

Manjimup Trail Bike Trails Hub

Feasibility Report



Version 1.1
April 2017



Department of
Sport and Recreation



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The State Government through the Department of Sport and Recreation is a major supporter of the Manjimup Trail Bike Trails Hub Feasibility Study.

Sport and recreation builds stronger, healthier, happier and safer communities in Western Australia.

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EXECUTIVE SUMMARY

The Shire has identified an opportunity to explore the niche market of trail bike riders to position Manjimup as the first trail bike trail hub destination in WA.

There are three main groups of beneficiaries if such a project were to be successful:

1. Those recreational trail biking participants who seek the freedom to explore, appreciate the outdoor environment and socialise with family and friends.
2. Local businesses who would gain from the positive economic benefits of a substantial increase in tourism.
3. Land managers who would benefit from more effective management of trail bike riding.

Scope

The geographic scope of this project is confined to the Manjimup Shire, and in particular the town of Manjimup. The potential market has been broadly defined as off-road motorcycles (trail bikes), all terrain vehicles (ATVs) or quad bikes and recreational off-road vehicles (ROV) or side-by-sides. Four-wheel drive vehicles (4WD) and road motorcycles are not included in the scope.

Trail Hub Concept

The trails hub concept is much more than just the trails themselves. It's about delivering an overall experience that is focussed on the trails but which extends to every aspect of the trails activity.

1. Planning – the information to enable potential visitors to organise their trip, including identifying the most suitable trails, appropriate accommodation and related activities.
2. Accommodation – establishments that specifically effort to cater to the needs of riders.
3. The Trails – diversity to suit different levels of skill and riding experiences sought.
4. The Services – guided tours, bike and equipment hire, fuel, accessories, parts and repair.

About the Shire of Manjimup

Manjimup's population profile and growth objectives require new recreation and employment opportunities.

The high percentage of State Forest is conducive for trail bike riding. The distance from Perth is too far for a single day ride and is therefore more suitable for two day rides with overnight stays.

Manjimup has a long and successful history with off-road motorcycling indicating a community that embraces the activity.

About Trail Bike Riding

In 2008 the State Trail Bike Strategy estimated 50,000 bikes being actively ridden and this did not take into account the recent ROV category (eg side by sides) and Chinese imports. It is estimated that the value of recreational trail bike riding to the Western Australian economy is in excess of \$140 million per annum¹.

Motorcycling WA estimate that 90% of adult and 95% of child trail bike riders are not members of clubs and are therefore solely recreational riders needing trails. Most recreational riding occurs outside club or other formal organisational structure.

¹ State Trail Bike Strategy, 2008

Trail bike riders generally seek the same type of outdoor recreational experience as many other outdoor recreators. Freedom, getting away from it all, adventure, exploring, stress relief, relaxation, challenge, testing yourself, skills improvement, adrenalin, thrill, excitement, getting off the beaten track, exercise and fitness and enjoying the outdoors, environment and scenery.

Current Designated Off-Road Vehicle Areas

Trail bike riding occurs across the State in every form of environment from beaches to forest, from urban disused land to remote wilderness. Most trail riding would occur on DPaW managed land.

WA is unique amongst Australian states in that it is the only state that declares off road vehicle areas on public land for the benefit of riders of bikes and quads that are not road registered, and for riders, especially juniors, who do not possess a driver's licence. The mechanism for this is the Control of Vehicles (Off-Road Areas) Act 1978.

There are currently four designated off road vehicle areas for riders from the Perth metropolitan region, one small area in York and none in the south west regional areas.

Alignment with Strategic Priorities

This report has reviewed relevant policies that either support or flag challenges for the concept of a Manjimup Trail Bike Trails Hub.

