motorcycling activities. The term *trail bike* properly refers to a motorcycle which can be used both on and off-road. True trail bikes are compliant and registerable vehicles which meet Australian road regulations (with rear-view mirrors, indicators, brake lights and appropriate emission control systems) but have high ground clearance and are fitted with suitable tyres to enable them to travel off-road.

In this study, the term trail bike has been used generically in reference to all types of off-road motorcycles. This includes true trail bikes, motocross bikes, trials bikes, enduro bikes, agricultural bikes and "fun" bikes.

Off-road motorcycle engine capacities vary from approximately 50cc for "fun" bikes for young riders to approximately 650cc for larger recreational trail riding bikes. Larger engine capacity bikes are available in off-road configurations, although these are generally designed for use on roads and flat terrain where high speeds are achievable.

Both two-stroke and four-stroke trail bikes are available. The primary difference between two-stroke and four-stroke engines is that a four-stroke or four-cycle motor has four strokes between the spark plug firing and a two-stroke or two-cycle motor fires at the top of each stroke. The cycles of a two-stroke and four-stroke engine are detailed below:

### Four-Stroke

1. Intake of fuel and air (piston down)
2. Compression (piston up)
3. Spark and power stroke (piston down)
4. Exhaust of burnt gasses (piston up)

### Two-Stroke

1. Spark and exhaust of burnt gasses (piston down)
2. Intake of fuel and air and compression (piston up)

Four-stroke engines are lubricated by oil in a sump, while two-stroke engines are lubricated by oil mixed with the fuel. Two-stroke engines are generally lighter than four-stroke engines of the same capacity and deliver substantial power from small engine capacities. During the combustion cycle, two-stroke engines burn oil, therefore increasing exhaust emissions.

In trail bikes, two-stroke and four-stroke engines behave differently. The perception among riders is that two-stroke engines deliver power quickly and efficiently in a low-rev range (high torque) while four-stroke engines generally have a higher power output in a high-rev range (high-power).



There is a perceptible difference in noise output between two-stroke and four-stroke trail bikes. Two-stroke bikes seem louder in close proximity, yet the sound of four-stroke bikes seems to travel further. The noise output of trail bikes can be reduced by installing mufflers. However, this reduces the power output from the engine, generally making this an unpopular option for most trail bike riders.

Definitions of Terms and Acronyms Used

The following terms and abbreviations are used in the *Regional Trail Bike Facilities Needs Plan*.

Term	Definition
ATV	All Terrain Vehicle (including quad bikes and trikes)
CSC	Caboolture Shire Council
DMR	Department of Main Roads
DPIF	Department of Primary Industries and Fisheries (including Forestry)
DSDI	Department of State Development and Innovation
EPA	Environmental Protection Agency
FOHVA	Federation of Off Highway Vehicles Australia
Hotspot	Areas which experience high levels of illegal trail bike traffic
KSC	Kilcoy Shire Council
LGA	Local Government Area
MQ	Motorcycling Queensland
NRM	Department of Natural Resources and Mines
Private land	Land owned by private individuals or organisations (i.e. non-Government)
Project Partners	Pine Rivers Shire Council, Caboolture Shire Council, Redcliffe City Council, Kilcoy Shire Council, Sport and Recreation Queensland
PRSC	Pine Rivers Shire Council
Public land	Land owned by State and/or Local Government
QORF	Queensland Outdoor Recreation Federation
QPWS	Queensland Parks and Wildlife Service
RCC	Redcliffe City Council
SEQTBMF	Southeast Queensland Trial Bike Management Forum
SRQ	Sport and Recreation Queensland
Track	A man-made track for use by off-road motorcycles in one of its various disciplines, including obstacles and jumps, usually in a circuit
Trail	A longer track, not necessarily in a circuit and usually without man-made obstacles or jumps. Off-road motorcycle trails usually include naturally formed obstacles requiring varying degrees of skill and ability
Trail Bike	This study has used the term <i>trail bike</i> generally to describe any form of off-road motorcycle, recognising that there are various forms and disciplines in recreational and competitive off-road motorcycling (refer Discipline Definitions, below)



Term	Definition
USL	Unallocated State Land

### Discipline Definitions

The following table provides basic information regarding a range of trail bike riding disciplines:

**Table 1: Trail Bike Discipline Definitions**

Discipline	Activity Type	Definition	Land Required
Motocross	Club / Competitive	Racing on formed, purpose built tracks shaped from natural terrain or using imported fill. Tracks are usually between 1400m and 2500m in length. Motocross is one of the most physically demanding forms of motorcycle sport. Specialised motocross bikes are required.	Small to medium land area with flat to moderately sloping terrain
Supercross	Club / Competitive	Supercross is a condensed form of motocross conducted in both indoor stadiums and outdoor venues. Includes larger, more demanding jumps. Spectator-focused. Usually commercially organised.	Small land area with flat to moderately sloping terrain
Dirt Track	Club / Recreational	Track racing and participation is conducted on closed, flat tracks of various shapes with left and right hand turns, of approximately 1800m in length. The track surface can be graded dirt or grass.	Small to medium, flat land area
Enduro Riding	Racing	Longer-distance cross-country racing on trails incorporating fast open sections and tight bush sections. Usually requires road-registered motorcycles.	Large land area with varying topography including flat and sloping sections
Observed Trials	Competitive	In Observed Trials, speed is not an important factor. Rather, competitions demonstrate riders' skill in conquering various types of difficult obstacles, including steep hills and boulders, without stopping or allowing their feet to touch the ground. Typical observed trials machines are light and nimble, usually without seats.	Small land area with undulating topography and various trail surfaces (rock, dirt, water)
Recreational Trail Riding	Informal / Recreational	Long-distance off-road riding, with a focus on exploration and enjoying the natural landscape on a road-registered motorcycle. This discipline often includes accessing roads (both sealed and unsealed/unformed) as well as natural land areas, bush and forests.	Large land area with varying topography. Long, linear trails



Discipline	Activity Type	Definition	Land Required
Freestyle	Competitive	Commercially organised including very demanding jumps and trick obstacles. Indoor or outdoor venues. Spectator-focused.	Small, flat land area
Minikhana	Educational / Recreational	Organised competition on uncomplicated trails of varying length and course type for juniors. Utilises small, lower powered motorcycles for younger riders.	Small, flat land area
Speedway	Competitive	Competitive racing on speedway bikes with no brakes and only simple suspension on a fully-fenced, oval dirt circuit, including both solo and sidecar racing.	Small to medium, flat land area

(Motorcycling Australia – [www.ma.org.au](http://www.ma.org.au) / 2004 Manual of Motorcycle Sport)



## EXECUTIVE SUMMARY AND RECOMMENDATIONS

### Executive Summary

The *Regional Trail Bike Facilities Needs Plan* was commissioned by Pine Rivers, Caboolture and Redcliffe Councils and Sport and Recreation Queensland (the project partners), to identify sites in the Pine Rivers, Caboolture, Kilcoy and Redcliffe local government areas with potential as off road motorcycling sites, where trail bike riding in one or more of its various disciplines, can be performed. The Study involved the investigation of potential sites and included a detailed analysis of those sites that might contribute to a regional network of trail bike facilities.

In commissioning this project, the project partners sought to employ detailed selection criteria to assess potential sites and to gather information that would identify further planning issues to be addressed relevant to site management and environmental management for the development and operation of potentially suitable sites. The Study includes a 10-year action plan to be used in progressing the implementation of the Study's recommendations.

32 sites were considered during the project. These sites were the subject of research and extensive consultation with Council officers and key stakeholders. Of the 32 sites considered, seven were identified for further investigation. Two of these sites were prioritised as they display potential for the establishment of new trail bike facilities. These sites are situated at Theodore Road, Kurwongbah and Magnesium Street, Narangba.

### Recommendations

**Note:** The purpose of this project was to identify sites which may be suitable for the establishment of trail bike facilities. None of the sites presented in this report have been endorsed for development by the project partners.

#### Recommendation 1:

That the project partners conduct further investigation into the establishment of trail bike facilities on the prioritised sites identified by this project.

This project identified a total of seven sites suitable for further investigation as trail bike facilities to cater for a range of trail bike riding disciplines. Of these seven sites, two have been prioritised for initial investigation and assessment against the *Trail Bike Site Assessment Tool*. This *Site Assessment Tool* has been provided to the project partners for planning purposes.



The seven sites identified by this project are detailed in the following table:

**Table 2: Sites Identified**

	Site Details	Trail Bike Potential
1	Theodore Road, Kurwongbah Lot 89 RP848075 at Kurwongbah	Further investigation into the establishment of a regional trail bike facility – motocross, enduro and observed trials
2	Magnesium Street, Narangba Lot 15 SP102757	Further investigation into the establishment of a small-scale trail bike facility – motocross
3	Laceys Creek Road, Upper Laceys Creek Currently used as an Observed Trials event site and is registered with MQ	Continue occasional use – observed trials
4	Redcliffe Peninsula Harness Racing and Sporting Club Lot 195 CP897443	Continue occasional use – Annual Long Track Grand Prix
5	Glenfern Motocross Club, Runge Road, Glenfern Lot 423 SP123090	Continue existing motocross use – Glenfern Motocross Club, the only existing trail bike facility within the study area
6	Beginning of DSMRA trail, Dayboro to Gympie	DSMRA to continue negotiation to secure occasional use of this area – recreational trail riding
7	Pumicestone Road Lot 139 CG4511 Lot 2 RP862224	Consider as a possible future site – small-scale trail bike facility

Complete details for each of these sites are included in Section 7.0, *Sites Considered*.

The two sites which have been prioritised for initial investigation are indicated in green in the table above.

The existing use of sites 3, 4 and 5, as indicated in Table 2 should continue and the Dual Sport Motorcycle Riders Association (DSMRA) should continue liaison with the Queensland government to secure access to appropriate lands for the Dayboro to Gympie trail ride (site 6). Site 7 in the table above has been identified as being suitable for further investigation in the event that the establishment of trail bike facilities on either or both of the two prioritised sites does not eventuate.

#### **Prioritised Sites**

##### **Site 1: Theodore Road, Kurwongbah**

This site may be suited to the establishment of a southeast Queensland regional-scale trail bike facility.

The benefits of the subject site identified by the study include:



- a) Proximity to metropolitan Brisbane, including the Local Government Areas of Pine Rivers, Brisbane, Redcliffe, Caboolture, Kilcoy, Esk, Ipswich and Logan, as well as the Gold Coast and Sunshine Coast
- b) Trail bike facilities within the subject site could be located away from residences
- c) The subject site is large enough to accommodate a range of off-road motorcycling disciplines, including motocross, junior dirt track, observed trials, recreational trail riding and enduro, as well as Supercross and Freestyle events
- d) The site is easily accessible from Dayboro Road

Pine Rivers Shire Council, in collaboration with Caboolture, Redcliffe and Kilcoy Councils, should undertake further investigation into the development of the subject site as a regional trail bike facility. This investigation may include:

- Providing guidance and advice regarding the Development Application process
- Allocation of resources and provision of assistance towards site planning and the preparation of relevant studies
  - ▷ For example: Environmental Management Plan, traffic engineering study
- Imposing reasonable and relevant Development Approval conditions
  - ▷ For example
    - Site manager to be responsible for site, track and trail maintenance
    - Reasonable contribution requirements for community facilities and/or headworks charges

This regional-scale trail bike facility could incorporate:

- a) Junior/novice track and motocross/flat track
- b) Intermediate motocross track
- c) Advanced motocross track with marshalling tower
- d) Enduro track and access road, facilitating ease of maintenance and emergency access
- e) Observed trials training and competition areas
- a) Road access
- b) Facilities, including septic toilets, a canteen, water storage tanks, a maintenance shed and workshop, a registration area, car parking and trailer staging and an on-site storage shed (some of which may be staged for future development)
- c) Dedicated spectator areas
- d) Camping and picnic areas
- e) Potential helipad for emergency access
- f) Retention dams and siltation traps



**Site 2:           Magnesium Street, Narangba**

This site may be suited to the establishment of a small-scale trail bike facility. The site is situated within an area currently used illegally by trail bike riders as a riding *hotspot*.

Located within a regionally significant industrial estate, the candidate site is central to the Caboolture, Redcliffe and Pine Rivers Local Government Areas, as well as being proximate to the greater Brisbane area, the Sunshine Coast and the Gold Coast.

The *Regional Trail Bike Facilities Needs Plan* identified Caboolture Shire as an area where significant illegal riding occurs. The Study identified that an efficient way to manage illegal trail bike use in Caboolture Shire (as well as surrounding areas) would be through the provision of a safe, managed, legal trail bike riding site within the Shire. Site 2 on Magnesium Street has been identified by the Study as a potential location for managing illegal and nuisance trail bike use in Caboolture Shire.

This project has identified possible opportunities to secure tenure over land adjacent to and west of the subject site to increase the area available for trail bike use without impacting on the Endangered Regional Ecosystem vegetation on and surrounding the subject site. Other parcels of land which may be incorporated into the trail bike site include:

- Lot 5 SP108930 (Road Corridor)
- Lot 10 SP115845 (Road Corridor)
- Part Lot 535 SL2833 (Unallocated State Land [USL])

There is sufficient area on the subject site (including access to additional land parcels adjacent to the site) for the construction of the following facilities:

- a) Junior/novice motocross track
- b) Advanced motocross track with marshalling tower
- c) Spectator grandstand
- d) Informal viewing areas
- e) Car park (possibly constructed in stages)
- f) Drop-off and turn-around
- g) Secure workshop and pit area
- h) Facilities – canteen and toilets
- i) Potential helipad for emergency access
- j) Sediment pond and artificial wetland for bio-retention and treatment of runoff before discharging off-site to the nearby creek system
- k) Picnic / recreation area



- l) Control fence – leaving the recreation area accessible for other users
- m) Pedestrian and fire / emergency access

The site is easily accessible from the Bruce Highway through the Narangba Industrial Estate.

Caboolture Shire Council, in collaboration with Pine Rivers, Redcliffe and Kilcoy Councils should undertake further investigation into the development of the subject site as a small-scale trail bike facility. This investigation may include:

- Providing guidance and advice regarding the Development Application process
- Allocation of resources and provision of assistance towards site planning and the preparation of relevant studies
  - ▷ For example Environmental Management Plan, traffic engineering study
- Imposing reasonable and relevant Development Approval conditions
  - ▷ For example
    - Site manager to be responsible for site, track and trail maintenance
    - Reasonable contribution requirements for community facilities and/or headworks charges

An identified constraint on the subject site is the existence of Endangered Regional Ecosystem vegetation on and surrounding the site. By accessing only cleared areas of the site (displaying no remnant vegetation) and the adjacent USL and a portion of the road corridor, existing vegetation would be retained. The relatively small size of the subject site would facilitate streamlined site management, including environmental management.

**Recommendation 2:**

That necessary planning is undertaken prior to the establishment and operation of trail bike facilities within the study area.

Formalising the use of trail bikes within the study area and establishing permanent trail bike facilities would require a significant strategic planning focus by the project partners and intending operation and management proponents.

The aim of undertaking further studies would be to achieve an equitable accommodation of the most popular trail bike riding disciplines while addressing site-specific planning issues and assessing the impact of the proposed use on the subject sites and surrounding areas.



Relevant planning studies may include:

- a) Review of the detailed assessment of the sites against the *Trail Bike Site Assessment Tool*
- b) Preliminary concept plans
- c) Facility Development Plans for the layout of facilities
- d) Environmental Management Plans
- e) Feasibility Studies
- f) Economic impact analyses
- g) Land Management Plan (may be required on state land adjacent to the Magnesium Street site)
- h) Stormwater Management Plans
- i) Geotechnical studies and ground surveys
- j) Business/Development Plans for the operation of each facility
- k) Risk Management Plans

Each of the project partner Councils' planning documents should recognise trail bike riding as a legitimate form of recreation and a legitimate land use and plan for its accommodation.

The outcomes of the initial assessment of the two prioritised sites against the *Trail Bike Site Assessment Tool* and of further investigation should be used by the project partners to:

- Determine if permanent trail bike facilities can be established at Kurwongbah and Narangba
- Equitably allocate resources to this recreation in line with each Councils' allocation of resources to other sport and recreation activities
- Facilitate the ongoing viable operation of trail bike facilities on identified sites, if established

The *Trail Bike Site Assessment Tool* should be utilised in assessing an application for consideration for this use. The tool should also be applied whenever the project partners are considering possible future uses of land which may be suited to accommodating this land use.

The project partners, in collaboration with other Councils in southeast Queensland, should form a Regional Working Group to expedite the implementation of solutions to the problems caused by trail bike riding offenders. This Regional Working Group should prepare a Business Plan to guide a truly regional approach to providing opportunities for



trail bike activities. This Plan should focus on ensuring that new trail bike sites accommodate the needs of various trail bike disciplines and that duplication and over or under supply of facilities for any one discipline is avoided.

**Recommendation 3:**

That management and funding models for the establishment and operation of trail bike facilities be formalised prior to their operation.

The three principal options available for managing a potential trail bike facility are;

**1. Council and Commercial Management Model**

This management model involves Council-controlled facilities being leased to commercial organisations. This may involve a Council owning the site, acting as Trustee for State land or leasing the land from a private owner. Council may then have responsibility for the development and maintenance of the site, yet lease (or sublease) the facility to a commercial operator. A significant benefit of this model is that Council may be eligible to apply for Queensland Government funding (through Sport and Recreation Queensland) for facility developments and upgrades.

Examples of this management model are evident at Council pools, aquatic centres, and large-scale stadiums.

**2. Community Management Model**

Facilities owned or held in trust by Council or owned privately may be managed and operated by not-for-profit community groups. The community group managing the facility usually enters a tenancy agreement with the site's owner, such as a lease, license or permit to occupy and then assumes responsibility for the management of the site and specific elements of site maintenance.

The community group managing such a facility would be incorporated under either the *Associations Incorporation Act 1981* or *Commonwealth Corporations Law* (Company Limited by Guarantee). The managing organisation may be eligible for Queensland government funding through Sport and Recreation Queensland.

Examples of this management model include single or multi-use sport and recreation facilities, such as football or cricket facilities, where Council offers a lease or other form of tenure to a community group which is then responsible for



the management and maintenance of the facilities and the operation of sport and recreation activities.

### 3. Commercial Management Model

Facilities may be owned or leased by the facility manager. In this model of management, Council would play no part in the facility development and ongoing operation.

Examples of these facilities include commercial sporting and recreational facilities such as indoor cricket centres and go-kart tracks.

A potential trail bike facility at the Kurwongbah site would be best managed by the *Commercial Management Model*.

A potential trail bike facility at the Magnesium Street site would be best managed under either the *Council and Community Management Model* or *Community Management Model*.

It is important that all sites register with Motorcycling Queensland. Users of the facilities would then be required to hold appropriate MQ licenses (competitive or recreational).

#### **Recommendation 4:**

That education, training and transport initiatives be further explored concurrently with the establishment of trail bike facilities.