- Tourism Western Australia
- Department of Sport and Recreation
 - SD6 Strategic Directions for the WA Sport and Recreation Industry 2016-2020
 - Western Australian State Trails Strategy 2009-2015
 - World Class Trail Hubs Strategy 2012
 - State Trail Bike Strategy 2008
- Department of Parks and Wildlife - Forest Management Plan 2014-2024
- The South West Development Commission - The South West Regional Blueprint 2014
- Warren Blackwood Strategic Alliance – Strategic Plan 2016-2019
- Shire of Manjimup
 - Manjimup Supertown Growth Plan
 - Manjimup Supertown Economic Development Plan
 - Manjimup Corporate Business Plan 2015-2019
 - Manjimup Sport and Recreation Strategic Plan 2014-2024
 - Manjimup Strategic Community Plan 2015-2025

Regulatory Environment

Numerous laws, regulations and policies influence where, how and by whom off road vehicles can be ridden and driven.

- Road Traffic Act 1974
- Conservation and Land Management Act 2002 and Regulations
- Department of Parks and Wildlife
 - Policy 18: Recreation, Tourism and Visitor Services
 - Trail Development Process
 - Good Neighbour Policy 2007
 - Visitor Risk Management Policy 53.
- Department of Water
 - Water Resources Management Act (Proposed)

- Policy 13 - Recreation within public drinking water source areas on Crown Land
- Control of Vehicles (Offroad Areas) Act 1978

It is anticipated that any new trails development on DPaW land that forms part of the Manjimup Trails Hub project would be planned and documented using the Trail Development Process.

MARKET ANALYSIS & REQUIREMENTS

The State Trail Bike Strategy estimated the total size of the sector at **about \$140 million per annum** and an updated estimate based on an average of 2013-2015 new bike sales (FCAI data), indicates **58,000** adventure, trail, motocross, quad and mini bikes in Western Australia.

Rider Segmentation

It is valuable to segment the market based on the different riding *experiences* sought rather than demographics or types of bikes. The following are the rider segments considered most relevant to the concept of a Trail Bike Trails Hub.

- Adventure Riders - Long distance day or multi-day on-road / off-road rides on larger road registered motorcycles.
- Trail Bike Tourers - Day or overnight point to point rides on road registered trail / enduro style motorcycles.
- SingleTrack Explorers - Challenging riding on “single trail” where the track is only the width of a motorcycle tyre tread and winds its way through the bush.
- Motocross Simulators - Non-competitive, circuit-style riding on motocross bikes and quads.
- Family Explorers - Trail bike touring, on a smaller scale, for family groups.
- ATV Tourers - Trail touring on ATVs (quad bikes) and Side x Sides.
- Mini Riders - Junior riders not yet ready to hit the trails and / or children with non-riding parents with small lower powered 50-100cc mini-bikes.

Rider Demand Survey

This project undertook one of the most extensive surveys of the trail bike riding market in Australia - attracting 2,272 responses over two weeks (end July to early August). The response has been very significant and highly positive with 95% saying they would definitely or probably come to Manjimup to ride if the hub concept proceeded. There was a similar, if not even more positive response, from the local riders scoring the concept 91/100 in favour.

Supporting the concept that trail hubs are more than just the trails, is the finding that the number one item of importance was “a welcoming attitude from local businesses and the community”.

Economic Benefits Analysis

A conservative estimate of economic benefit indicates a potential annual value of \$13.4 million which would represent a 20.6% increase on current Domestic Overnight Tourism value.

TRAILS HUB READINESS

Site Assessment

The conducive climate, ground surface, vegetation and favourable land tenure in a significant part of the Shire supports a quality trail bike experience.

Constraints

The primary constraints are National Parks, Disease Risk Areas (DRA) and to a lesser extent Environmentally Sensitive Areas (ESA). Water Source Protection areas are unlikely to impact on the opportunities.

Trails Hub Inventory Checklist

The assessment shows that Manjimup is well provisioned in the foundations or building blocks for the trail bike trails hub with a conducive setting and landscape, history of motorised event approvals, existing trails, aesthetic factors, attractions, accommodation options and planning framework. Further development will be required in developing the trails to suitable standards, developing trailheads, creating and promoting route maps as well as progressing the business and community engagement and establishing formalised organisation and management.

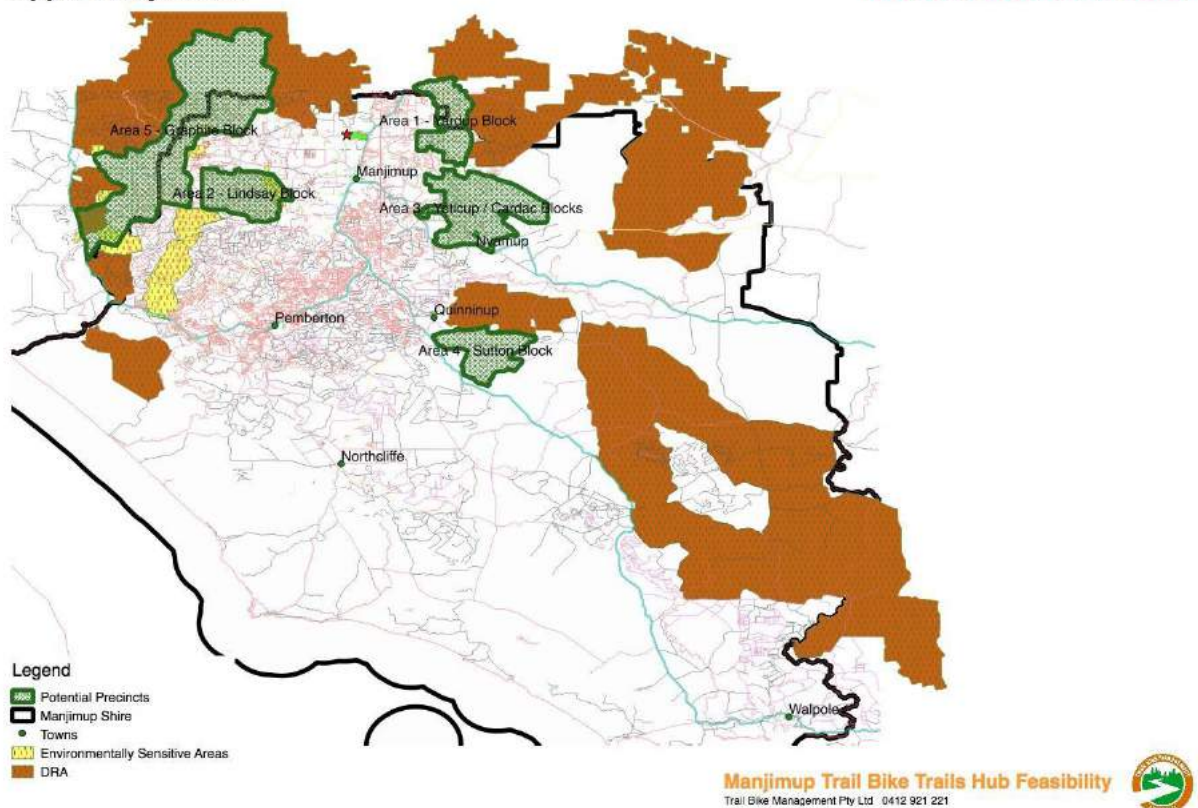
Opportunity Areas

Following extensive desktop analysis, review of areas previously used for enduro events and discussions with the Department of Parks and Wildlife, the following five potential 'precincts' have been identified where the development of trails and trailheads to suit single-track explorers and family explorers may be possible.

1. Yardup Block
2. Lindsay Block
3. Yeticup Block
4. Sutton Block
5. Graphite Block

Opportunity Areas

CONCEPT DRAFT v0.1 160831



HUB CONCEPT PLAN

The Trail Bike Trails Hub concept is best defined as the assembling, packaging and promotion of combinations of trails and services to best suit the targeted segments, plus the development of new products and services to fill identified gaps in the product.