Stakeholders consulted during preparation of the *Regional Trail Bike Facilities Needs Plan* requested a multi-faceted approach to achieving solutions to the issues associated with illegal trail bike use in the study area. It was agreed that it is necessary to establish education and training initiatives and to provide innovative transport options to further reduce the illegal use of trail bikes by unlicensed riders on unregistered vehicles in public places and on roads.

#### **Education and Training:**

Education and training initiatives to be implemented concurrently with the establishment and operation of trail bike facilities may include:

- a) Rider education, particularly for younger and unlicensed riders, covering:
  - Safety



- Riding skills
  - Trail bike riding and the law (training initiatives may be conducted by the police)
    - This initiative could be modelled on a current program where mounted police officers visit pony clubs to instruct young people on horsemastership
  - Places to ride
  - Track and trail rules and procedures
  - Rider etiquette
- b) Parental and land owner responsibilities and liabilities
- c) Bike compliance and maintenance
- d) Competition training/coaching

#### Transport Initiatives:

Transport initiatives discussed during the preparation of the *Regional Trail Bike Facilities Needs Plan* included offering rider and vehicle transport, particularly to young riders with unregistered bikes. This could include offering transport from riders' homes to established trail bike facilities and offering transport between different facilities. This would establish the sites within the study area as part of a regional trail bike facility network.

It would be possible to commission the construction of a trailer capable of carrying nine trail bikes. This trailer could be towed behind either a small bus or large four-wheel-drive. The tow vehicle could transport riders, families and spectators. Example vehicles include:

- Toyota Coaster, 20 to 23 seater, depending on year
- Nissan Civilian, 23 seater
- Toyota Hiace, 14 seater
- Toyota Landcruiser Troop Carrier, 11 seater
- Ford Transit, 12 seater

Transport to and from trail bike facilities, as well as transport between the facilities, would most likely be offered on a user pays basis. A fee structure for this transport service could be established similar to Queensland public transport services, where the fee is based on distance travelled within or between pre-determined zones.

Funding for the establishment of transport options may be sourced through Queensland Government funding (for example, Gambling Community Benefit Fund) and through contributions from project partners.



**Recommendation 5:**

That dialogue is facilitated between the project partners and relevant State Government Departments in seeking non-legislative solutions to the issues caused by trail bike offenders in the study area.

The Queensland government's approach to policing the illegal use of trail bikes should be expanded to include non-legislative solutions as well as policing and enforcement.

In December 2004, the Beattie Government indicated that it would extend *anti-hooning* legislation to cover trail bikes. Under proposed changes to the *Police Powers and Responsibilities Act*, trail bike *hoons* could have their bikes confiscated.

For the proposed revisions to the *Police Powers and Responsibilities Act* to have a lasting effect on reducing the incidence of illegal and nuisance trail bike behaviour, it is vital that trail bike riders are offered safe, legal, managed riding opportunities close to metropolitan areas, as well as other opportunities, such as the education, training and transport initiatives detailed above.

It is recommended that the project partners liaise with relevant State government departments, including Sport and Recreation Queensland, Environmental Protection Agency, Department of Natural Resources and Mines, Department of Primary Industries and Fisheries (Forestry) and the Queensland Police Service on the development and implementation of suitable non-legislative solutions.

Consultation undertaken throughout this study identified the possibility of the establishment of a Queensland Government Inter-Departmental Committee to identify suitable non-legislative solutions to the illegal use of trail bikes in Queensland. The establishment of this committee would simplify liaison between the project partners and the Queensland Government.



**Recommendation 6:**

That an Economic Impact Analysis on trail bike use in southeast Queensland be undertaken.

An Economic Impact Analysis regarding trail bike use may be informed through detailed consultation with industry, state and local government enforcement agencies, an analysis of new and second-hand trail bike sales, dollar-spend during participation, length of participation activities, related industries, regular items of expenditure and necessary associated equipment and clothing and their relevant costs.

Such a report could provide information to be used to further qualify and quantify the need for the provision of safe and legal trail bike facilities within the study area.

This Economic Impact Analysis should include a comprehensive rider survey which may be conducted through industry magazines, wholesale and retail industry outlets and trail bike riding venues to determine detailed participation information.

This project could be undertaken on an educational basis and be conducted as a research project by students studying in sport, recreation or open space planning. Griffith University is currently seeking opportunities for student placement on this type of research project.

**Note:** *The implementation of Recommendations 1 to 5 should not be dependent upon the implementation of Recommendation 6.*



## 1.0 OBJECTIVES AND BACKGROUND

### 1.1 Objectives

The objectives of this project were:

1. To identify potential off road motorcycling areas within the study area and carry out a detailed analysis of potential sites that can contribute to a regional plan of trail bike facilities
  - a. The *Regional Sport and Recreation Facilities Plan 2003* (Pine Rivers, Caboolture and Redcliffe Councils) identified a strong demand for a regional-level motocross facility within the study area
  - b. Motorcycling Queensland recommends that the development of a motocross facility in the study area is a high priority
2. To identify sites throughout the study area which will accommodate a range of trail bike disciplines

### 1.2 Project Management

This project was undertaken by a joint project team involving Pine Rivers Shire Council, Caboolture Shire Council, Redcliffe City Council, Kilcoy Shire Council and Sport and Recreation Queensland. Pine Rivers Shire Council's Recreation Planner acted as Project Manager.

Funding for this project was provided by Pine Rivers Shire Council, Caboolture Shire Council, Redcliffe City Council and Sport and Recreation Queensland. The location and diverse landscape of Kilcoy Shire made it a natural partner in developing this plan.

### 1.3 Project Background

The use of off-road vehicles, in particular trail bikes, as a recreation activity seldom goes unnoticed. Trail bike activities have traditionally drawn considerable criticism from communities in close proximity to areas where these activities occur. Local Councils and the Queensland police are receiving increasing levels of complaints triggered by the noise, dust and amenity issues generated by the use of trail bikes.

Trail bike riding occurs both competitively and as a physically active recreation. Participants enjoy a range of disciplines, from long-distance recreational trail riding and Enduro racing to spectacular motocross and Supercross racing. Competitive trail bike use requires both specially constructed tracks (for example motocross, freestyle, Supercross) and natural areas (for example, Enduro, observed trials). Recreational trail bike use



generally requires large parcels of natural land with varying terrain, topography, soil types and areas of scenic amenity.

Trail bike use has been established as a legitimate outdoor recreation activity in southeast Queensland, largely due to the efforts of the Queensland Outdoor Recreation Federation (QORF), the South East Queensland Trail Bike Management Forum (the Forum), Motorcycling Queensland (MQ), the Federation of Off Highway Vehicles Australia (FOHVA) and southeast Queensland local government authorities which have conducted studies into trail bike use (including Gold Coast, Redland, Logan, Brisbane, Beaudesert, Ipswich, Pine Rivers, Caboolture, Redcliffe and Kilcoy).

Trail bike activities require large amounts of open space, both for the activities themselves and to provide sufficient noise and dust buffering from surrounding land uses. The number of trail bikes sold each year and the corresponding number of riders continues to increase while the available land for activities of this nature decreases. For planners and policy makers to be able to make well-informed and unbiased decisions regarding land use planning, they must take into account the needs of recreational and competitive users and user groups.

Over the next 10 years, the population of Pine Rivers, Caboolture and Redcliffe is estimated to grow at a rate of 2.7%, increasing the total collective population of these three Local Government Areas from approximately 286,648 to approximately 400,374 in 2016.

Given the rapid growth rate of the northern corridor in which this project was undertaken and the rate at which suitable land is being consumed by residential, industrial and commercial development, the project partners identified a need to explore possible future opportunities for the provision of safe and legal places for people to ride trail bikes.

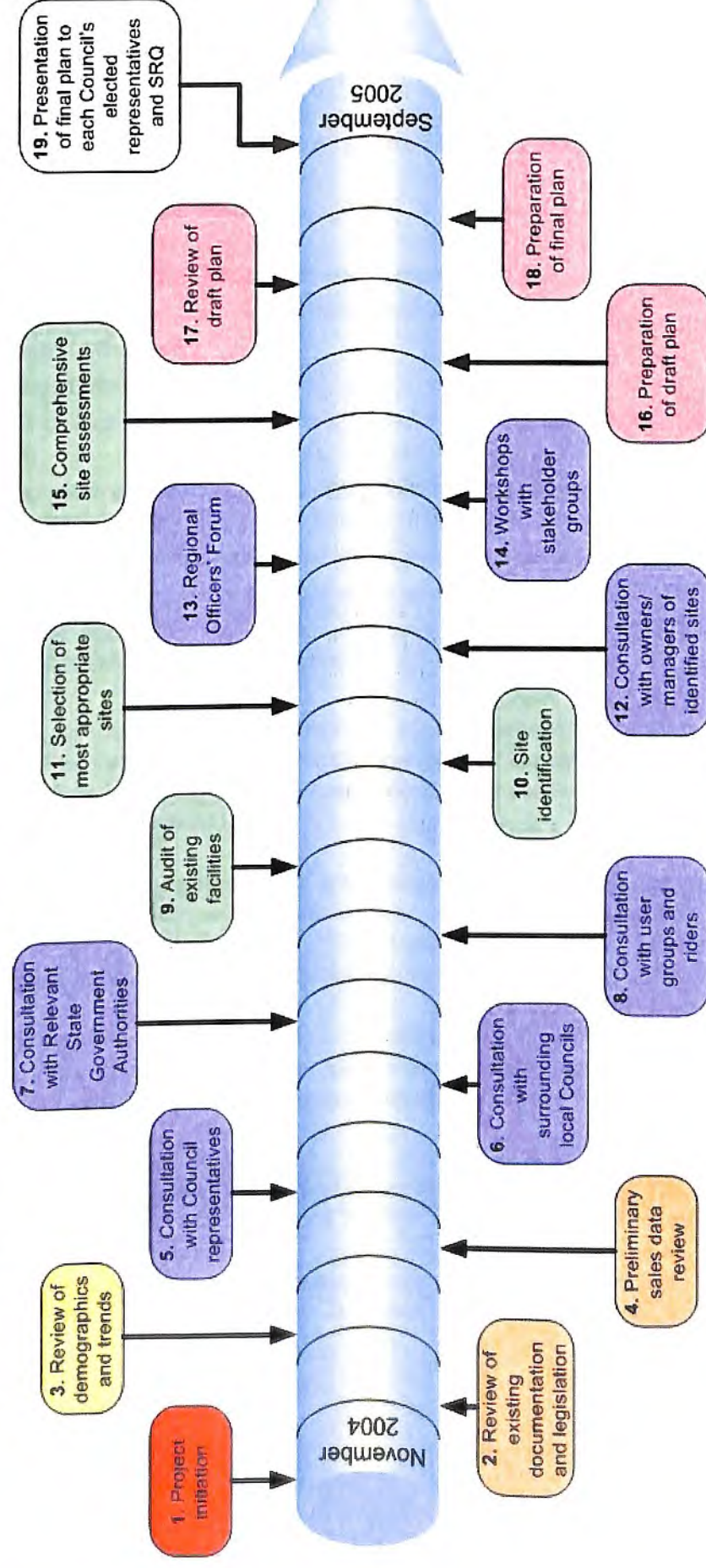
The Councils involved in this study have identified considerable illegal trail bike use on public and private lands. This project was undertaken to address an identified need to provide opportunities for safe, managed and legal trail bike use. The focus of this study was not to quantify or meet market demand. The project partners realise that the problems associated with illegal use of trail bikes can be expected to increase if no legal avenues are provided for riders.



## 2.0 METHODOLOGY

### 2.1 Project Methodology

The methodology followed in the development of the *Regional Trail Bike Facilities Needs Plan* is indicated in the following diagram:





## 2.2 Site Identification Methodology

Research, consultation and site analyses undertaken during the site identification process informed the recommendations of this study and the action plan (Section 9.0).

Site identification activities included:

- Consultation with Council officers and elected representatives
- Consultation with user groups and individual trail bike enthusiasts
- Consultation with industry
- Consultation with residents
- Analysis of each of the project partner Councils' planning schemes and associated mapping
- Public advertising (Redcliffe City and Kilcoy Shire) seeking expressions of interest from land owners
- Consultation with sporting, recreational and government organisations
- Consultation with other southeast Queensland local government authorities
- Analysis of sites which are currently or have in the past attracted illegal and inappropriate trail bike access (*Hotspots*)

A total of 32 sites were considered through this project. Seven sites were identified as being suitable for further investigation into their suitability for the development of trail bike facilities. Of these seven sites, two sites were prioritised for detailed assessment against the *Trail Bike Site Assessment Tool*.

The *Trail Bike Site Assessment Tool* was developed to facilitate a structured site assessment process which would eliminate sites with little or no possibility for the establishment of trail bike facilities. This logical assessment is followed by a comprehensive site assessment and a discipline-specific assessment.

The *Trail Bike Site Assessment Tool* was formulated to assist the implementation of future studies and plans for each identified site. Each of the project partners would also be able to use this tool and its associated assessment criteria to analyse potential trail bike sites identified in the future.

An outcome-focused approach was applied during the development of the *Trail Bike Site Assessment Tool*. Specific outcomes and possible solutions were used for assessment criteria as opposed to using prescriptive criteria. The advantage of applying an outcome-focused approach is that a site, which may otherwise be deemed unsuitable due to a single prescriptive criterion, may still be suitable if appropriate mitigation methods are applied.



The three levels of assessment employed by the *Trail Bike Site Assessment Tool* are detailed below:

### **2.2.1 Logical Assessment**

The logical assessment is designed to eliminate sites with little possibility for the establishment of trail bike facilities and to ensure that only sites with real potential go on to be assessed against the site assessment criteria and discipline-specific assessment. For example, if access to a site is severely restricted due to a lack of transport infrastructure or if a site is located in close proximity to sensitive facilities (such as hospitals or churches), a full site assessment would not be undertaken.

Common sense rather than specific criteria is appropriate at the logical level of assessment.

The logical assessment methodology identified the most appropriate locations for trail bike use as those which are:

- Isolated and/or buffered from noise sensitive surrounding land uses and
- Isolated and/or buffered from dust sensitive surrounding land uses and
- Isolated and/or buffered from odour sensitive surrounding land uses
- OR
- Surrounded by land uses which are consistent with trail bike use, such as those which already generate dust, odour and/or noise

To be accepted at the logical level, sites must display natural characteristics which would allow them to comply with the above or must be of sufficient size to allow for the development of attenuating features.

A logical assessment was undertaken on the 32 sites identified through this project. If a site was accepted or rejected at the logical level of assessment, the rationale behind this decision is included in the Sites Considered table (refer Section 7).

### **2.2.2 Site Assessment**

This level of assessment is to be applied to sites which are logically appraised to be broadly suitable to trail bike use.

The site assessment criteria examine the specific outcomes sought from the responsible development of a trail bike site, possible solutions which would achieve those outcomes and the ability of each candidate site to achieve those outcomes.



Site assessments incorporate the consideration of applicable sections of relevant planning schemes.

The specific outcomes address the following issues:

- Conservation Values
- Vegetation Values
- Habitat Values
- Noise
- Dust
- Odour
- Planning Scheme
- Size
- Flood Immunity
- Soils and Runoff
- Site Hazards
- Availability of Services
- Acquisition and Tenure
- Surrounding Land Use
- Site Access
- Management
- Economic Sustainability

### **2.2.3 Discipline-Specific Assessment**

The discipline-specific assessment indicates opportunities for particular trail bike discipline use on identified sites.

This level of assessment is undertaken to determine the various trail bike riding discipline(s) which may be accommodated on each candidate site, taking into account each discipline's specific requirements.



### 3.0 ISSUES ANALYSIS

Research and consultation undertaken in the preparation of this and previous studies has identified a range of significant issues relating to trail bike use. This research and consultation has promoted an understanding of relevant trends and perceptions.

There are divergent opinions and perceptions of both legal and illegal use of trail bikes in their various disciplines. These divergent opinions come primarily from trail bike riders, landholders in areas adjacent to or nearby areas used for trail bike activities (residential, commercial, industrial) and government. The following information is therefore provided to offer a broad understanding of some trail bike issues from relevant perspectives.

#### 3.1 Limited Places to Ride

The most apparent issue from the perspective of trail bike users and user groups is an obvious lack of legal and safe places for people to ride. There are limited permanent legal places where people can ride trail bikes in southeast Queensland. In particular, there are few places which accommodate recreational (non-competitive) riding and which cater for young or inexperienced riders.

Although the existing permanent sites are complemented by a number of event sites which are used on an occasional basis, some of the most popular riding areas are located more than two hours drive from the Brisbane CBD.

The lack of places to ride highlights the need for the establishment of safe, legal, managed riding sites within close proximity to the Brisbane CBD. The *Regional Trail Bike Facilities Needs Plan* has identified that the establishment of trail bike facilities at the two preferred sites at Kurwongbah and Narangba could effectively address this need and absorb much of the existing illegal trail bike activity from within the study area and the broader region.

The fact that there is a large number of riders within the study area and indeed in southeast Queensland under the age of 17 significantly contributes to illegal behaviour. Unlicensed riders on unregistered trail bikes cannot currently access state forest areas legally, as permits will only be granted to licensed riders on registered vehicles. To further exacerbate this issue, some types of trail bikes cannot be registered. For example, motocross or observed trials bikes are ineligible for Queensland Transport registration, as they do not comply with roadworthiness regulations. These vehicles can therefore only be used legally on racetracks.

Urban encroachment is reducing the land available for the establishment of formal trail bike facilities and increasing the need for policing to control illegal and inappropriate trail bike use.



A conspicuous example of urban encroachment leading to the need for increased enforcement activities is at the disused Narangba Quarry, on Oakey Flat Road, Narangba. Consultation with riders indicates that this area has been an illegal riding *hotspot* for many years. The intensification of residential development within the vicinity of this site has led to an increasing number of complaints received by Caboolture Shire Council and subsequent blitzes by Council officers and Caboolture Police. These blitzes have had the desired short-term effect of reducing illegal usage of the Narangba Quarry, but have also had the flow-on effect of increasing illegal usage of other areas within Caboolture Shire, in particular the Narangba Industrial Estate (termed the "Bridge to Nowhere" by the off-road riding community).

There is a perception among riders and riding groups that there is inequity between the manner in which facilities and programs are provided for trail bike riders and participants in other, structured sporting activities. The data available (through new and second-hand bike sales data [refer Section 4.1, below] and SEQORDS [refer Section 6.1.13, below]) suggests that participation in trail bike activities is comparatively high. This high relative participation in trail bike activities suggests that Councils and State Government (through established sport and recreation and business development funding programs) should continue to invest in the provision of structured riding opportunities for trail bike users.