Positioning

The market position of **Adventure, Discovery and Exploration** is aligned with eco-tourism and is the recommended position for the Manjimup Trail Bike Trail Hub. **‘Trail bike adventure tourism’** is the recommended initial market positioning and product offering.

Vision

Manjimup is a place where trail bike riders feel welcomed and have a high quality trails experience exploring the forest. It is a favourite regular destination for Western Australian riders, and a ‘must-do’ experience for riders outside the state.

Mission

By 2022, Manjimup will have an international reputation as a pioneer in trail bike adventure-tourism and as a location offering excellent adventure bike routes and trail bike trails. It will be well on its way towards providing a genuine trail exploration experience for families.

The Manjimup community and economy will appreciate the benefits brought to the town and Shire through this initiative and will be proactive and innovative in developing new services.

Riders will show their appreciation for the trails and facilities by respecting the environment, engaging in volunteer trails maintenance work and supporting the local economy with their custom.

Hub Town

65% of survey respondents said it was either essential or preferred that local businesses and the community had a welcoming attitude - it was consistently the number one rated important “service” amongst all market segments.

Each local business will have the opportunity to align with the Trail Bike Trails Hub theme. The extent to which they do so will be their own commercial decision.

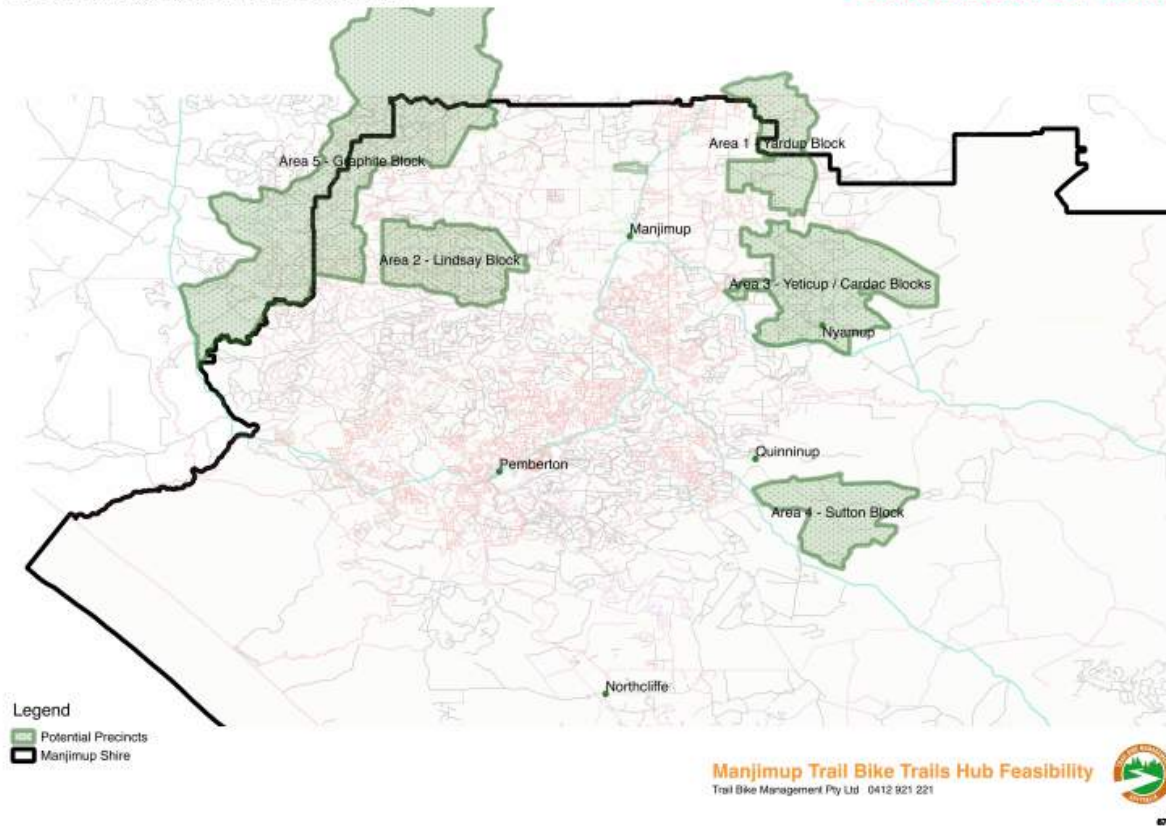
A ‘Trail Bike Friendly Business’ program should be made available (similar to the Munda Biddi program for cyclists) so that local businesses know what branding and service opportunities exist and are supported and promoted accordingly.