### 3.2 Nuisance

The use of trail bikes, whether at legal, managed trail bike sites or at illegal riding areas, rarely goes unnoticed if people live, work or play near these areas. The nuisance caused by the use of trail bikes can generally be attributed to one of the following issues:

- a) Noise
- b) Nuisance behaviour (e.g. continuous over-revving or "doughnuts")
- c) Persistent illegal activities (e.g. trespass; damaging or destroying fences or gates to access properties illegally; riding unregistered bikes on roads or public places)
- d) Dust

Regardless of where and when legal, safe, managed trail bike sites are established, illegal and inappropriate use of trail bikes must continue to be policed. To further control nuisance issues caused by the use of trail bikes, the following points should be considered:

- a) Trail bike facilities should not be established in close proximity to areas where noise or dust sensitive land uses are an issue. This would include residential areas and some types of commercial, retail and business precincts

**Note:** The *Trail Bike Site Assessment Tool* used stipulates that sites should be located a minimum of 300m from existing or proposed urban areas, residential areas or noise or dust sensitive areas and/or natural or built features should be present that



would mitigate the noise impacts of a trail bike facility on sensitive surrounding land uses

- b) 2-stroke and 4-stroke bikes produce markedly different noise signatures. In determining appropriate management procedures for the operation of permanent trail bike sites, consideration may be given to providing incentives for riders to use 4-stroke bikes, as they have a lower perceived noise output
- c) Noise limitations may be imposed at established trail bike facilities. It is important to note that muffling trail bikes has two significant effects. Firstly it reduces the noise produced by the bike but it also limits the vehicle's power output. This is an important safety and amenity consideration, especially for the management of competitive trail bike events
- d) Dust disturbance caused by trail bikes can be controlled through track and trail irrigation. Taking into account the decreasing availability of water from municipal water supplies, the establishment of trail bike facilities should include identifying and developing alternative water sources such as on-site dams or the use of treated grey water for irrigation

### 3.3 Enforcement

Enforcement of legislation and bylaws developed to control illegal trail bike use is resource intensive, expensive and difficult. Trail bike enforcement can be undertaken by the Queensland Police and by Council Rangers. Different methods of enforcement are required for the illegal use of trail bikes in different areas. For instance, Police can issue Stop Orders to control inappropriate trail bike activities on private property or issue fines to unlicensed riders riding on roads, while Council Rangers can issue fines to people riding illegally in public places.

The following extract from Pine Rivers Shire Council's Fact Sheet *Trail Bike Riding in Pine Rivers Shire* provides a succinct outline of the powers and responsibilities of the police and of Council:

#### The Queensland Police Service

The Queensland Police Service regulates all matters relating to illegal trail bike riding on roads, parks and other public places. The regulations include unlicensed and unroadworthy trail bikes.

Under the *Police Powers and Responsibilities Act 2000* the Queensland Police Service also has powers to respond to nuisance complaints concerning noise from trail bike riding on private land. The Police may issue a 24-hour noise abatement notice where noise is found to be excessive.



### The Council

Council is responsible for enforcing the provisions of the Town Planning Scheme relating to the establishment and construction of racetracks. Before you carry out such works on your property, you must ensure you comply with the Town Planning Scheme.<sup>1</sup>

One of the most effective ways to police the illegal use of trail bikes is with a trail bike, as some areas accessed illegally are difficult or impossible to access with a larger vehicle. This enforcement method has proved successful in Logan City, with Logan City Council allocating resources and equipment to trail bike-mounted Council Rangers.

There are often blurred lines of demarcation between the responsibilities of local Councils and the Queensland Police. This can compound the frustration of local residents and other land users, as complaints relating to illegal and nuisance trail bike use are seldom resolved quickly.

This project identified that the project partner Councils do not have standard complaint logging procedures. Some complaints are referred to the police while others are logged and actioned internally. In Pine Rivers Shire, there are two residential estates located near illegal riding *hotspots*. As there has been no easily-identifiable solution to the illegal use of trail bikes within these areas, complaints received from some residents are now dealt with as one ongoing complaint and are not recorded separately by Council.

As evidenced by the example of the Narangba Quarry above, enforcement alone cannot solve the problem of illegal trail bike use. Active enforcement and the issuance of fines, and even vehicle confiscation, can reduce illegal usage at particular sites. However, consultation undertaken through this project highlighted that if alternative legal sites are not provided, riders are simply forced to ride in other areas, including other illegal riding areas, roads, private land (often in close proximity to residential areas) and public places.

### 3.4 Legal Issues

The raft of legal issues pertinent to the use of trail bikes is typified by the following points:

- a) The definition of a road and licensing and registration
- b) Anti hooning legislation
- c) Risk management

<sup>1</sup> Pine Rivers Shire Council, *Trail bike riding in Pine Rivers Shire Fact Sheet* (Queensland: 2005), p.1



### 3.4.1 Definition of a Road and Licensing and Registration

Schedule 4 of the *Transport Operations (Road Use Management) Act 1995* defines a road as:

**road –**

- (a) includes a busway under the Transport Infrastructure Act 1994; and
- (b) includes an area that is –
  - (i) open to or used by the public and is developed for, or has as 1 of its uses, the driving or riding of motor vehicles, whether on payment of a fee or otherwise; or
  - (ii) dedicated to public use as a road; but
- (c) does not include an area declared under a regulation not to be a road.

Example of an area that is a road –

A bridge, cattle grid, culvert, ferry, ford, railway crossing, shopping centre car park, tunnel or viaduct.<sup>2</sup>

Under this definition any land used as a trail bike riding area, whether public or private land, would be defined as a road if trail bike riders accessing the site were members of the public. The implications of this definition mean that only licensed riders with registered vehicles can access any public or private land dedicated for use for trail bike activities. These vehicles also require Compulsory Third Party Insurance.

Under the above definition of a road, unlicensed riders and unregistered vehicles are effectively excluded from permanent trail bike facilities. This includes any riders under the legal licensable age and any bikes which cannot be registered (such as motocross bikes or observed trials bikes).

A solution to this issue has been identified in consultation with Motorcycling Queensland. If a trail bike facility is dedicated as a racetrack, for racing and practice for racing, any rider holding a Motorcycling Queensland Competition or Recreational Licence can access the site, regardless of age. This also facilitates the use of a site by an unregistrable vehicle.

This is consistent with the *Transport Operations (Road Use Management) Act 1995*, as a racetrack is excluded from the definition of a public place, as below:

<sup>2</sup> Queensland Government, *Transport Operations (Road Use Management) Act 1995* (Queensland, 1995), p. 248



*public place ...does not include –*

- (d) a track that at the material time is being used as a course for racing or testing motor vehicles and from which other traffic is excluded during that use; or
- (e) a road; or
- (f) a place declared under a regulation not to be a public place.<sup>3</sup>

### 3.4.2 Anti-hooning Legislation

In December 2004, the Beattie Government indicated that it would extend *anti-hooning* legislation to cover trail bikes. Under proposed changes to the *Police Powers and Responsibilities Act*, trail bike *hoons* could have their bikes confiscated.

Proposed new laws, to be drafted and introduced into Parliament in 2005, would give police the power to:

- Act immediately on complaints without having to first visit the complainant
- Enter private properties in order to properly investigate complaints
- Issue a 48-hour noise abatement direction for a first complaint
- Seize the trail bike for 48 hours if the noise direction is breached (second complaint) and within 48 hours of the direction being made police could apply to the Magistrates Court to place restrictions on the trail bike's use – including the time, place and manner in which it can be used
- Impound the trail bike for another 48 hours if the court order is breached (the third complaint) and apply for a three-month impoundment order
- Impound the bike again after another breach of the court order (fourth complaint) following the three-month impoundment, and make an application for a permanent confiscation and forfeiture order<sup>4</sup>

A joint media statement released by the Premier and Minister for Police on December 8 2004 focused largely on the perceived impact of trail bike noise on residents, yet did not address the fact that there are a very limited number of legal places where people can ride trail bikes in southeast Queensland.

The *Regional Trail Bike Facilities Needs Plan* identified that for the proposed revisions to the *Police Powers and Responsibilities Act* to achieve a reduction in the incidence of

<sup>3</sup> Queensland Government, *Transport Operations (Road Use Management) Act 1995* (Queensland, 1995), p. 246

<sup>4</sup> Queensland Government, Premier and Minister for Police, *Beattie Govt Extends Anti-Hooning Laws To Trail Bike Riders*, 8 December 2004 (Queensland Media Statement)



illegal and nuisance trail bike behaviour, trail bike riders must be offered safe, legal, managed riding opportunities close to metropolitan areas.

It is envisaged that the development of permanent, affordable trail bike facilities within the study area would reduce the inappropriate use of trail bikes, particularly in or near residential areas in southeast Queensland.

### 3.4.3 Risk Management

Trail bike riding is a dangerous activity. It is therefore imperative that wherever trail bike activities are coordinated, effective risk management strategies are developed and implemented.

Risk management goes well beyond insurance. An effective risk management plan must take into account risk identification, risk evaluation (including an assessment of the risk's context, frequency and severity), the development and implementation of appropriate risk treatment strategies and ongoing monitoring and review.

The *Regional Trail Bike Facilities Needs Plan* does not seek to prescribe risk management strategies for trail bike facilities. Rather, it seeks to inform the project partners, potential trail bike facility operators, trail bike riders, the industry and user groups of the need to address risk management to minimise the exposure to risk of any visitors to the facility.

The issue of risk management becomes much more complex for riders accessing public and private land which is not a permanent trail bike facility. Often, the land areas accessed for recreational trail riding are substantial. The risks associated with accessing such land areas increase proportionally. Operational systems must therefore be employed to manage risk on long recreational trail rides.

Such operational trail riding systems can include always riding in a group, assigning a 'lead' and 'sweep' rider to ride at the front and rear of the pack respectively and using the 'corner man system', where a rider is stationed at a corner each time the group changes direction and then rejoins the pack in front of the sweep rider.

A potentially fatal risk management issue arises when residents and other landholders attempt to stop nuisance or illegal trail bike use by stringing wire across trails. There have been cases in southeast Queensland where trail bike riders of various ages have been killed or seriously injured by such a practice.

Of interest was an incident in 2000 in which a trail bike rider, illegally riding in *Clear Mountain State Forest* north of Brisbane, rode into barbed wire strung between two trees. It became apparent that the rider's full bike helmet with chin brace saved his life. Police investigated this incident as attempted murder and held suspicions that the perpetrator



was a disgruntled local resident who was upset about the persistent use of trail bikes in the forest.<sup>5</sup>

Any public education campaign undertaken by local or state government or trail bike user groups should inform the public that the enforcement of legislation and bylaws developed to control illegal and nuisance trail bike use is the responsibility of local laws officers and the Queensland Police, and should never involve the adoption of dangerous behaviour, such as stringing wire across trails.

### **3.5 Industry and User Group Cohesion**

It has been identified that to effectively progress solutions to the problems associated with illegal and nuisance trail bike activities, improved industry cohesion is required. Although Motorcycling Queensland (MQ) and the Federation of off Highway Vehicles Australia (FOHVA) represent the interests of a large and increasing number of trail bike users, the number of new off-road motorcycles sold in Queensland each year is greater than the combined membership of MQ and FOHVA.

Trail bike riders, particularly those who do not belong to a coordinated club or organisation and/or ride illegally, need to improve their communication with other riders and establish cohesion as a more unified body. Riders must take responsibility for obeying the law and work together to minimise the incidence of illegal and nuisance behaviour. Positive action could include strengthening the roles of existing peak bodies (MQ and FOHVA) and improved liaison between users, Councils, government and policy and decision-makers.

This study has identified that riders lack an understanding of their rights and responsibilities regarding their ability to access public land in southeast Queensland. Consultation undertaken with riders and their families revealed that many people believe that access to public land, in particular state forest areas, is unrestricted. This highlights the need for education and for local Councils and the Queensland Police to continue policing illegal and nuisance behaviour on trail bikes in tandem with the provision of safe, legal, managed places for people to ride.

### **3.6 Planning**

Formalising the use of trail bikes within the study area and establishing permanent trail bike facilities would require a significant planning focus on the part of the project partners and intending proponents for the operation and management of potential facilities.

Relevant planning documents must be prepared prior to the establishment of trail bike sites within the study area. The aim of undertaking further studies would be to achieve an equitable accommodation of the most popular trail bike riding disciplines while addressing

<sup>5</sup> Email correspondence, Doug Corley, Legal Project Officer, Legal Services Unit, Office of the Director-General, Environmental Protection Agency, 8 April 2005



site use planning issues and assessing the impact of trail bike use on the subject sites and surrounding areas.

Relevant planning documents could include but not be limited to:

- Detailed site assessments as per the *Trail Bike Site Assessment Tool*
- Concept plans
- Feasibility Studies
- Economic impact analyses
- Development Plans for the layout of facilities
- Land Management Plans (may be required on state land)
- Geotechnical studies and ground surveys
- Business/Development Plans for the operation of each facility
- Risk Management Plans

Each of the project partners' planning documents, including Sport and Recreation Strategies and planning schemes, should recognise trail bike riding as a legitimate form of recreation and a legitimate land use and plan for it accordingly. The outcomes of the site assessment process undertaken on sites identified as having potential as trail bike facilities should be used by the project partners to:

- Assist with the process of the establishment of permanent trail bike facilities within the study area
- Equitably allocate resources to this recreation in line with each Councils' allocation of resources to other sport and recreation activities
- Facilitate the ongoing viable operation of trail bike sites

An opportunity exists for the project partners, in collaboration with other Councils in southeast Queensland, to participate in a Regional Working Group to progress the implementation of solutions to the problems caused by trail bike riding offenders. This Regional Working Group should prepare a Business Plan to guide a truly regional approach to providing opportunities for trail bike activities. This plan should focus on ensuring that new trail bike sites accommodate the needs of various trail bike disciplines and that duplication and over or under supply of facilities for any one discipline is avoided.

### **3.7 Business Opportunities**

This study has identified a number of organisations and individuals interested in establishing and/or managing permanent trail bike facilities as commercial businesses. Although this study did not seek to quantify the financial viability of the operation of a permanent trail bike site, consultation has revealed that many trail bike riders, industry



representatives, landholders and user groups believe that the establishment and operation of a permanent trail bike facility would be a viable business venture.

Individuals and organisations that expressed an interest in business opportunities surrounding the establishment and operation of permanent trail bike facilities displayed different levels of understanding of the processes which would need to be followed in the establishment of such a facility. These processes include but may not be limited to:

- The preparation of planning and design reports
- Applying for relevant Council approvals
- Risk management
- Peak body affiliation (MQ, FOHVA)
- Licensing
- Staffing and management
- Track construction and maintenance and the construction and maintenance of other facilities within the park including spectator viewing areas, trailer staging areas, car parking, access, irrigation dams and siltation traps, fire management and emergency access
- Compliance with the environmental requirements of local and state agencies

These considerations would need to be appropriately addressed by any potential site manager, whether an individual, organisation or not-for-profit community group, prior to the operation of a permanent trail bike facility.

Other potential business opportunities surrounding the establishment and operation of a permanent trail bike facility include:

- Rider training
- Transport for riders and bikes
- Food and drink sales
- Vehicle, parts and accessories sales
- Vehicle maintenance



## 4.0 USAGE ANALYSIS

### 4.1 Sales Data

As previous reports and studies have provided little statistical data regarding new off-road bike sales for Queensland, new bike sales data for the years 2003 and 2004 was collected and analysed for this report. This information, detailed in the table below, presents a snapshot of the total number of off-road bikes sold in Queensland in 2003 and 2004 and indicates the rate at which these sales are increasing.

**Table 3: Comparative Queensland Off-Road Motorcycle Sales, 2003 to 2004**

Category	2003	2004	Increase (%)
Fun (Mini)	2,058	3,043	48%
Trail	428	576	35%
Enduro	1,955	3,023	55%
Moto Cross	1,853	2,595	40%
Farm	477	996	109%
Total	6,771	10,233	51%

Sources: Federal Chamber of Automotive Industries, KTM Husaberg Australia

An analysis of the total number of off-road motorcycle sales in Queensland for the year-to-date to March 2005 in comparison to the same sales period for 2004 indicates that the total number of off-road motorcycle sales in Queensland is set to increase again in 2005.

In assessing these sales figures, the following considerations need to be taken into account:

- The data presented in the table above provide statistics on new bike sales for the whole of Queensland. The majority of Queensland's population is located in the southeast corner of the State. A logical assumption could therefore be made that the majority of these bikes are operating in southeast Queensland
- The total number of trail bikes operating in Queensland is cumulative, where the total number of bikes sold each year is added to the total number of existing bikes (discounting natural attrition)



- The number of new off-road bikes sold in 2004 was more than 50% greater than the total number of new off-road bikes sold in 2003
- Data presented in the table above accounts only for new bike sales. Previous trail bike reports conducted in southeast Queensland have made arbitrary assumptions regarding the number of second-hand bikes sold in Queensland. Although reliable data on the number of second-hand trail bikes sold is not available, an analysis of second-hand trail bikes advertised for sale through the *Queensland Trading Post* and *The Courier Mail* indicates that between 40 and 80 second-hand trail bikes are advertised in southeast Queensland each month

As the number of trail bikes sold in Queensland increases substantially each year, the number of trail bike riders seeking to use the limited number of legal facilities within southeast Queensland will increase.

More importantly, it can be logically assumed that the number of trail bike riders riding illegally throughout the study area will also increase, placing further pressure on Council and Police enforcement resources. It is therefore vital that safe, legal riding sites are developed to absorb the increasing number of trail bikes operating in southeast Queensland.

#### 4.2 Stakeholder Questionnaire

There is little data available in southeast Queensland which accurately details usage norms in the various trail bike riding disciplines. A questionnaire was developed and distributed to riders as part of this project. The purpose of this questionnaire was to seek an indication of the age range of riders, the rate of participation in various trail bike riding disciplines, where riders choose to ride and with whom, their riding frequency and the amount of money spent on their bikes. The questionnaire also sought to qualify those issues that riders perceive as most important.

The questionnaire sought to gather general data to better inform the project partners about the most popular riding disciplines and ages of participants. This information was taken into account in determining the disciplines to be accommodated by each of the prioritised sites identified by the *Regional Trail Bike Facilities Needs Plan*.

##### Notes:

- The Stakeholder Questionnaire did not purport to be a scientifically generated survey. Rather, it sought to gather anecdotal evidence relating to participation in trail bike riding within the study area
- A total of 40 Stakeholder Questionnaire responses were analysed
- A number of respondents did not indicate their age
- Respondents were invited to tick more than one response if, for example, they rode a number of disciplines or owned a number of bikes



Table 4: Stakeholder Questionnaire Results

Age	<9		10-15		16-20		21-25		26-30		>31	
	0		4		3		2		2		23	
Discipline	MX/ Super cross	Observed Trials	Rec. Trail Riding	Freestyle	Mini- khana	Speed- way	Dirt Track	Enduro	Other			
	17	1	18	1	0	0	7	6	6			
Riding places	Club site			"Free ride areas"			Recreation sites			Friends / Neighbours		
	14			20			25			11		
Ride with	Friends			Neighbours			Club members			Other		
	32			3			16			1		
Ride frequency	Once a day			Once a week			Once a month			Other		
	11			14			8			4		
Bike cost	< \$500	\$501 - \$1,000	\$1,001 - \$1,500	\$1,501 - \$2,000	\$2,001 - \$3,000	\$3,001 - \$4,000	\$4,001 - \$5,000	\$5,001 - \$7,500	\$7501 - \$10,000	> \$10,001		
	1	0	0	3	5	4	5	2	9	7		
New or 2 <sup>nd</sup> - hand bike	New					Second hand						
	16					21						



#### 4.2.1 Questionnaire Analysis

- The average age of riders consulted was over 31 years
- The most common riding disciplines were recreational trail riding (45% of respondents) and Motocross/Supercross (42.5% of respondents)
- The majority of respondents indicated that they ride in "recreation sites" or "free ride areas". These classifications of riding areas include state forests as well as unstructured, unmanaged and in most cases illegal riding areas (including the Narangba Quarry and "Bridge to Nowhere" [Narangba Industrial Estate])
- The majority of respondents (62.5%) ride at least once per week
- Most respondents had spent more than \$5000 on their bikes and more respondents had purchased second-hand bikes than new bikes

The responses to this project's questionnaire support the project partners' objective of locating a site suitable to the establishment of facilities for motocross and recreational trail bike use.

The most prevalent comments provided by questionnaire respondents included mention of the following issues, which are presented here in order of most often identified to least often identified. The number of times the same or similar responses were received is indicated in brackets.

- There is a strong need for the provision of safe, legal, managed trail bike riding areas within or proximate to the study area, catering for both licensed and unlicensed riders (including young people) on both registered and unregistered bikes and a variety of riding disciplines (20)
- There is a lack of safe and legal places within the study area where people can ride both registered and non-registered bikes recreationally and competitively, by riders with or without road licenses (including young people) (7)
- Safety (4)
- Stopping people riding illegally on roads and public land (3)
- Solidarity between riders to ensure changes are made to benefit our sport (1)
- Training, noise and legislation (1)
- People being able to ride on their own property (within certain times) without prosecution (1)
- Start thinking about other people's concerns and stop thinking about yourself (1)  
(Note: This response was received from a non-rider)



### 4.3 Regional Hotspots

Significant illegal and unmanaged trail bike use is occurring throughout the study area. Areas or reserves in which significant illegal or unmanaged trail bike use occurs are referred to as *hotspots*. The extensive illegal, unsafe and unmanaged use of trail bikes in Pine Rivers Shire, Caboolture Shire and Redcliffe City strongly supports the need for the project partners to develop safe and legal riding opportunities within the study area.

Specific hotspots were identified during consultation with Council officers, consultation with users and user groups and through feedback received from residents and commercial and industrial business owners within the study area.

#### 4.3.1 Caboolture Shire Hotspots

- Narangba industrial estate ("Bridge to Nowhere")
- Wallace Road and Browns Road, Beachmere
- Disused Narangba Quarry, Oakey Flat Road, Narangba
- Narangba sporting complex retention basin
- Caboolture-Wamuran disused railway corridor, Bluebell Street Caboolture
- Beerburum State Forest, Beerburum (refer section 4.3.4, below)
- Pumicestone Road, Caboolture

#### 4.3.2 Pine Rivers Shire Hotspots

- Marilyn Boxer Reserve and Wright Reserve, Joyner
- Warner Lakes, Warner
- Lilley Road Reserve, Gibson Court, Cashmere
- Gainbrae Heights Estate, Joyner
- Behind the Matilda service station, Anzac Avenue, Mango Hill
- Behind the Mango Hill Golf Club, Anzac Avenue, Mango Hill
- Dakabin landfill site, Dakabin

#### 4.3.3 Redcliffe City Hotspots

- Newport Waters
- Talobilla Park
- Various other parks
- Rothwell (near pony club and AFL ground)
- Duffield Road – near the rifle club
- Duffield Road – Redcliffe City Council transfer station



#### 4.3.4 Environmental Protection Agency

The Environmental Protection Agency's (EPA) Legal Project Officer (Legal Services Unit) provided information regarding infringements reported for vehicles illegally traversing state lands which are closed to motorised use.

EPA conducted a "blitz" with Police in Beerburum and around the Glasshouse Mountains in March 2005. This blitz was undertaken to address the use of unregistered bikes in sensitive state forest areas. A total of 29 infringement notices were issued to motorcycle riders for various breaches within forest areas.

No data is available regarding where trail bike offenders travel from to ride illegally at Beerburum. However, anecdotal evidence indicates that approximately half of the offenders are local and half travel from nearby towns or from Brisbane City.

## 5.0 SITE INVENTORY

There are few venues for motorcycle riding in the study area. The legal riding areas within the study area are:

- Caboolture Shire
  - ▷ State forest areas in Mount Mee and Beerburum
- Kilcoy Shire
  - ▷ The Glenfern Motocross Track which is occupied and managed by the Kilcoy Motocross Club
- Pine Rivers Shire
  - ▷ An event site at Upper Laceys Creek accessed weekly by the North Brisbane Motorcycle Club (Observed Trials)
  - ▷ The beginning of the Dual Sport Motorcycle Riders Association's (DSMRA) Dayboro to Gympie trail
- Redcliffe City
  - ▷ The Redcliffe Harness Racing Club is used once per year for the annual Long Track Grand Prix

There are eight existing trail bike sites in the broader region surrounding the study area. This region encompasses the local government areas of Gold Coast, Beaudesert, Ipswich, Logan, Redland, Brisbane, Pine Rivers, Redcliffe, Caboolture, Kilcoy, Caloundra, Maroochy and Noosa. The existing off-road motorcycle facilities within this broader region are:



- Albert District Motorcycle Club, Yatala
- Gold Coast Motocross Club, Reedy Creek (Under threat of closure)
- Moreton Districts Motocross, Tivoli Raceway, Ipswich
- Suncoast Junior Motorcycle Club, Coolumb
- Sunshine Coast Motorcycle Club, Green Park, Conondale
- Wheelstanders Junior Motorcycle Club, Oxley
  - ▷ Junior and senior motocross tracks
- North Brisbane Junior Motorcycle Club, Northgate
  - ▷ Flat track used for speedway and junior dirt track
- Fort Lytton Motocross Club, Lytton
  - ▷ Junior and senior motocross tracks

The following diagram illustrates the location of each existing trail bike facility, including State Forest riding areas in Caboolture Shire. It is important to note that there are only eleven legal riding areas in a stretch of coastline measuring approximately 200 kilometres from the New South Wales border to Noosa Shire. This area, known as South East Queensland and including the Brisbane and Morton Statistical Divisions, had an estimated population of 2,572,586 people at June 30 2004.<sup>6</sup>

<sup>6</sup> Department of Local Government, Planning, Sport and Recreation, *Population Growth – Highlights and Trends, Queensland 2005* (Queensland: Queensland Department of Local Government, Planning, Sport and Recreation, 2005), Appendix A



The map shows the state of Queensland, Australia, with major cities and towns labeled. A red box highlights the 'Study Area' in the central-eastern part of the state, around Brisbane. A scale bar indicates 'Approx. 200 km'. The map also shows the coastline, major roads, and the location of the study area relative to the Gold Coast and the Great Barrier Reef.

## 6.0 RESEARCH AND DEMOGRAPHICS

Numerous studies and reports into trail bike issues have been prepared in southeast Queensland in recent years. These clearly indicate that there is a need to identify and develop managed, sustainable and safe places where people can ride trail bikes. It is generally agreed that the use of trail bikes in outdoor recreation spaces impacts upon the natural environment and upon the amenity of surrounding land uses.

Regional Trail Bike Facilities Needs Plan  
Pine Rivers Shire Council, Caboolture Shire Council,  
Redcliffe City Council, Kilcoy Shire Council, Sport & Recreation Queensland



### 6.1.1 Sport and Recreation Strategies and Facilities Plans

With a history of regional collaboration, Caboolture, Pine Rivers and Redcliffe Councils commissioned a joint *Regional Sport and Recreation Facility Plan* in 2003. This Regional Plan addressed the "lack of regional level focus in individual Councils' plans". The *Regional Trail Bike Facilities Needs Plan* is a logical extension of the Councils' collaboration, further benefiting from Kilcoy Shire's involvement.

These relevant extracts from the *Regional Sport and Recreation Facility Plan* indicate that the regional focus of this Plan is supported by Caboolture, Pine Rivers and Redcliffe Councils.

A report on the "Needs of Underage, Unlicensed and Unregistered Trail Bike Riders in South – East Queensland" was prepared in 2001. The issue of "where to ride" was found to be common among riders in all areas of South-East Queensland and it was a particular concern for young riders. It was recommended that local councils work toward regional solutions through SEQROC that could search for, develop and establish suitable management of sites for off-road motorcycling. Recommendations to local councils included "that councils provide resources for the establishment of infrastructure that guarantees sustainable environments where off-road motorcycling occurs" and that "off-road motorcycling be recognised in Council sport and recreation policies as a legitimate recreation activity, engaged in by diverse age groups".<sup>7</sup>

### 8.5.8. MOTORCYCLE - ENDURO AND TRAIL BIKING

While there is demand for places to ride off-road motorcycles for enduro and trail riding the extent of land involved means that it is generally provided by the State government or on private property.<sup>8</sup>

The Caboolture Shire Sport and Recreation Strategy (2003) and the Pine Rivers Shire Sport and Recreation Strategy (2003) were analysed for this study. These strategies mirror the *Regional Sport and Recreation Facility Plan* in their support for the need for Councils to provide places to ride trail bikes.

With a Recreation Plan prepared in 1997, Redcliffe City is currently preparing an updated Sport and Recreation Plan.

<sup>7</sup> Strategic Leisure, *Regional Sport and Recreation Facilities Plan*, (Queensland: Strategic Leisure, 2003), pp. 29-30

<sup>8</sup> Strategic Leisure, *Regional Sport and Recreation Facilities Plan*, (Queensland: Strategic Leisure, 2003), p. 76



Currently operating without a Shire Sport and Recreation Strategy, Kilcoy Shire has both *Corporate* and *Operational Plans* which provide indications as to how the Shire sees its provision of sport and recreation spaces evolving.

The Shire's Corporate Plan notes that Sport, Recreation and Community Facilities are the responsibility of Council's Building Surveyor.<sup>9</sup>

The future challenges for sport and recreation in the Shire are identified in the Corporate Plan. These include:

- Maintaining the standard of facilities in the Shire
- Balancing the financing of new infrastructure development so as to provide equity between the needs of current and future generations
- Recognising the equity of the user pays principle in the provision of services and community assets
- Actively canvassing additional funding from external sources<sup>10</sup>

#### 6.1.2 "The Southeast Queensland Regional Plan 2005-2026"

The Plan notes the following regarding public open space:

The Regional Landscape is managed for a range of functions and values, including agriculture, water quality, nature conservation, scenic amenity, ecosystem services, heritage and outdoor recreation.

The Regional Landscape and Rural Production area regulates development for urban purposes and the reconfiguration of land. Within this area, rural precinct plans will be developed to support integrated planning and effective management of key environmental, economic, social and cultural resources.

Regional open space in SEQ includes regionally significant lands that are publicly accessible for a range of outdoor recreation, cultural, educational and scientific research purposes. For effective regional open space planning, collaboration is required between state agencies, local government, regional natural resource management bodies, industry and community stakeholders.

<sup>9</sup> Kilcoy Shire Council, *Kilcoy Shire Corporate Plan*, (Queensland: Kilcoy Shire, 2002), p. 15

<sup>10</sup> *Ibid*



#### ***Outdoor recreation principle***

Provide a range of enjoyable outdoor recreation opportunities to meet the diverse needs of the community and enhance the liveability of the region.

##### ***Policy 3.4.1***

Establish and maintain a network of accessible outdoor recreation areas, including regional parks, trails and waterways, as well as private lands with the voluntary agreement of landowners.

##### ***Policy 3.4.2***

Manage outdoor recreation activities to provide for community needs and expectations whilst protecting and maintaining ecological, scenic and cultural values.

##### ***Policy 3.4.3***

Coordinate planning and delivery of outdoor recreation services within the framework of a regional outdoor recreation strategy.

##### ***Policy 3.4.4***

Incorporate outdoor recreation activities and opportunities in land use and natural resource planning and management.<sup>11</sup>

Policy 3.4.1 is particularly relevant to the *Regional Trail Bike Facilities Needs Plan* which recognises the importance of investigating all types of land tenure with a view to identifying suitability to the establishment of trail bike sites.

This study is compliant with Policy 3.4.2 as it acknowledges the environmental and vegetation values of the sites identified for further investigation. The development and implementation of management systems for the preservation of flora and fauna, as well as strategies for minimising human-wildlife conflict will be integral components of the successful establishment and operation of new trail bike facilities.

Recommendation 2 of this Plan, for the establishment of a Regional Working Group, is supported by Policy 3.4.3 which notes the importance of regional coordination in planning outdoor recreation strategies.

<sup>11</sup> Queensland Office of urban management, *South East Queensland Regional Plan*, (Queensland: Office of Urban Management, 2005), p. 49



Consultation with the Department of Primary Industries – Forestry identified that department as an intending lead agent in the management of recreation on department owned or managed assets. This is supported by Policy 3.4.4.

**NOTE:** The photograph used by the Queensland Government in the *Draft South East Queensland Regional Plan* publication (p.26: Publicly Accessible Open Space) depicts a trail bike rider exiting a southeast Queensland forest area and another parked trail bike. This photograph was not used in the *South East Queensland Regional Plan 2005-2026* publication.

The *Southeast Queensland Regional Plan 2005-2026* further notes the following regarding Outdoor Recreation:

The region's climate, natural diversity and outstanding landscape provide the natural resources to support a diverse range of outdoor recreation activities. These activities are important to the wellbeing and lifestyle of the community; contributing to better social, health, economic, tourism, cultural and environmental outcomes. Outdoor recreation includes a range of non-competitive recreation activities, undertaken in open space settings that range from predominantly natural through to rural and urban. Activities include bushwalking, rafting, diving, photography, fishing, bird watching, camping, rock climbing, bike riding and horse riding. Outdoor recreation also includes sports that make temporary use of large areas of open space and trails; for example, orienteering, rogaining, cross-country mountain bike racing, rallying and some equestrian activities.

The use of land for outdoor recreation must be balanced with other needs such as nature conservation, scenic amenity and catchment protection. Many outdoor recreation activities occur within state lands or waters such as national parks and marine parks. Management plans for these areas typically provide for a range of outdoor recreation activities that are consistent with the nature conservation purpose of these lands. The SEQ Forests Agreement has resulted in a number of state forests and other tenured lands being converted to protected area tenure such as national park. This may result in some current land uses being phased out.<sup>12</sup>

The objectives of the *Regional Trail Bike Facilities Needs Plan* are consistent with the State Government's intent to provide a diverse range of outdoor and nature based opportunities for outdoor recreation. In undertaking this study, Caboolture, Pine Rivers, Redcliffe and Kilcoy Councils and Sport and Recreation Queensland have demonstrated their recognition of outdoor recreation as a distinct and important land use. This is also reflected in the relevant sport, recreation and facilities plans, as above.

<sup>12</sup> Queensland Office of urban management, *South East Queensland Regional Plan* (Queensland: Office of Urban Management, 2004), p. 40



During a public presentation of the *Southeast Queensland Draft Regional Plan*, the Office of Urban Management stipulated that nature-based activities, a category within which trail bike riding is recognised, would not be regulated by the Plan.

#### **6.1.3 "A Regional Trails Network for Southeast Queensland: Discussion Paper"**

The maintenance of existing regional trails and the development of a regional outdoor recreation strategy may assist in the implementation of the findings of this Plan. As noted in *A Regional Trails Network for Southeast Queensland: Discussion Paper*.

Trails exist in a number of forms ranging from surplus railway corridors to urban cycle paths to river systems to rugged hinterland and cross-border trails that provide for walking, horse riding, driving and trail biking. There is the potential to create many more such trails.<sup>13</sup>

#### **6.1.4 "Regional Trail Bike Site Survey"**

Prepared for Redland, Brisbane, Beaudesert and Logan Councils, the *Regional Trail Bike Site Survey*'s primary aim was to identify, assess and recommend sites suitable for trail bike use. The report considered access and equity issues regarding suitable sites for riders between the ages of nine and seventeen years.

The *Trail Bike Site Assessment Tool* developed during the *Regional Trail Bike Site Survey* was used for the assessment of sites during the *Regional Trail Bike Facilities Needs Plan*.

The *Regional Trail Bike Facilities Needs Plan* seeks to achieve acceptance of trail bike riding as a legitimate land use, to demonstrate the need for land suitable to the establishment of trail bike sites and to positively influence stakeholder perception of this recreation activity.

The Site Survey provided a model upon which the *Regional Trail Bike Facilities Needs Plan* could be based to assist Caboolture, Pine Rivers, Redcliffe and Kilcoy Councils to find regional solutions for identified trail bike issues.

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<sup>13</sup> Department of Natural Resources and Mines and Environmental Protection Agency, *A Regional Trails Network for South East Queensland: Discussion paper*, (Queensland: Department of Natural Resources and Mines and Environmental Protection Agency, 2001), p. iii



### 6.1.5 Motorcycling Queensland

Motorcycling Queensland has approximately 6,000 annual licence holders registered, with another approximately 4,000 casual licence holders. About 85% of these riders participate in recreational and competitive off-road and road motorcycling in Queensland.<sup>14</sup>

When sales statistics are considered concurrently with these licensing figures it indicates a high volume of demand for suitable access areas.

### 6.1.6 "Off Highway Vehicle Riding Opportunities in Southeast Queensland"

With funding from Department of State Development under the South East Queensland Forest Agreement Tourism Initiative (SEQFATI), the Federation of Off Highway Vehicles Australia (FOHVA) commissioned a feasibility study into *Off Highway Vehicle Riding Opportunities in Southeast Queensland* in 2003. The Study identified opportunities for private landholders to further contribute to Queensland's outdoor recreation.