Trails and trail infrastructure

For the purposes of establishing feasibility the Trails Concept Plan is limited to a conceptual description of the different trail types and suggested precincts in which some of the more intensive trail uses could occur. Final selection of initial trailheads and alignment of initial trails would occur once a decision to proceed has been reached and will require more detailed planning and assessment. (See Part 4 for full details).

Overview of Identified Precincts

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Required infrastructure

- Parking and trailheads
- Information bays
- Signage and trail marking
- Interpretive sites
- Picnic facilities
- Toilets
- Water

MANAGEMENT & IMPLEMENTATION PLAN

Management Model

Ongoing management is required for the physical amenities (trails, trailheads, signage), the social/behavioural management of the trail users and visitors and the promotion of the Hub to visitors. The proposed Management Model is predicated on advice received from the Shire of Manjimup and the Department of Parks and Wildlife that the proposed Trail Bike Trails Hub should be self-sufficient and sustainable, and not reliant on funding or resources from either entity.

Manjimup Trail Bike Hub Foundation

It is proposed that a Foundation be established to drive the development and provide ongoing commitment and management for the Hub. The Foundation should be an incorporated not-for-profit to manage the development, maintenance and marketing of the Hub in partnership with the Shire

and Parks and Wildlife. The Foundation would be the primary focal point for community-based support and accessing and prioritising funding.

Foundation Board / Management Committee

A Board or Management Committee with representatives from riders, the Shire of Manjimup, Department of Parks and Wildlife, the RTRA and the Manjimup Business Community would provide focus and direction as well as Financial Governance and Management of the Foundation.

Trails Hub Program Manager - Executive Officer

The Foundation would engage a resource / service to perform the role and duties of the Trails Hub Program Manager including trails and facilities development, maintenance program, volunteer management, trail Bike Friendly Business Program, marketing and promotion and fundraising.

Without this role it is considered that the Hub Concept as set out in this document would be unfeasible.

Volunteer Program - Friends of Manjimup Trail Bike Hub

The Foundation would set up and run the volunteer program including the Trail Ambassador or Trail Guide program.

Roles and Responsibilities

Foundation:	Role: The Trail Operator Mission: To support the management of the Manjimup Trail Bike Trail Hub so that it becomes and remains a place where trail bike riders feel welcomed and have a high quality trails experience exploring the forest.
Parks & Wildlife:	Role: The Trail Owner for all trails, infrastructure and facilities on DPAW estate.
Shire of Manjimup:	Role: Promotion and facilitation
Local businesses	Role: Provision of products and services

Implementation Plan

The Implementation Plan considers how Manjimup can achieve the desired Trail Bike Trails Hub positioning quickly and with minimum effort by targeting the easiest segments first, while progressively evolving to cater for the more complex segments.

Pre-Stage: Establish Management and Governance [Year 1 2017-18]	
Objective: ➤ Establish a sustainable capability to successfully develop, market and manage the Hub, trails and infrastructure.	Budgets: Seed - \$25,000
Deliverables: ➤ Manjimup Trail Bike Trails Hub Foundation ➤ Board / Management Committee ➤ Initial community, business and rider engagement ➤ Program manager with 12 months funding	

Stage 1: Develop the Manjimup Adventure Bike Rider Experience. [Year 1 2017-18]

Objectives:

- Launch the Hub with initial products and services aimed at adventure bike riders
- Establish supporting systems - marketing, business program, online information

User Segments:

- Adventure Bikes
- Trail bike tourers (for some trail segments)

Deliverables:

- Funding for this Stage
- Mapped and published routes and loops suitable for adventure bikes
- Manjimup Trail Bike Trails Hub mobile app
- Develop and launch the TFBFP
- Manjimup Trail Bike Trails Hub brand and Adventure Bike marketing campaign
- Management Plan for the for the Manjimup Adventure Bike Rider Experience

Budgets:**\$150,000**

Stage 2: Develop the Manjimup Trail Bike Tourer Experience. [Year 1/2 2017-18 and 2018/19]

Objectives:

- Expand the Hub offering with products and services aimed at trail bike tourers
- Establish supporting systems - volunteer program, maintenance program, rider education, user pays model.

User Segments:

- Trail bike tourers
- Adventure Bikes (for some trails)

Deliverables:

- Funding for this Stage
- Volunteer Program and Trails Ambassadors
- Mapped and published routes and trails suitable for adventure bikes
- Maintenance Program
- Expanded TFBFP
- User Pays Model for all hub visitors
- Trail Bike Tourer marketing campaign
- Management Plan for the for the Manjimup Trail Bike Tourer Experience

Budgets:**\$159,000**

Stage 3: Create Private Property Family Use Facilities [Year 1/2 2017-18 and 2018/19]

Objectives:

- Provide initial experiences for non-road registered vehicles and unlicensed riders on private property.
- Establish supporting systems - private property, Shire and land manager partnerships.

User Segments:

- Mini riders
- Motocross Simulators
- Family Explorers
- Single track explorers

Deliverables:

- Two private property owners with suitable riding experiences for families and motocross riders.
- Inclusion of these riding experiences into the overall Hub marketing and promotion.

Budgets: N/A**Stage 4: Develop the Manjimup Single Track Explorer Experience. [Year 2/3 2018/19 and 2019/20]****Objectives:**

- Expand the trail experience and trail inventory by adding single track.
- Establish first trailhead(s).
- Establish supporting systems - Signage Plan and Sign Standards

User Segments:

- Single track explorers
- Trail bike tourers

Deliverables:

- Funding for this Stage
- Planned, designed, constructed, mapped and published single trails
- Constructed trailhead(s)
- Signage Plan and Sign Standards
- Single track explorer marketing campaign
- Management Plan for the for the Manjimup Single Track Explorer Experience
- Commence enactment of the Control of Vehicles (Off-Road) Act

Budgets:

Maintenance:

- Equipment
- Operating expenses

\$420,500

plus

\$180,000

\$150,000

Stage 5: Develop the Manjimup Family Explorer Experience. [Year 3/4 2019/20 and 2020-21]**Objectives:**

- Expand the trail experience and trail inventory by adding gazetted off-road vehicle trails and areas.
- Establish additional trailhead(s).

User Segments:

- Family explorers
- Mini riders
- Single track explorers

Deliverables:

- Funding for this Stage
- Enactment of the Control of Vehicles (Off-Road) Act and Permitted Area(s) as required.
- Planned, designed, constructed, mapped and published ORV gazetted trails and area(s).
- Constructed trailhead(s)
- Signage Plan and Sign Standards
- Family explorer marketing campaign
- Management Plan for the for the Manjimup Family Explorer Experience

Budgets:	\$557,500
Maintenance:	Plus
- Operating expenses	\$175,000

Stage 6: Develop the Manjimup ATV Explorer Experience. [Year 4/5 2020-21 and 2021/22]

Objectives:	User Segments:
➤ Expand the trail experience and trail inventory by adding gazetted off-road vehicle trails specifically designed for ATVs.	- ATV explorers

- Deliverables:**
- Funding for this Stage
 - Permitted Area(s) as required.
 - Planned, designed, constructed, mapped and published ORV gazetted trails for ATVs.
 - ATV explorer marketing campaign
 - Management Plan for the for the Manjimup ATV Explorer Experience