Feedback reported in the Feasibility Study indicated that the lack of private sector contributions to outdoor recreation space is due to the following issues:

- Operators on, for example, grazing properties who previously hosted trail bike and 4WD off highway events no longer do so due to the rising costs of insurance and fear of litigation
- Graziers who may consider allowing off highway events to be coordinated on their lands do not do so due to concerns for stock – e.g. gates being left open, cattle being injured by flying debris, damage being done to stock routes or fire
- Owners of suitable urban and rural properties feel dissuaded from pursuing off highway opportunities on their land due to concerns regarding lead times for Material Changes of Use, Development Approvals and Building Approvals. These timeframes can be prohibitive to a prospective operator as no profit can be generated during local Government's statutory (and in some cases extended) application and advertising periods<sup>15</sup>
- Some suitable camping and meeting sites, such as show grounds and camping reserves, in the key LGAs identified by this study are vastly under utilised due to the absence of local resources either able or interested in utilising these facilities<sup>16</sup>

<sup>14</sup> L. Granger, Personal correspondence (General Manager, Motorcycling Queensland, August 18 2005)

<sup>15</sup> CPR Group, *Feasibility Study – Off Highway Vehicle Riding Opportunities in Southeast Queensland*, (Queensland: Federation of Off Highway Vehicles Australia, Qld Inc., 2004), p. 20

<sup>16</sup> CPR Group, *Feasibility Study – Off Highway Vehicle Riding Opportunities in Southeast Queensland*, (Queensland: Federation of Off Highway Vehicles Australia, Qld Inc., 2004), p. 20



#### 6.1.7 South East Queensland Trail Bike Management Forum (SEQTBMF)

The Forum has been operating since January 1999. The Forum's Terms of Reference are as follows:

- 1 To help communication between parties with interests in the management of trail bike riding in South East Queensland (including community groups, public sector land management agencies, private landholders, adventure tourism and ecotourism enterprises, industry stakeholders, trail biking clubs, police and transport)
- 2 To assist with the resolution of issues related to the provision and management of trail bike riding in South East Queensland while recognising the rights, obligations and responsibilities of landholders and legitimate interests of other users
- 3 To collect, collate, analyse and distribute information that is necessary to support decision-making about the provision and management of trail bike riding in South East Queensland
- 4 To help provide advice on the planning and management of trail bike riding on public and private land in South East Queensland
- 5 To develop a functional partnership between relevant stakeholders
- 6 To help identify resources required to develop solutions to issues and implement those solutions<sup>17</sup>

The SEQTBMF has identified that opportunities for trail bike riding disappear as the allocation of lands in southeast Queensland focuses on "purposes which are, to a greater or lesser extent, incompatible with some, or all, forms of trail bike riding".<sup>18</sup>

The SEQTBMF notes that trail bike riding as a land use has not been adequately addressed by the land use planning process of government, with outdoor recreation including trail-based recreation such as trail bike riding, horse riding, bush walking and mountain bike riding suffering.<sup>19</sup>

#### 6.1.8 "Enforcement Issues Relating to Unlawful Trail Bike Riding in SEQ"

The report, prepared by officers at Beaudesert and Pine Rivers Shire Councils, provides a summary of the current enforcement situation in relation to the environmental nuisance created by unlawful recreational trail bike riding in southeast Queensland along with recommendations for change.

<sup>17</sup> SEQTBMF, QORF, 2003

<sup>18</sup> South East Queensland Trail Bike Management Forum, *Trail Bike Demand & Supply in Queensland*, (Queensland: SEQTBMF, 2002)

<sup>19</sup> SEQTBMF, *Meeting* (Queensland: February, 2004)



The group's task focuses on the enforcement issues while another working group (Sport and Recreation) will be considering issues relating to providing lawful regional trail bike riding opportunities. It is recognised that the two issues are interdependent and one without the other will not achieve a sustainable outcome for South East Queensland communities.<sup>20</sup>

The above extract highlights a key point upon which the *Regional Trail Bike Facilities Needs Plan* is based. It is vital that enforcement of inappropriate and illegal trail bike use is undertaken concurrently with the provision of appropriate, safe and legal riding opportunities.

#### 6.1.9 California State Parks Model

Two principal factors have driven the *Regional Trail Bike Facilities Needs Plan's* reference to the Californian experience:

1. The Off Highway Motor Vehicle Recreation Division (OHMVRD) of California State Parks has operated an official Off Highway Vehicle Program since 1971<sup>21</sup> and motorised recreation was first recognised as a legitimate land use in California in 1969<sup>22</sup>. OHMVRD has therefore managed off-road vehicle access for many years and is highly experienced in issues of management and stakeholder engagement.
2. OHMVRD is operationally very open and inclusive. As a government department with no commercial imperative or proprietary processes to protect, the Division has been especially willing to share information.

While there are many inherent differences in landscape, population, demographics and legislative standards between southeast Queensland and California, Californian models may effectively inform decision making about the management of trail bike use in southeast Queensland. Substantial economic and tourism gains could also be developed via a program of reciprocal trail bike tourism between California and southeast Queensland.

<sup>20</sup> Myerson, M & Zgrajewski, A., *Enforcement issues relating to unlawful trail bike riding in South East Queensland*, (Beaudesert / Pine Rivers Shire Councils, 2002), p. 1

<sup>21</sup> David Widell, *Taking the High Road: The future of California's off-highway vehicle recreation program*, (California: The off-highway motor vehicle recreation division of California State Parks, 2002), p. 10

<sup>22</sup> B. Lund, Personal interview, (California State Parks: 2004)



#### 6.1.10 Queensland Transport – Conditional Registration

Queensland Transport introduced Conditional Registration in May 2003. The inclusion of "Off-road Trikes", "ATVs" and "Off-road Bikes"<sup>23</sup> in the Conditional Registration scheme may contribute to normalising what is a fragmented outdoor recreation situation for trail bike enthusiasts.

Although the Conditional Registration of vehicles should alleviate some of the pressure experienced by administrative bodies including local government and police, it is necessary for users to be aware of code restrictions that may restrict the use of vehicles in some areas, as well as the ongoing necessity for riders to hold current Queensland Transport motorcycle licenses.

#### 6.1.11 "Living with the Environment in the Pine Rivers Shire"

A book commissioned by Pine Rivers Shire Council in 1999, *Living with the Environment in the Pine Rivers Shire* was written by John Bowden who was engaged by Council, "to prepare this book as one of the many steps Council has taken to form a co-operative partnership with the community to care for our environmental future" (Mayor Yvonne Chapman).

The book's comment on the use of trail bikes and 4WDs is as follows:

Tracks and trails made by vehicles travelling through the bush can very soon become paths along which gully erosion occurs. When these tracks become very rough or impassable, alternative tracks are used, and the same processes are repeated. In a relatively short time there is major damage done to the environment – soil is washed away, small plants are destroyed, large ones are undercut and toppled, invasive weeds are introduced and silting of streams occurs downstream. Users of four-wheel drives and trail bikes are very often responsible for this kind of damage. In places where these vehicles are allowed, sensible and careful drivers take care that their activities do not impact too much on the environment.

To use trail bikes and four-wheel drive vehicles responsibly:

- Keep to designated areas where trail bikes and four-wheel drive vehicles are allowed
- Keep to designated tracks and trails and do not start new tracks. Inform authorities or land owners if fallen trees or rocks block paths
- Take rubbish home for correct disposal and take some of other people's as well
- Do not injure or remove any plants or animals

<sup>23</sup> Queensland Transport, Guideline for Conditionally Registered Vehicles, (Queensland: Queensland Transport, March 2003)



- Make sure no oil, grease or fuel is spilt or discarded in the bush. Damaged tyres should be taken home
- Leave gates as they were – open if already open; closed if found closed<sup>24</sup>

The book's mention of trail bike and four-wheel drive activities is highly relevant to this project in that the author notes the need for users to enjoy their recreation in places designated for the use. As Pine Rivers Shire does not currently provide sites for this recreation, the erosion and other environmental impacts detailed by the author may continue unless suitable sites are provided within or proximate to Pine Rivers Shire in the future.

#### 6.1.12 "Outdoor Recreation: Service Provision in the Queensland Public Sector"

The report states:

Without somewhere suitable, desirable and accessible to undertake outdoor recreation activities, outdoor recreation is not possible. In Queensland, most, but not all, of the suitable, desirable and accessible areas on which outdoor recreation occurs are directly managed by various state and local government agencies. This is more an accident of the history of land use decision-making since European settlement of Queensland and Australia's land tenure system than the consequence of either deliberate government intent or community demand. Without doubt, private (i.e. non-government) landholders, who control at least 80% of the land in Queensland, could make a greater contribution to meeting the demand for outdoor recreation than they currently do.<sup>25</sup>

#### 6.1.13 "Exercise, Recreation and Sport Survey" (ERASS) and "South East Queensland Outdoor Recreation Demand Study" (SEQORDS)

ERASS measured critical factors that indicate the level of active participation in sport and physical activity in Australia in 2001. It stated that 309,000 people participated in motor sports that year, representing a participation rate of 1.2%. The Motor Sports category included:

- Go-karting
- Track
- Trail bike

<sup>24</sup> Bowden, J. *Living with the environment in Pine Rivers Shire*, (Queensland: Pine Rivers Shire Council, 1999), p. 123

<sup>25</sup> Queensland Outdoor Recreation Federation (QORF), July 2003, *Outdoor Recreation: Service Provision in the Queensland Public Sector* (Queensland: QORF, July 2003), p.5



- Other<sup>26</sup>

Another layer is added to the ERASS statistics upon examination of the South East Queensland Outdoor Recreation Demand Study (SEQORDS) which was completed in 2001. SEQORDS investigated the nature and extent of southeast Queensland residents' participation in outdoor recreation activities.

This report revealed that 7% of the southeast Queensland population, or 133,050 people participated in "driving other vehicles on unsealed roads," with the majority of this participation being by people aged 15 to 39 years. The spread of participation across this age group indicates that the needs of riders within a relatively broad age range should be accommodated in providing safe and legal trail bike riding opportunities.

#### 6.1.14 "SEQ2021: Discussion Paper – Recreation and Sport"

In recognising that in the next 20 years approximately another 1 million people will live, work and play in southeast Queensland,<sup>27</sup> this paper explores priority areas for policy development. Safe, managed and legal trail bike riding sites established following sound and inclusive consultation could make a meaningful contribution to a number of these priority areas, as detailed in the table below:

**Table 5: SEQ2021 Recreation and Sport Priority Areas**

Policy priority area	Contribution of safe, managed, legal Trail Bike sites
Protecting biodiversity and nature conservation	Properly planned and managed trail bike sites may minimise conflict between urban development and places of high conservation value
Generating employment and nature conservation	The establishment of trail bike sites may build the capacity of regions to broaden their economic base. The commitment with which a number of intending proponents are pursuing their objectives to establish sites in the study area is an indication of the private sector's interest in embracing such opportunities

<sup>26</sup> Tim Dale and Ian Ford, Exercise, Recreation and Sport Survey (ERASS), (Canberra: Australian Sports Commission, 2002)

<sup>27</sup> Department of Local Government and Planning, *SEQ2021: Discussion Paper – Recreation and Sport*, (Queensland: Department of Local Government and Planning, 2004), p. 4



Policy priority area	Contribution of safe, managed, legal Trail Bike sites
Building cohesive communities and equitable access to services	The problems resulting from the illegal and inappropriate use of trail bikes impacts upon residences and business owners. The establishment of sites dedicated to trail bike riding could alleviate conflict caused by trail bike riders. Trail bike riders are not currently afforded access to safe, managed, legal places to ride within the study area of the <i>Regional Trail Bike Facilities Needs Plan</i> , which seeks to address this inequity.
Improving infrastructure coordination and implementation	An innovative approach to co-location and targeted management for trail bike sites may result in sustainable access for riders of various disciplines

#### 6.1.15 "Sport and Recreation Queensland Open Space Planning Principles"

These Planning Principles note that parks do not normally cater for trail bikes. Indeed these vehicles may be prohibited and considered a controlled activity that may be allowed only where special provisions are made.

Where an area is redeveloped or rehabilitated for competitive events requiring exclusive use, or for difficult to locate activities such as off-road vehicle use, surrounding buffer zones and recognition and protection in local government planning schemes are necessary. In the absence of such measures, subsequent incompatible development (e.g. residential subdivision) may force the closure of the site. It is often the case that there is no suitable alternative site available in the vicinity. As a result, participants in these high impact recreation activities are displaced from areas they could legitimately use and may illegally use other lands.

It is difficult to find places for recreation and sport activities such as competitive motor sports, recreational trail bike riding, horse riding and mountain bike riding, particularly in urban and suburban areas, as such activities usually require exclusive use.

Recreational trail bike riding may cause pollution (noise, smells and dust) and erosion and require management of vehicle speed and direction, rider behaviour and vehicle condition.

These Planning Principles were taken into account in the development of the recommendations of the *Regional Trail Bike Facilities Needs Plan*.



#### **6.1.16 "Planning Legislation Impacting on Recreational Open Space Planning; Current Legislation and Likely Future Amendments"**

The development of safe, legal, managed sites for trail bike riding is likely to assist the project partners to achieve ecological sustainability. The Integrated Planning Act (IPA 2001) indicates that ecological sustainability can be sought through:

##### **s.1.2.1**

- (a) coordinating and integrating planning at the local, regional and State levels; and,
- (b) managing the process by which development occurs; and,
- (c) managing the effects of development on the environment (including managing the use of premises) <sup>28</sup>

The "Mechanisms for Coordinating and Funding Urban Infrastructure" are detailed in the IPA and the Integrated Planning and Other Legislation Amendment Act 2003 (IPOLAA 2003).

The IPA and IPOLAA provide several mechanisms to improve the coordination and funding of urban infrastructure. Most of these mechanisms impact on recreational open space planning in some way and direct local government authorities on the following considerations:

- How land uses should be funded
- The type of preferred use for particular areas of land
- Conditions of approval
- Treatment of the relationship between existing and proposed infrastructure
- Rebates
- Partnership establishment

The amenity issues, public perception and current lack of accessible infrastructure dedicated to the use of trail bikes may necessitate an innovative and collaborative approach from Councils to the establishment of sites.

#### **6.1.17 "Lake Kurwongbah Catchment Development Control Plan"**

The *Lake Kurwongbah Development Control Plan* (DCP) was referred to because one of the sites identified for further consideration through this study is located within the Lake Kurwongbah catchment. The DCP is intended to provide specific and detailed guidance for land use and development in the Kurwongbah Catchment area.

<sup>28</sup> SGS Economics and Planning, *Planning Legislation Impacting on Recreational Open Space Planning*, (Queensland: SGS Economics, 2003), p. 1



Lake Kurwongbah is a potable water supply servicing urban areas in Pine Rivers and Caboolture Shires and Redcliffe City. Its catchment adjoins the localities of Kurwongbah, Petrie, Kallangur and Dakabin.

It is imperative that the consideration of land within the Lake Kurwongbah catchment for its suitability for the establishment of a trail bike site continues to be assessed in accordance with the DCP, particularly with regard to:

- Water quality protection
- Environmental management
- Recreation, education and tourism
- Character and identity infrastructure and transportation
- Extractive industry resources
- Supporting Information<sup>29</sup>

#### 6.1.18 "Protected Area Recreation in Queensland"

Queensland Parks and Wildlife Service (QPWS) distributed a paper in October 2003 entitled *Protected Area Recreation in Queensland*. An interpretation of the Nature Conservation Act 1992 (NCA), the paper addresses the need for the achievement of balance between protection of the state's protected areas and the provision of permission to access these areas to people seeking to pursue some form of recreation.

Trail bikes are included in the QPWS list of "potentially acceptable activities" for protected areas. QPWS qualifies this list by noting that permission for access must be based upon the activity meeting criteria which are site-specific. Site-specific criteria require that acceptable activities in protected areas be nature-based, be ecologically sustainable and do not cause social, managerial or environmental issues to occur.

QPWS recognises that managing access is preferable to excluding trail bike riders and other recreationists from protected areas.

#### 6.1.19 "Draft Koala Conservation Plan"

The *Draft Nature Conservation Plan (Koala) and Management Program 2005-2015* (referred to as the *Koala Conservation Plan*) was displayed for public consultation during this study. The Queensland Government plans to replace the temporary *State Planning Policy for the Conservation of Koalas in southeast Queensland* (SPP1/05) with the new *Koala Conservation Plan*.

<sup>29</sup> [www.pinerivers.qld.gov.au](http://www.pinerivers.qld.gov.au), July 2005



The Government proposes to implement the *Koala Conservation Plan* via the following mechanisms:

- Subordinate legislation under the Nature Conservation Act
- Changes to the Integrated Planning Act 1997
- The preparation of a development assessment code
- The adoption of koala sensitive design and operational practices

#### 6.1.20 "Jet Ski Management Plan"

The Queensland government's *Jet Ski Management Plan* was released for public comment during this project.

The aim of the Jet Ski review and release of the associated discussion paper was to present a possible framework and options for the most appropriate way to regulate the use of jet skis, taking into account the issues and interests of waterways and land users, environmental impacts, safety, general amenity, as well as the enforceability of regulations.

...The Government has identified a number of policy decisions that are designed to improve safety for Jet Ski users and also improve amenity for residents of waterside communities. In brief, these initiatives are:

- Introduction of a new class of licence for jet ski operators
- ...Providing capacity for the creation of exclusion or restricted use zones for jet skis
- Expanding jet ski education and enforcement activities...<sup>30</sup>

The *Jet Ski Management Plan's* policy recommendations serve as an example of the type of operational management concepts which could be workable in managing trail bike use.

#### 6.2 Demographic Snapshot

The following demographic information is provided as a snapshot of the current population, expected population growth and age profile for each of the Local Government Authorities who are partners in this study.

<sup>30</sup> Maritime Safety Queensland, *Jet Ski Management Plan: For the Improved Management and Safety of Jet Skis on Queensland Waterways*, (Queensland: Queensland Department of Transport, 2004), p. 3



### 6.2.1 Caboolture Shire

#### Population

Caboolture Shire's population was estimated to be approximately 121,135 people as at June 30 2003. This represents an increase of 3,839 people or 3.3 per cent over the preceding year.

Projections prepared by the Department of Local Government and Planning indicate that by 2011 the expected population of Caboolture Shire will be between 147,700 and 153,800 people. By 2026 this is expected to grow to between 195,100 and 220,000 people.

#### Population by age

The median age of people living in Caboolture Shire is projected to increase by 10 years from a median age of 35 years in 2001 up to a median age of 45 years in 2026.

Recognising that trail bike riding is an activity enjoyed by people from various age groups, the project partners have not nominated specific age groups for which the *Regional Trail Bike Facilities Needs Plan* should cater.

Projected population growth for Caboolture Shire by age is set out numerically and as a percentage of the total population of the Shire in the table below.

**Table 6: Caboolture Shire Population Growth 2001 to 2026**

Year	0-14	15-24	25-44	45-64	65+	Median Age
2001	27,596 24.1%	14,416 12.6%	31,600 27.6%	26,721 23.4%	14,005 12.2%	35
2026	31,897 15.9%	18,612 9.3%	50,182 25.0%	49,295 24.5%	51,084 25.4%	45

### 6.2.2 Kilcoy Shire

#### Population

Kilcoy Shire's population was estimated to be approximately 3,419 people as at June 30 2003. This represents an increase of 20 people or 0.6 per cent over the preceding year.



Projections prepared by the Department of Local Government and Planning indicate that by 2011 the expected population of Kilcoy Shire will be between 3,490 and 3,840 people. By 2026 this is expected to grow to between 3,590 and 5,010 people.

*Population by age*

The median age of people living in Kilcoy Shire is projected to increase by 14 years from a median age of 39 years in 2001 up to a median age of 53 years in 2026.

Projected population growth for Kilcoy Shire by age is set out numerically and as a percentage of the total population of the Shire in the table below.

**Table 7: Kilcoy Shire Population Growth 2001 to 2026**

Year	0-14	15-24	25-44	45-64	65+	Median Age
2001	757 22.9%	367 11.1%	832 25.1%	875 26.4%	481 14.5%	39
2026	691 16.1%	330 7.7%	781 18.2%	1,125 26.2%	1,367 31.8%	53

**6.2.3 Pine Rivers Shire**

*Population*

Pine Rivers Shire's population was estimated to be approximately 133,778 people at June 30 2003. This represents an increase of 6,208 people or 4.9 per cent over the preceding year.

Projections prepared by the Department of Local Government and Planning indicate that by 2011 the expected population of Pine Rivers Shire will be between 161,200 and 166,600 people. By 2026 this is expected to grow to between 191,000 and 220,500 people.

*Population by age*

The median age of people living in Pine Rivers Shire is projected to increase by 7 years from a median age of 33 years in 2001 up to a median age of 40 years in 2026.

Projected population growth for Pine Rivers Shire by age is set out numerically and as a percentage of the total population of the Shire in the table below.



**Table 8: Pine Rivers Shire Population Growth 2001 to 2026**

Year	0-14	15-24	25-44	45-64	65+	Median Age
2001	30,083 24.6%	17,305 14.1%	38,802 31.7%	28,374 23.2%	7,739 6.3%	33
2026	36,288 17.6%	24,293 11.8%	57,365 27.8%	48,938 23.7%	39,340 19.1%	40

#### **6.2.4 Redcliffe City**

##### *Population*

Redcliffe City's population was estimated to be approximately 51,723 people at June 30 2003. This represents an increase of 953 people or 1.9 per cent over the preceding year.

Projections prepared by the Department of Local Government and Planning indicate that by 2011 the expected population of Redcliffe City will be between 52,800 and 55,600 people. By 2026 this is expected to change to between 52,900 and 63,600 people.

##### *Population by age*

The median age of people living in Redcliffe City is projected to increase by 10 years from a median age of 41 years in 2001 up to a median age of 51 years in 2026.

Projected population growth for Redcliffe City by age is set out numerically and as a percentage of the total population of the Shire in the table below.

**Table 9: Redcliffe City Population Growth 2001 to 2026**

Year	0-14	15-24	25-44	45-64	65+	Median Age
2001	9,080 18.2%	6,057 12.1%	12,252 24.6%	13,062 26.2%	9,440 18.9%	41
2026	7,725 13.4%	5,887 10.2%	11,642 20.2%	15,290 26.6%	17,022 29.6%	51



## 7.0 SITES CONSIDERED

The following table details the 32 sites considered during the *Regional Trail Bike Facilities Needs Plan*. The table details the property name and location, ownership and tenure for each site, the reason each site was considered, consultation undertaken on each of the sites and the rationale for recommending further investigation into specific sites.



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
PRSC	Lot 4 Dunlop Lane	Freehold – Perojoda Investments Pty Ltd	Referred by Steering Committee	PRSC officers	<ul style="list-style-type: none"> <li>Owned by the owner of the Theodore Rd site in Kurwongbah</li> <li>An equestrian tourism attraction operates onsite</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Not to be assessed as this site currently accommodates an equestrian tourism attraction</li> <li>No support from the proximate Readymix Quarry for assessment of this site due to the Manager's concern re riders potentially accessing the quarry lands</li> </ul>
	Property Description Lot 4 RP008472 Lot 90 RP850910	Designation Rural		Site Owner	<ul style="list-style-type: none"> <li>Operates an equestrian tourism attraction on the site</li> <li>This site was used for the Woodstock music festival in May 2005</li> <li>There is a large lake on this property with a water ski slalom course</li> </ul>	
				Readymix Quarry	<ul style="list-style-type: none"> <li>The Manager of the Readymix Quarry expressed concern that riders may access the quarry lands and noted that he would not support the development of a trail bike site on this land</li> </ul>	
PRSC	Brick works	Freehold – Boral	Referred by Redcliffe City Council officers	RCC officers	<ul style="list-style-type: none"> <li>Suggestion that trail bike site may co-exist with extractive industry</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Deleted from assessment at the logical level at the recommendation of PRSC officers</li> <li>Anticipated ongoing operation of extraction</li> <li>Proximate Residential A applications</li> </ul>
	Property Description Lot 3 RP195937 Lot 4 RP195937	Designation Extractive Industry		PRSC officers	<ul style="list-style-type: none"> <li>The sand works are expected to remain in operation for the long-term</li> <li>Proximate land is the subject of Residential A applications currently before Council</li> </ul>	
PRSC	Dakabin land fill Property Description Lot 1 RP840691 Lot 437 SP150726	Freehold – Pine Rivers Shire Council Designation Special Facilities Future Urban	Referred by Steering Committee	PRSC officers and SRQ	<ul style="list-style-type: none"> <li>The site was discussed with reference to its potential for development as a short-term local option. Varied jumps and obstacles could be cut into the shape of the final cell and the digging of the cells may leave a significant hole within which sound and dust from bikes could be contained</li> <li>Riders are already visible in this area (proximate to North Lakes) sometimes entering the Bruce Highway from surrounding residential development sites they access illegally.</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Not to be assessed at the direction of PRSC Officers</li> <li>Surrounding lands are the subject of Residential A applications currently before PRSC</li> <li>The tip's operational life is forecast to be approximately 30 years</li> <li>There is insufficient buffer between the site and residents north of Kerr Road</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
PRSC	North Lakes Industrial Estate area	Freehold – Lensworth North Lakes Pty Ltd	Referred by Ken Hicks & Associates	PRSC officers	This area is to be an Industrial Precinct	<b>NO</b> <ul style="list-style-type: none"> <li>With no adequate buffer (a result of extensive clearing) the candidate land does not meet Site Assessment Tool criteria</li> <li>The land is proximate to the North Lakes golf course and residential areas</li> </ul>
	Property Description Lot 1 RP840687	Designation Special Development				
PRSC	CSR Shale Quarry	Freehold – CSR Building Products	Referred by PRSC officers	PRSC officers	<ul style="list-style-type: none"> <li>The operational life of this quarry is expected to be long-term</li> <li>Council may consider liaising with CSR in the future regarding CSR's intent for this site's rehabilitation when extraction is complete</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Surrounding rural land uses may be inconsistent with the establishment of a trail bike site</li> <li>The quarry's expected operational life is significant</li> </ul>
	Property Description Lot 1 SP148040 Lot 1 RP98319 Lot 1 RP810271	Designation Future Urban Extractive Industry				
PRSC	Matilda Service Station Anzac Avenue Mango Hill	Freehold – O'Keefe Nominees Pty Ltd	Hotspot	PRSC planning staff	<ul style="list-style-type: none"> <li>Much degradation to the site from heavy illegal use</li> <li>Riders are still accessing land to the rear of the site near the Mango Hill Golf Club and to the rear of commercial properties adjacent to the Service Station</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>This site is proximate to a number of land parcels over which development applications have been made to Council, including the Neo-Lido residential development on the corner of Kinsellas Road East and Anzac Avenue</li> <li>Proximate to Hays Inlet</li> </ul>
	Property Description Lot 1 RP192669	Designation Special Facilities / Future Urban		Site Owner	<ul style="list-style-type: none"> <li>The owner has fenced the property and had not experienced problems with riders for approximately seven months prior to consultation for this study</li> <li>Riders often purchase their fuel at the Matilda Service Station</li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
PRSC	Brendale Industrial precinct	Various freehold lots	Referred by PRSC planning staff	PRSC officers RCC officers	<ul style="list-style-type: none"> <li>Various sites where it could be appropriate to establish small-scale or enclosed facilities</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>The proximity of potentially sensitive land uses would restrict the size of a trail bike facility to a small-scale indoor facility</li> <li>The costs of establishing and managing a permanent indoor facility are likely to be prohibitive</li> <li>High value industrial land in this area may not achieve the yield expected if developed for the use of trail bikes</li> </ul>
	Property Description Various	Designation General Industry Extractive Industry				
PRSC	Theodore Road, Kurwongbah	Queensland Rural Holdings Pty Ltd	Referred by PRSC Cr. Gillam	PRSC officers Cr. Gillam Cr. Millar	<ul style="list-style-type: none"> <li>The site is central to each of the project partners' local government areas</li> </ul>	<p><b>YES</b></p> <ul style="list-style-type: none"> <li>This site has been identified as being suitable for further investigation for the establishment of a regional-level trail bike facility</li> <li>The site displays varied topography including rocky outcrops, steep climbs and relatively flat areas</li> <li>The site's varied topography may make it suitable to the establishment of tracks that can accommodate multiple disciplines</li> <li>The site's rocky outcrops and steep climbs may make it suitable to Observed Trials</li> <li>Some rudimentary tracks have been constructed</li> <li>There are three power easements on the site</li> <li>The site could, with relevant approvals, support the establishment of camping, amenities and spectator facilities</li> </ul>
	Property Description Lot 89 RP848075	Designation Rural		Site Owner	<ul style="list-style-type: none"> <li>The site owner has indicated a willingness to be involved in the establishment of a permanent trail bike facility on this site and has necessary machinery available for infrastructure development</li> </ul>	
				North Brisbane Observed Trials Club	<ul style="list-style-type: none"> <li>North Brisbane Observed Trials Club is hosting the National Observed Trials Championships in 2005. They would prefer to access a site closer to Brisbane than the site they currently use on Lacey's Creek Road, Upper Lacey's Creek</li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
PRSC	RSPCA Compound Dakabin	Freehold – Pine Rivers Animal Welfare Centre	Current illegal riding hotspot	PRSC officers	<ul style="list-style-type: none"> <li>Council has experienced a high rate of break and enter crime at its proximate depot – offenders steal confiscated ATVs, trail bikes and cars</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Land to the north of the site is designated Future Urban</li> <li>Remnant Endangered Regional Ecosystem Dominant and Essential Habitat vegetation is prevalent on the site</li> <li>Council has no intention to relocate the RSPCA Compound</li> </ul>
	Property Description Lot 3 SP150724	Designation Special Facilities				
PRSC	Arizona Pines Caravan Park	Freehold – I. and R. Scott	Current illegal riding hotspot	PRSC officers	<ul style="list-style-type: none"> <li>The caravan park has been extended to cater for an increased number of caravans and accommodates up to 60 caravans</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to the boundary between Pine Rivers and Caboolture Shires, Council has no current intention to relocate the Caravan Park</li> </ul>
	Property Description Lot 25 RP76790	Designation Future Urban				
PRSC	Lilley Road Reserve - Gibson Court	Queensland Government (PRSC as Trustee)	Current illegal riding hotspot	PRSC Officers and a resident of Gibson Court	<ul style="list-style-type: none"> <li>Identified as an illegal riding hotspot</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to residential areas</li> <li>Dense vegetation (Remnant Not of Concern Regional Ecosystem) is prominent</li> </ul>
	Property Description Lot 99 CP853602	Designation Park and Open Space	Reported by a resident of Gibson Court			
PRSC	Warner Lakes	Freehold – Peet Warner Lakes Syndicate Limited	Current illegal riding hotspot	PRSC Officers	<ul style="list-style-type: none"> <li>Identified as an illegal riding hotspot</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to residential areas</li> <li>Designated for future urban development</li> </ul>
	Property Description Lot 904 SP174708 Lot 2 SP140840	Designation Future Urban				



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes	Further Investigation and Rationale
				Consulted	Notes
PRSC	Laceys Creek Road, Upper Laceys Creek	Freehold – Private Owner  Designation Rural	Currently used as an Observed Trials event site and is registered with MQ	North Brisbane Observed Trials Club	<ul style="list-style-type: none"> <li>North Brisbane Observed Trials Club access this site on a regular basis for observed trials competition and training</li> <li>The club is affiliated with MQ and the site operates under MQ guidelines, insurance and licenses</li> <li>The club is hosting the National Observed Trials Championships in 2005. They would prefer a suitable site closer to Brisbane than this site. A potential regional trail bike park at Kurwongbah may be suitable</li> </ul>
PRSC	Beginning of DSMRA trail, Dayboro to Gympie  Property Description Various	Freehold – QPWS (State Forest)  Designation Special Purposes	Referred by DSMRA	DSMRA	<ul style="list-style-type: none"> <li>GPS trail log has been completed and has been provided to QPWS</li> <li>QPWS rangers will traverse the trail to confirm its suitability for trail bike use between Dayboro and Gympie</li> <li>DPIF has responded to DSMRA's correspondence regarding the trail establishment. This response has indicated that it would be inappropriate to establish a trail for only one user group. DPIF intends to liaise with other user groups to explore opportunities for equitable access for a range of user groups</li> <li>DSMRA's intention is to have event participants enter the trail, beginning in Mount Mee State Forest, via Mount Brisbane Road</li> </ul>
					<p><b>YES</b></p> <ul style="list-style-type: none"> <li>Further investigation for occasional use</li> <li>Continue use as an event site for observed trials</li> </ul>
					<p><b>YES</b></p> <ul style="list-style-type: none"> <li>Further investigation for occasional use</li> <li>DSMRA to continue liaison with QPWS and DPIF regarding finalising the Dayboro to Gympie Trail Ride</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
CSC	Magnesium Street site	Freehold – Caboolture Shire Council, CabWater	Referred by Steering Committee Current illegal riding hotspot	CSC Officers and local Councilor	<ul style="list-style-type: none"> <li>Surrounding land is owned by Department of State Development &amp; Innovation, Department of Natural Resources &amp; Mines and Department of Main Roads</li> <li>The site is accessed regularly by trail bikes, dune buggies and four wheel drives</li> <li>The current illegal usage of the site has caused significant disturbance, including a complex network of unstructured vehicle tracks and trails</li> <li>The site is used as an illegal dumping ground</li> <li>The divisional Councilor has received complaints from some of the industrial estate's operators regarding illegal vehicle use, dumping and graffiti</li> <li>The site is situated adjacent to Saltwater Creek. There will be a need to buffer any development by at least 40 metres</li> <li>Any proposal to develop the site for trail bike use would need to demonstrate that the environmental values of the site afforded by the existing vegetation could be maintained</li> </ul>	<b>YES</b> <ul style="list-style-type: none"> <li>This site has been identified as being suitable for further investigation for the establishment of a small-scale trail bike facility</li> <li>Located within a regionally significant Industrial Estate, the candidate site is central to the Caboolture, Redcliffe and Pine Rivers LGAs</li> <li>Opportunities have been identified to secure tenure over land adjacent to and west of the subject site to increase the area available for trail bike use without having an impact on the endangered RE vegetation on and surrounding the subject site</li> </ul>
	<b>Property Description</b> Lot 15 SP102757	<b>Designation</b> Special Purpose		Environmental Protection Agency	<ul style="list-style-type: none"> <li>Southern portion of the property supports "Endangered" RE 12.5.3 (Eucalypt Forest)</li> </ul>	
	Lot 5 SP108930 (Road Corridor) Lot 10 SP115845 (Road Corridor) Part Lot 535 SL2833 (USL)			Department of Natural Resources and Mines	<ul style="list-style-type: none"> <li>Land adjacent to and west of the subject site is USL</li> <li>A road corridor is designated to the west of the USL. Riders who are unlicensed and riding unregistered bikes in this area could be apprehended by Police and fined</li> <li>The endangered RE vegetation is a concern. Need to get riders out of endangered areas</li> <li>Council could take trusteeship or a lease over land surrounding the subject site to increase the area available for trail bike use. A road closure would be required on the road corridor</li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
	Magnesium Street site (Continued)			Department of Main Roads	<ul style="list-style-type: none"> <li>DMR own the road reserve</li> <li>A road closure would be required for this reserve in the event that a trail bike facility is established on the site</li> </ul>	
				Department of State Development & Innovation	<ul style="list-style-type: none"> <li>DSDI has developed the industrial estate at Narangba. The so far undeveloped areas of this site are used extensively for illegal vehicle activities</li> <li>The department is aware of the illegal use of the land and is planning to erect signage to discourage riders from accessing its land</li> <li>The Department would not encourage the establishment of a site on DSDI land as this land could provide greater benefit in being developed for industrial purposes</li> <li>DSDI allows trail bike riders (club members) to access land in Gladstone and in Coolumb. At Coolumb, the department will develop around the track</li> </ul>	
				Dean Wells MP, State Member for Murrumba	<ul style="list-style-type: none"> <li>Offered support for the establishment of a permanent site in Narangba Industrial Estate</li> <li>Has liaised with the Deception Bay Community Council regarding this site</li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
	Magnesium Street site (Continued)			Deception Bay Community Council	<ul style="list-style-type: none"> <li>Would like to establish a trail bike park in the Narangba Industrial Estate</li> <li>Looking to establish up to three separate riding areas within the facility to host weekend races, large-scale events and regular riding</li> <li>The site could include picnic and spectator areas</li> <li>DBCC would be prepared to run the site</li> <li>Local licensed food vans could be offered first option for onsite catering</li> <li>Setting up a local site would be expected to limit illegal use of trail bikes in the local area</li> <li>MQ could organise insurance – could run it as a membership-based club where people can ride for recreation and/or sport</li> <li>Would be looking for leniency from Council re headworks and other charges involved</li> </ul>	
CSC	Narangba Quarry  <b>Property Description</b> Lot 70 Plan SL9905	Caboolture Shire Council Reserve  <b>Designation</b> Reserve	Current illegal riding <i>hotspot</i>	CSC Officers Riders	<ul style="list-style-type: none"> <li>Frequented by riders of various ages and skill levels</li> <li>Main use is on weekends</li> <li>Source of numerous complaints to Council</li> <li>A Development application on nearby Oakley Flat road is for a subdivision of 400 residential lots, the developer has talked about making a financial contribution to the development of the quarry as a sport and recreation reserve</li> <li>Bollards and fencing (which do not stop trail bike riders) have been erected at the quarry</li> <li>Council conducted a blitz with local Police in January 2005 which effectively reduced the illegal use of this site</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>The site is proximate to high-density residential developments</li> <li>Extensive illegal use has sensitised local residents to the problems caused by trail bike noise</li> <li>This is not considered to be a site that would attract support from the community</li> <li>The site will be the subject of a CSC Master Plan in 2006</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
CSC	Bracalba Quarry	Freehold – Brisbane City Council	Referred by Steering Committee	CSC Officers Brisbane City Council, Brisbane City Works	<ul style="list-style-type: none"> <li>The quarry lands include 60 Hectares of property which is not currently accessed for extraction</li> <li>The quarry may offer a long-term option but at present the consideration may impact upon ongoing extraction</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Not considered at the request of the land owner</li> </ul>
	<b>Property Description</b> Lot 10 CC2561	<b>Designation</b> Extractive Industry				
CSC	Department of Primary Industries and Forestry land at Elimbah / Beerburum	Queensland Parks and Wildlife Service	Referred by Caboolture Shire Council Economic Development Unit	CSC Officers	<ul style="list-style-type: none"> <li>Caboolture Shire Council Economic Development Officer recommended the Elimbah State Forest and noted the possibility that DPIF Forestry may revoke state forest in that area</li> <li>Noted the potential for co-location of a trail bike park and other recreational uses</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Not considered at the request of the land owner</li> <li>Opportunities may arise in the future for the use of the DPIF land for trail bike activities once the corporatisation process is complete</li> </ul>
	<b>Property Description</b> Various	<b>Designation</b> Special Purpose		DPIF EPA / QPWS	<ul style="list-style-type: none"> <li>DPI Forestry has no intention to revoke this land</li> <li>This is a high value resource and the department does not want to move away from its current land holdings</li> <li>The department is corporatising and will confirm proposed future usage once this process is complete</li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
CSC	Bluebell Street Park and disused railway corridor	CSC Reserve for Park and Recreation	Current illegal riding hotspot	CSC Officers	<ul style="list-style-type: none"> <li>Site is currently used as an illegal riding hotspot</li> <li>Riders enter the disused railway corridor through the park</li> <li>Access to the park is through residential areas</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Proximate to residential areas (Residential A)</li> <li>Access to the site is through residential areas (Residential A)</li> </ul>
	<b>Property Description</b> Lot 333 CG4723	<b>Designation</b> Public Open Space				
CSC	Department of Primary Industries and Forestry private land holdings in Woodford  <b>Property Description</b> Various	Freehold – Department of Primary Industries and Forestry  <b>Designation</b> Special Process	Referred by Caboolture Shire Council Economic Development Unit	CSC Officers DPIF	<ul style="list-style-type: none"> <li>DPIF owns freehold parcels of land in Woodford in addition to land parcels owned by EPA / QPWS and harvested by DPIF</li> <li>The manager of this resource stated that he would not want to nominate any areas in advance of a needs analysis. If such an analysis was to show a need to exploit plantation lands, there are further issues that need to be progressed at a policy level before DPIF would agree to any authorisation of activity<sup>31</sup></li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Not considered at the request of the land owner</li> <li>Opportunities may arise in the future for the use of the DPIF land for trail bike activities once the corporatisation process is complete. This use would need to address issues including the true cost of the impact of the activity, the cost of managing other forest user's safety, processes for lodgement of security bonds as a guarantee of repairs to environmental or infrastructure damage, managing the impacts of weather conditions (cancellation of events, etc.), insurance, site capacities, booking systems and managing community consultation</li> </ul>

<sup>31</sup> Personal correspondence from Leigh Kleinschmidt, A/Regional Manager, Southeast Exotics, Department of Primary Industries and Fisheries (Forestry), 9 May 2005



LGA.	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
CSC	Rutters Road – Farm Fantastic land	Freehold – Private Owner	Referred by CSC Local Laws Officer	CSC Officers Site owner	<ul style="list-style-type: none"> <li>Proximate to residential dwellings</li> <li>The nearest two dwellings are approximately 170m and 210m away from the subject site respectively</li> <li>Farm Fantastic site is used for occasional events</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Not assessed due to the site's proximity to residences</li> </ul>
	<b>Property Description</b> Lot 2 RP862224  Pumicestone Road  <b>Property Description</b> Lot 139 CG4511 Lot 2 RP862224	Freehold – Private owner  <b>Designation</b> Rural	Offered for consideration by land owner	Site owner	<ul style="list-style-type: none"> <li>A participant in a Stakeholders' Workshop contacted the landowner and discussed the potential for this site to be developed as a trail bike facility</li> <li>Approximately 30 acres could be made available for trail bike use</li> <li>The land is situated between Pumicestone Road and Six Mile Creek and is further from residences than the "Farm Fantastic" site</li> <li>The site owner would not seek to manage a trail bike facility if it was established on this site</li> <li>The prioritised sites at Narangba and Kurwongbah are currently more attractive options than the site. However, the site may be considered in the event that either of the two recommended sites are not established</li> </ul>	<p><b>YES</b></p> <ul style="list-style-type: none"> <li>This site may be further investigated for development as a small-scale trail bike facility in the event that either of the two prioritised sites at Narangba and Kurwongbah is not deemed suitable for short-term development</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
				Consulted	Notes	
CSC	Pumicestone Road  Property Description Lot 379 C311195 Lot 2 RP13955	Freehold – Private owner  Designation Rural	Referred by Steering Committee	CSC Officers	<ul style="list-style-type: none"> <li>There is significant Remnant Endangered regional ecosystem (Dominant) vegetation on Lot 379 which would pose significant constraints in terms of vegetation clearing regulations under the <i>Vegetation Management Act</i></li> <li>The site is an area identified as essential habitat by the EPA for a species of wildlife listed as endangered, vulnerable, near threatened or rare under the <i>Nature Conservation Act 1992</i></li> <li>The vegetation on the site will be protected under Caboolture's new Shire Plan, as it lies within a Nature Conservation Area</li> <li>No remnant vegetation is evident on Lot 2 as it appears to have been cleared in the past</li> <li>An appeal is currently under way for an approved poultry farm on Lot 2</li> </ul>	<p><b>NO</b></p> <ul style="list-style-type: none"> <li>Lot 379 C311195 was not assessed due to the extent of the Remnant Endangered regional ecosystem (Dominant) vegetation on the site</li> <li>Lot 2 RP13955 was not assessed pending the outcome of an appeal currently under way for an approved poultry farm</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes	Further Investigation and Rationale
RCC	Duffield Road Transfer Station	Freehold – Anglian Water International	Current illegal riding hotspot	RCC Officers	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to Hays Inlet raising environmental issues regarding wetlands</li> <li>Proximate to residences and incompatible land uses (Christian Outreach Centre)</li> <li>Proximate to gun club (raising the possibility of riders illegally accessing gun club land during live firing)</li> </ul>
	Property Description Lot 18 RP30493 Lot 19 RP30493	Designation Part Noxious/ Hazardous Industry, Parks and Recreation, Private and Special Purpose (Waste Treatment Plant)		<ul style="list-style-type: none"> <li>Riders accessing this land illegally have been caught by RCC Local Laws Officers. Some apprehended riders are travelling from as far away as Redbank Plains to ride at this site</li> <li>Previously the subject of a petition to Council, the site is proximate to relevant industry (for example tyre sales) and the Contarf Industrial Estate</li> <li>Some makeshift mounds for jumping have been established without permission</li> <li>The site is adjacent to Hays Inlet</li> <li>The site is proximate to Remnant Of Concern Regional Ecosystem Dominant vegetation (<i>Eucalyptus siderophloia</i>, <i>E. tereticornis</i>, <i>Corymbia intermedia</i>) and an area identified as <i>Essential Habitat</i></li> </ul>	
RCC	Duffield Road Wetlands	Redcliffe City Council	Referred by Cr Peter Houston	EPA Mapping	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to Hays Inlet raising environmental issues regarding wetlands</li> <li>Proximate to residences and incompatible land uses (Christian Outreach Centre)</li> <li>Proximate to gun club (raising the possibility of riders illegally accessing gun club land during live firing)</li> </ul>
	Property Description Lots 16 and 17, RP30493	Designation Parks and Recreation – Public		<ul style="list-style-type: none"> <li>High conservation value of the site would preclude the development of a trail bike facility on this site</li> <li>The site displays Remnant Of Concern Regional Ecosystem Dominant vegetation (<i>Eucalyptus siderophloia</i>, <i>E. tereticornis</i>, <i>Corymbia intermedia</i>) and an area identified as <i>Essential Habitat</i></li> </ul>	



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	RCC Officers	Consultation Outcomes	Further Investigation and Rationale
RCC	Talobilla Park <b>Property Description</b> Lot 931 SL8624	Queensland Government (RCC as Trustee) <b>Designation</b> Parks and Recreation – Public	Current illegal riding <i>hotspot</i>	RCC Officers	<ul style="list-style-type: none"> <li>Experiencing extensive illegal use at this site, Council has previously implemented a door knock with the Police around Talobilla Park. This was successful in reducing illegal access to the park for a number of months</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Site not considered due to its existing uses (sport and recreation) and its proximity to residences</li> <li>The park is used for rugby league, softball, baseball, cricket and soccer, as well as the Redcliffe PCYC</li> </ul>
RCC	Showgrounds <b>Property Description</b> Lot 804 CP809757	Queensland Government (RCC as Trustee) <b>Designation</b> Parks and Recreation – Public	Referred by RCC Local Laws Officer	RCC Officers	<ul style="list-style-type: none"> <li>The showgrounds were noted to be one of Redcliffe's larger, recreational land areas</li> <li>The showgrounds are proximate to residential areas</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Proximate to residential areas, the showgrounds could not be adequately buffered by distance</li> <li>Alternative buffering measures (constructing walls, constructing bunding) would not be suitable as this site is utilised for community events</li> </ul>
RCC	Redcliffe Peninsula Harness Racing and Sporting Club <b>Property Description</b> Lot 195 CP897443	Freehold – Redcliffe Peninsula Harness Racing and Sporting Club <b>Designation</b> Parks and Recreation – Public	Currently used for the Annual Long Track Grand Prix	RCC Officers	<ul style="list-style-type: none"> <li>This site is used annually</li> <li>Any extension of the use would not be considered appropriate due to this site's proximity to residences and its regular use by the Redcliffe Peninsula Harness Racing and Sporting Club</li> </ul>	<b>YES</b> <ul style="list-style-type: none"> <li>Further investigation for occasional use</li> <li>Continue occasional use as deemed appropriate by the Redcliffe Peninsula Harness Racing and Sporting Club</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Consultation Outcomes		Further Investigation and Rationale
KSC	Glenfern Motocross Club, Runges Road, Glenfern  <b>Property Description</b> Lot 423 SP123090	Queensland Government (KSC as Trustee)  <b>Designation</b> Rural B	Referred by KSC Councilors and Officers as an existing motocross facility within the study area	KSC Councilors and Officers	<ul style="list-style-type: none"> <li>KSC is the Trustee for this site</li> <li>The Glenfern Motocross Club has a Trustee Lease over the site</li> <li>Council provides regular assistance and support to the club, including the supply of plant, engineering advice and advice regarding the club's responsibilities</li> <li>Council supports the long-term use of this site for motocross</li> </ul>	YES <ul style="list-style-type: none"> <li>Continue existing motocross use of this site</li> <li>Council should ensure that the club meets its responsibilities under the conditions of the Trustee Lease</li> <li>It is recommended that the club continues to operate under the guidelines of MQ</li> </ul>
				SEQ Water	<ul style="list-style-type: none"> <li>SEQ Water was previously but is no longer Trustee for this site</li> <li>SEQ Water indicated that they envisage that a dam will be constructed nearby in 2015</li> </ul>	
				MQ	<ul style="list-style-type: none"> <li>The club operates under MQ's motocross guidelines</li> </ul>	
KSC	Kimbala Rally Track, Kimbala Road, Monsildale  <b>Property Description</b> Lot 10 SP153827 Lot 21 C31350 Lot 6 C31350 Lot 6 C31211 Lot 9 C31213 Lot 2 RP27683	Freehold – private owner  <b>Designation</b> Rural A	Referred by KSC Councilors and Officers	KSC Councilors and Officers Site owner	<ul style="list-style-type: none"> <li>The site is currently used for rally vehicle racing and recreation</li> <li>The owners have previously operated a trail bike park on this site. It is flat and suitable for riding</li> <li>With some riders not obeying safety directions and a fatality on the site, the owners decided to cease trail bike operations</li> </ul>	NO <ul style="list-style-type: none"> <li>Not assessed at the direction of the site owner</li> </ul>
KSC	Forestry Grazing Lease, Monsildale Road, Monsildale  <b>Property Description</b> Lot 343 FTY525	State Land – QPWS  <b>Designation</b> Rural A	Referred by KSC Councilors and Officers	DPIF KSC Councilors and Officers	<ul style="list-style-type: none"> <li>DPIF is the agency responsible for this grazing lease. DPIF's stated position with regards to grazing leases on forestry land is that it is critical that stakeholder liaison is commenced immediately, but as the department is awaiting the outcome of corporatisation processes, it is currently unable to agree to regular trail bike access on forestry leases</li> </ul>	NO <ul style="list-style-type: none"> <li>Site not considered at the direction of DPIF</li> </ul>



LGA	Property Name & Location	Ownership & Tenure	Reason Considered	Site owner KSC Councillors and Officers	Consultation Outcomes	Further Investigation and Rationale
KSC	Landcruiser Park, Grays Road, <i>Royston / Diaper</i> Rd, Kingaham	Forest Lease, Freehold – <i>private owner</i> , State Forest	Referred by KSC Councillors and <i>Officers</i>	Site owner KSC Councillors and Officers	<ul style="list-style-type: none"> <li>This site is currently used as a recreational four-wheel-drive Park</li> <li>The site owner has not encouraged trail bike access on this site in the past and does not intend to do so in the future</li> </ul>	<b>NO</b> <ul style="list-style-type: none"> <li>Site not assessed at the direction of the site owner</li> </ul>
	<b>Property Description</b> Lot 42 C31439 (Forest Lease) Lot 35 C31364, Lot 8 C31212, Lot 15 C31362 (Freehold) Lot 344 FTY18 (State Forest)	<b>Designation</b> Rural A				



## 8.0 PRIORITISED SITES

The two sites prioritised for initial further investigation have been assessed for their ability to accommodate trail bike facilities. These sites are Lot 89 on RP848075, Theodore Road, Kurwongbah and Lot 15 SP102757, Magnesium Street, Narangba Industrial Estate, Narangba.

Outcomes of the site assessment activities conducted concurrently with the *Regional Trail Bike Facilities Needs Plan*, including the assessment of each site against the *Trail Bike Site Assessment Tool*, environmental management considerations and preliminary concept plans have been separately provided to the project partners for planning purposes.

Details of each of the prioritised sites are included below.

### 8.1 Site Description, Theodore Road, Kurwongbah

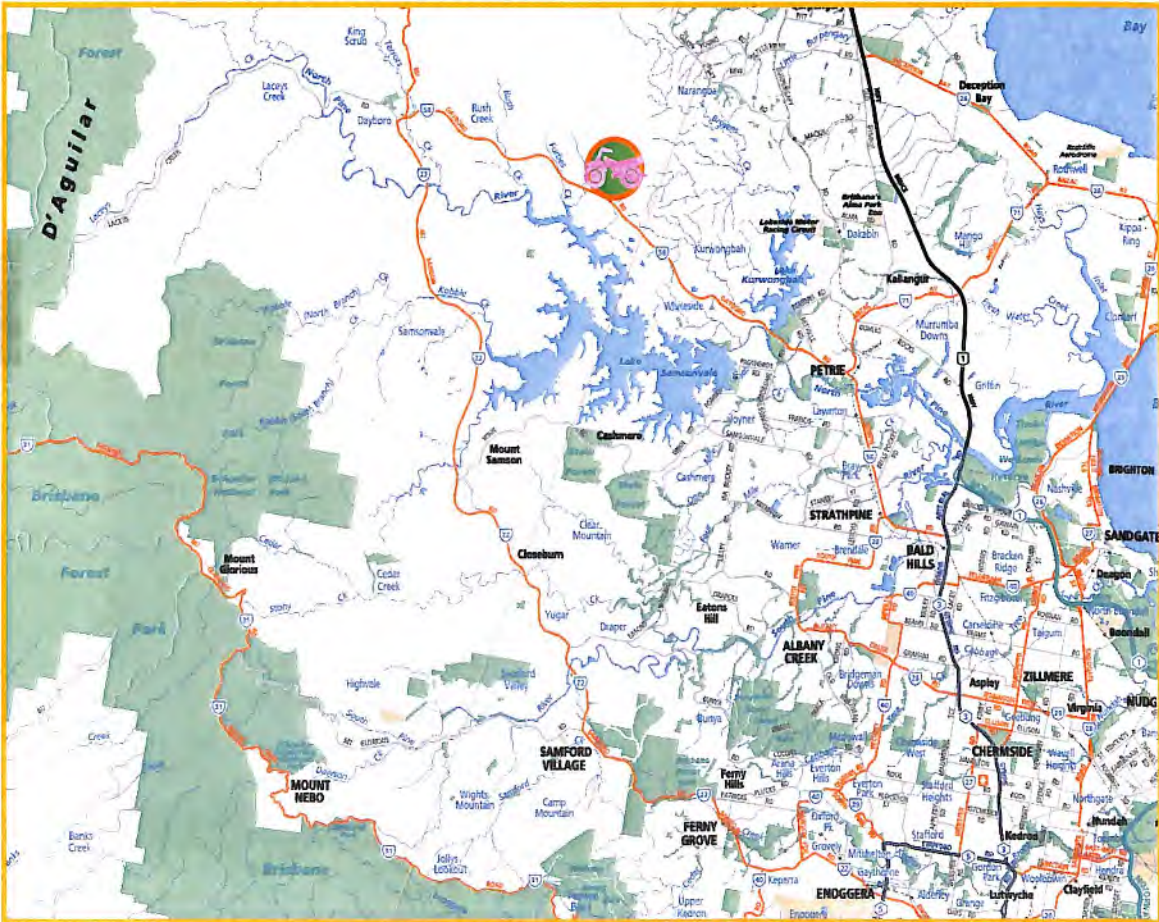
Site Name:	Theodore Road, Kurwongbah
Address:	Theodore and Shea Roads, Kurwongbah
Property Description:	Lot 89 on RP848075
Area of Site:	Approx. 345 Hectares (including an adjacent land parcel – Lot 93 on S311428)
Registered Owner:	Queensland Rural Holdings Pty Ltd
Current Usage:	Cattle grazing and some small-scale agriculture on leased sections
Tenure Details:	Freehold
Planning Scheme Designation:	Rural
Services Available:	-
Site Attributes:	<ul style="list-style-type: none"><li>• The site displays varied topography including rocky outcrops, steep climbs and flat sections</li><li>• The site is relatively central within the study area and in close proximity to metropolitan Brisbane, including the Local Government Areas of Pine Rivers, Brisbane, Redcliffe, Caboolture, Kilcoy, Esk, Ipswich and Logan, as well as the Gold Coast and Sunshine Coast</li><li>• The site is easily accessible from Dayboro Road</li><li>• Trail bike facilities within the subject site could be located away from nearby residences</li><li>• Some rudimentary tracks have been constructed</li><li>• The site could, with relevant approvals, support the establishment of camping, amenities and spectator facilities</li></ul>



<p><b>Background:</b></p>	<p>The site is privately owned and utilised for cattle grazing and some small-scale agriculture. Three power line easements cross the property, with a fourth now unused and regenerating naturally.</p> <p>The site has been under the current ownership for 12 years.</p> <p>The site vegetation has been mapped as having two types of Regional Ecosystems, one of them 'Of Concern'. The property also falls within an area identified as secondary koala habitat, as specified on the Pine Rivers Shire Draft Overlay Code Map 5.1C Biodiversity (Koala Habitats).</p> <p>The potential recreation area lies approximately 650m from the nearest residence, with an estimated distance of at least 900m between trail bike tracks and this residence. Four grades of track may be catered for, and a recreation area with on-site facilities, as well as a possible camping ground, may also be created.</p>
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8.1.1 Location and Access

Figure 2. Theodore Road Locality Map



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Figure 3. Theodore Road Aerial Photo



Map produced by Mapping and Property Information, Corporate  
Information Department, Pine Rivers Shire Council, April 2005



**Figure 4. Theodore Road Photos**



Access to the site is via Theodore and Shea Roads, Kurwongbah. Emergency access to the site is available.

#### **8.1.2 Logical Assessment**

The subject site was approved for further assessment at the logical level based on the following factors:

- The site's size and varied topography make it suitable for the establishment of tracks and trails to accommodate multiple disciplines, including motocross, junior dirt track, observed trials, recreational trail riding and enduro, as well as Supercross and Freestyle events
- The site is relatively central within the study area and is in close proximity to metropolitan Brisbane, including the Local Government Areas of Pine Rivers,



Brisbane, Redcliffe, Caboolture, Kilcoy, Esk, Ipswich and Logan, as well as the Gold Coast and Sunshine Coast

- The site is easily accessible via formed roads
- There is sufficient buffering between the usable area of the site and nearby residences. This includes distance, topographical buffering and vegetation buffering
- The site could, with relevant approvals, support the establishment of camping, amenities and spectator facilities

## 8.2 Site Description, Magnesium Street, Narangba

<b>Site Name:</b>	Magnesium Street, Narangba
<b>Address:</b>	Magnesium Street, Narangba Industrial Estate, Narangba
<b>Property Description:</b>	Lot 15 SP102757
<b>Area of Site:</b>	Approximately 6 Hectares
<b>Registered Owner:</b>	CabWater, Caboolture Shire Council
<b>Current Usage:</b>	Nil
<b>Tenure Details:</b>	Freehold
<b>Planning Scheme Designation:</b>	Special Purpose
<b>Services Available:</b>	Electricity, water, sewerage
<b>Site Attributes:</b>	<ul style="list-style-type: none"> <li>• Located within a regionally significant Industrial Estate, the candidate site is central to the Caboolture, Redcliffe and Pine Rivers Local Government Areas, as well as being proximate to the greater Brisbane area, the Sunshine Coast and the Gold Coast</li> <li>• The site is situated at the termination of Magnesium Street, which services a section of the surrounding Narangba Industrial Estate</li> <li>• Endangered Regional Ecosystem vegetation has been identified on the property, as mapped by the Environmental Protection Agency. This vegetation is prevalent on the southern portion and to the east of the site</li> <li>• Vegetation on the northern portion of the property appears to be degraded regrowth, not described as remnant vegetation. Extensive degradation to this area is evident</li> <li>• Power lines run through the northern part of the subject site</li> <li>• There is evidence of native fauna using the site. Some of the vegetation on the site is designated as essential habitat for a species of significance (EPA mapping)</li> <li>• Land to the west of the subject site displays similar characteristics to the subject site, with areas of Endangered Regional Ecosystem and degraded non-remnant vegetation. Land adjacent to and west of the subject site appears to have potential to support further trail bike activities. These land parcels include: <ul style="list-style-type: none"> <li>• Lot 5 SP108930 (Road Corridor)</li> <li>• Lot 10 SP115845 (Road Corridor)</li> <li>• Part Lot 535 SL2833 (Unallocated State Land [USL])</li> </ul> </li> </ul>

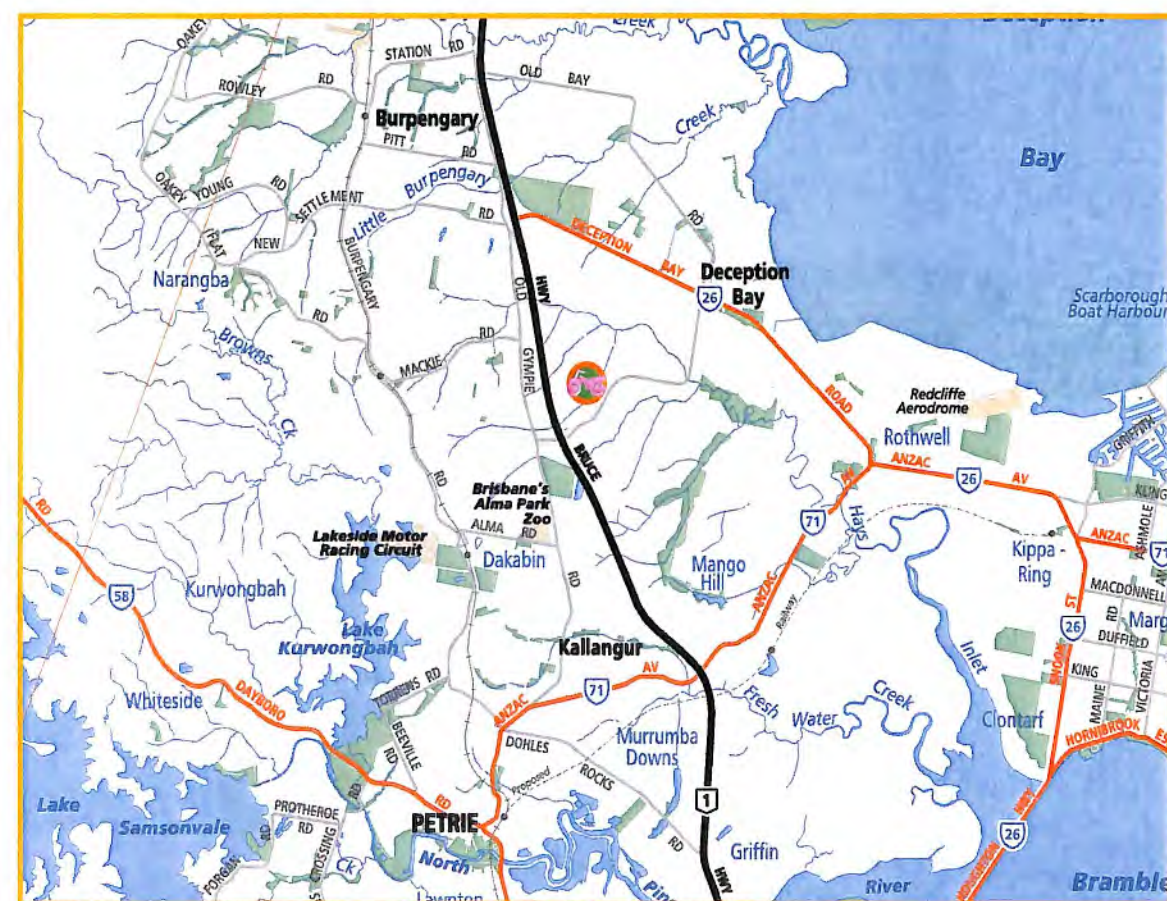


**Background:**

- CabWater, a business unit of Caboolture Shire Council, owns Lot 15 on SP102757 (the subject site). Further land owned by the Queensland Government (USL and Department of Main Roads)
- The site has been, and is currently, used extensively by trail bikes, go karts, dune buggies and four-wheel-drives
- The site is used for unstructured and illegal dumping (e.g. tyres, car bodies, construction materials, beer bottles and drug paraphernalia)
- The northern portion of the property has been modified and degraded by the illegal use and illegal dumping of rubbish. Much of this area has been cleared previously
- Extensive damage to surrounding nature strips is caused by drivers and riders doing "burn outs"

**8.2.1 Location and Access**

**Figure 5. Magnesium Street Locality Map**



Map reproduced with permission of UBD.  
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Figure 6. Magnesium Street Aerial Photo



Map produced by Caboolture Shire Council, December 2004



Figure 7. Magnesium Street Site Photos



Access to the Magnesium Street site is via Magnesium Street in the Narangba Industrial Estate, Narangba. Suitable emergency access to all areas of the site is available.

Opportunities have been identified to secure tenure over land adjacent to and west of the subject site to increase the area available for trail bike use without having an impact on the Endangered Regional Ecosystem vegetation on and surrounding the site. Other parcels of land which may be incorporated into the trail bike site include:

- Lot 5 SP108930 (Road Corridor, Freehold, Department of Main Roads)
- Lot 10 SP115845 (Road Corridor, Freehold, Department of Main Roads)
- Part Lot 535 SL2833 (Unallocated State Land [USL], Queensland Government)



### 8.2.2 Logical Assessment

The subject site was logically assessed as appropriate for further investigation based on the following factors:

- The site appears suitable for the establishment of a small-scale trail bike facility as it is situated within an area currently used as an illegal riding *hotspot*, suggesting that access to the area is readily available
- Caboolture Shire is an area where significant illegal riding occurs. It is therefore important that a suitable riding area be established in this area to provide safe, legal riding opportunities to reduce illegal and unmanaged activities currently occurring
- There is sufficient area on the subject site (including access to additional land parcels adjacent to the site) for the construction of a junior track and a motocross track, as well as amenities, parking and staging areas
- The site is proximate to and easily accessible from metropolitan Brisbane, including the Local Government Areas of Pine Rivers, Brisbane, Redcliffe, Caboolture, Kilcoy, Esk, Ipswich and Logan, as well as the Gold Coast and Sunshine Coast
- The site is located within an industrial area. There are no residences within 1.5km of the subject site



## 9.0 ACTION PLAN

**Note:** The purpose of this project was to identify sites which may be suitable for the establishment of trail bike facilities. None of the sites presented in this report have been endorsed for development by the project partners.

Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
1. Undertake further investigation into the suitability of establishing a regional trail bike park on Lot 89 on RP848075 at Kurwongbah	Finalise assessment of the site, including concept planning and environmental management assessment	1 year	PRSC	Project partners	-	
	Undertake a feasibility study into the establishment of a trail bike park in Kurwongbah. This study may include a history and description of the subject site, including existing infrastructure, local area description, topography, opportunities and constraints, environmental issues, project need, anticipated usage, financial and construction considerations and the financial viability of the project	1 – 2 years	Proposed site manager	PRSC	\$20,000	Seek opportunities to undertake feasibility studies on prioritised sites simultaneously to achieve economies of scale



Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
1. Continued	Prepare a Facility Development Plan for the layout of facilities. This plan should include: <ul style="list-style-type: none"> <li>• Flora and fauna assessment and report with detailed vegetation mapping</li> <li>• Geotechnical studies and ground surveys</li> <li>• Traffic study</li> <li>• Preliminary engineering survey for roads and drainage</li> <li>• Cultural Heritage survey</li> <li>• Town planning</li> <li>• Storm Water management plan</li> <li>• Bushfire management plan</li> <li>• Track design and landscape plan</li> <li>• Vegetation Management plan</li> <li>• Vegetation Rehabilitation plan</li> <li>• Native Title</li> </ul>	1 – 2 years	Proposed site manager	PRSC, CSC, RCC, KSC	\$40,000	Seek opportunities to undertake Facility Development Plans on prioritised sites simultaneously to achieve economies of scale
	Prepare a Business Plan for the operation of the facility, including confirming the preferred Management Model.	1 – 2 years	Proposed site manager	MQ	\$10,000 to \$15,000	
	Risk Management Plan	1 – 2 years	Proposed site manager	MQ	\$10,000	
	Development Approval from PRSC	1 – 2 years	Proposed site manager	PRSC, CSC, RCC, KSC	\$10,000	
	Construction of junior/beginner and intermediate motocross tracks, observed trials area, road access and helpad	2 years	Site manager	PRSC, MQ	\$50,000	
	Construction of advanced motocross track and enduro track, on-site amenities, access roads, car parking and staging, complete access road	3 – 5 years	Site manager	MQ, PRSC	\$150,000	
	Development of core facilities including camping area	3 – 5 years	Site manager	PRSC	\$20,000	



Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
1. Continued	Construction of marshalling tower on advanced motocross track	6 – 10 years	Site manager	MQ	\$50,000	
	Development of additional on-site facilities such as workshop areas and dedicated spectator areas	6 – 10 years	Site manager	PRSC	\$100,000	
2. Undertake further investigation into the suitability of establishing a small-scale trail bike facility on Lot 15 on SP-102757 at Narangba	Finalise assessment of the site, including concept planning and environmental management assessment	1 year	CSC	Project partners	-	
	Continue liaison with the Queensland Government to secure access to additional land parcels adjacent to the subject site, including Lot 5 SP-108930 (Road Corridor), Lot 10 SP-115845 (Road Corridor) and part of Lot 535 SL2833 (USL). This would include securing a Road Closure for the designated bypass road	1 year	CSC	PRSC, RCC, KSC, NRM, Potential site manager(s)	Road Closure expenses	
	Undertake a feasibility study into the establishment of a trail bike facility in Narangba. This study may include a history and description of the subject site, including existing infrastructure, local area description, topography, opportunities and constraints, environmental issues, project need, anticipated usage, financial and construction considerations and the financial viability of the project	1 – 2 years	Potential site manager(s)	CSC	\$20,000	Seek opportunities to undertake feasibility studies on prioritised sites simultaneously to achieve economies of scale



Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
2. Continued	Prepare a Facility Development Plan for the layout of facilities. This plan should include: <ul style="list-style-type: none"> <li>• Flora and fauna assessment and report with detailed vegetation mapping</li> <li>• Site survey</li> <li>• Traffic study</li> <li>• Preliminary engineering survey for drainage and storm water management</li> <li>• Town planning</li> <li>• Storm Water management plan</li> <li>• Bushfire management plan</li> <li>• Preliminary track design and landscape plan</li> <li>• Fauna management plan</li> <li>• Vegetation Management plan</li> <li>• Cultural heritage and Native Title</li> </ul>	1 – 2 years	Potential site manager(s)	PRSC, CSC, RCC, KSC	\$40,000	SRQ LGDP or CDP
	Business / Development Plan for the operation of the facility, including confirming the preferred Management Model	1 – 2 years	Potential site manager(s)	MQ, CSC, SRQ	\$10,000 to \$15,000	Seek opportunities to undertake Facility Development Plans on prioritised sites simultaneously to achieve economies of scale
	Risk Management Plan	1 – 2 years	Potential site manager(s)	MQ, CSC, SRQ	\$10,000	SRQ CDP
	Development Approval from CSC	1 – 2 years	CSC	PRSC, RCC, KSC	\$10,000	
	Construction of junior/beginner and advanced motocross tracks, control fence, emergency access, sediment pond and artificial wetland	1 – 2 years	CSC	PRSC, MQ	\$60,000	SRQ Minor Facilities Program, LGDP
	Commencement of construction of car park, staging area and drop-off and turn-around	3 – 5 years	Potential site manager(s)	CSC	\$100,000	
	Development of picnic / recreation area					
	Construction of Marshalling Tower, on-site facilities (amenities and canteen), helipad	3 – 5 years	Potential site manager(s)	CSC	\$80,000	SRQ Minor Facilities Program
	Construction of grandstand and informal viewing areas, completion of car park, drop-off and turn-around	6 – 10 years	Potential site manager(s)	CSC	\$150,000	



Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
2. Continued	Development of additional on-site facilities such as secure workshop and pit area and dedicated spectator areas on advanced track	6 – 10 years	Potential site manager(s)	CSC	\$50,000	SRQ Major Facilities Program
3. Continue further investigation of other sites identified in Section 7, above	Continue operation of existing regular and occasional use trail bike facilities within the study area  Undertake further investigation of the privately-owned site on Pumicestone Road for development as a small-scale trail bike facility in the event that either of the two prioritised sites at Narangba and Kurwongbah is not deemed suitable for short-term development	Ongoing  3 – 5 years	Site users  CSC	Project partners  Project partners	Regular budget  Site assessment costs as required	
4. Develop and implement education and training initiatives	Education and training initiatives may include: <ul style="list-style-type: none"> <li>• Rider education, particularly for younger and unlicensed riders, covering: <ul style="list-style-type: none"> <li>• Safety</li> <li>• Riding skills</li> <li>• Trail bike riding and the law (training initiatives may be conducted by the police)</li> <li>• Places to ride</li> <li>• Track and trail rules and procedures</li> <li>• Rider etiquette</li> </ul> </li> <li>• Parental and land owner responsibilities and liabilities</li> <li>• Bike compliance and maintenance</li> <li>• Competition training/coaching</li> </ul>	3 – 5 years	Project partners	SRQ, MQ, QPS, Site Managers	Education and training costs as required	SRQ LGDP, CDP
5. Develop and implement transport initiatives	Commission the construction of a nine-bike trailer and secure access to or purchase a suitable tow vehicle	3 – 5 years	Site Managers (or separate commercial operator)	PRSC, CSC, RCC, KSC	Vehicle purchase and running costs Trailer construction and running costs	Gambling Community Benefit Fund, Jupiters Casino Community Benefit Fund (depending on Management Models implemented and proposed operation model for bike and rider transport) Ongoing operational costs can be offset by user fees



Strategies	Actions / Tasks	Timeframe	Lead Role	Potential Partners	\$ / Resources	Potential funding sources
6. Liaise with relevant State Government Departments in seeking further non-legislative solutions to illegal trail bike use	<p>Project partners to liaise with relevant Queensland Government Departments including:</p> <ul style="list-style-type: none"> <li>• Sport and Recreation Queensland</li> <li>• Environmental Protection Agency</li> <li>• Department of Natural Resources and Mines</li> <li>• Department of Primary Industries and Fisheries (Forestry)</li> <li>• Queensland Police Service</li> </ul> <p>Liaise with the proposed State Government Inter-Departmental Committee once established to further explore suitable non-legislative solutions to the illegal use of trail bikes in Queensland</p>	1 – 2 years	Project partners	SRQ, EPA / QPWS, DNR&M, DPIF, QPS, MQ, Site Managers	-	
7. Undertake an informed economic impact analysis regarding trail bike use in southeast Queensland	<p>The economic impact analysis should incorporate:</p> <ul style="list-style-type: none"> <li>• Consultation with industry</li> <li>• Consultation with state and local government enforcement agencies</li> <li>• An analysis of new and second-hand trail bike sales, dollar-spend during participation, length of participation activities, related industries, regular items of expenditure and necessary associated equipment and clothing and their relevant costs</li> <li>• A comprehensive rider survey to determine detailed participation information</li> </ul> <p>This project could be undertaken on an educational basis and be conducted as a research project by students studying in sport, recreation or open space planning</p> <p><i>Note: The implementation of Strategies 1 to 5 should not be dependent upon the implementation of this Strategy and these Actions / Tasks</i></p>	3 – 5 years	Project partners	Tertiary education institution(s)	Up to \$30,000	SRQ LGDP



**Note:**

The *Regional Trail Bike Facilities Needs Plan* has been prepared solely for Pine Rivers Shire Council, Caboolture Shire Council, Redcliffe City Council, Kilcoy Shire Council and Sport and Recreation Queensland (the Clients), for the purpose of identifying sites in these local government areas that have potential as off-road motorcycle recreation areas where trail bike riding, in one or more of its various codes, can be located. This Report must not be used for any other purpose, nor by any other party, nor is the Report to be made available to any other party without the prior written consent of the Clients.

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