Budgets:	\$185,000
Maintenance:	Plus
- Operating expenses	\$200,000

Financial Plan - Ten Year Cashflow Forecast

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Development Funding	\$250,000	\$250,000	\$750,000	\$500,000	\$250,000	\$200,000	\$150,000	\$100,000	\$50,000
Total Expenses	-\$220,000	-\$169,000	-\$715,500	-\$583,500	-\$494,500	-\$259,000	-\$264,000	-\$271,500	-\$281,500
Direct Income	\$0	\$10,894	\$23,712	\$72,370	\$118,109	\$132,194	\$162,184	\$185,741	\$211,927
Net Inflow / Outflow	-\$220,000	-\$158,106	-\$691,788	-\$511,130	-\$376,391	-\$126,806	-\$101,816	-\$85,759	-\$69,573
Carried Forward	\$30,000	\$121,894	\$180,107	\$168,976	\$42,585	\$115,780	\$163,963	\$178,204	\$158,631
Economic Benefit ²	\$1,057,897	\$2,390,468	\$3,967,676	\$6,648,324	\$8,607,417	\$9,373,935	\$10,140,453	\$10,853,572	\$11,566,691
ROI ³	4.8:1	15.1:1	5.7:1	13:1	22.9:1	73.9:1	99.6:1	126.6:1	166.3:1

² Refer Appendix 6 for calculations of economic benefit

³ Economic benefit divided by net outflow

User Pays System

A user pays system in the form of an annual pass has been examined, and appears feasible if visitors to the area can see value in paying a small annual fee towards trail and facility maintenance. The pass could be similar to the DPaW Park Pass and could be sold online, at local businesses and Shire offices. Revenue would go to the Foundation for distribution to projects and maintenance.

A projection has been developed based on assumptions of rider and compliance growth over time. This indicates a long term potential revenue of over \$200,000 per annum.

CONCLUSION

In assessing whether it is feasible for Manjimup to position itself as a trail bike trails hub three factors suggest that a significant opportunity exists.

1. The size and growth of the broadly defined trail and fun bike market in Western Australia,
2. The enthusiastic response from riders and their families
3. The lack of competition for this market.

The economic modelling indicates that the trails hub could generate a substantial economic return to the Shire. A potential \$13 million annual economic benefit for an investment estimated at around \$2.5 million, spread over ten years.

Can it be achieved? The funding requirement is modest for the scope of the project, and there is good alignment with several strategic drivers for the South West generally and the Manjimup Shire generally, which will support the business case for investment.

However the project will need funding and resources without which it is considered that the Hub Concept as set out in this document would be unfeasible. Without a dedicated resource the Foundation and therefore the Hub, will not be sustainable and will not achieve the desired outcomes. Reliance on volunteers and committees to do all the work will not be successful.

On the basis of the above, it is concluded that with the stated funding it is feasible for Manjimup to position itself as a trail bike trails hub and that if successfully implemented the project would generate significant new opportunities for Manjimup.

PROJECT OVERVIEW

Introduction

The South West of Western Australia is well known for its natural beauty, picturesque landscapes, tall trees, unique wildflowers and flowing rivers. The region already offers world class trails for cycling, walking and kayaking, setting an ideal location for WA's first trail bike trail hub.

As a designated Regional Growth Centre, Manjimup is seeking opportunities for an increase in tourism visitation associated with lifestyle and outdoor leisure attractors, facilitated through investment in tourism infrastructure and effective branding and marketing.⁴

The Shire's Sport and Recreation Strategic Plan 2014-2024 considers the Shire to be well placed to develop into a Trails Hub of international significance. There is also recognition of an increasing trend of participation in non-traditional recreation by youth.

The State Trail Bike Strategy⁵ identifies that many of the issues of inappropriate trail bike riding are the consequence of a lack of suitable facilities. As peri-urban areas around the Perth metropolitan area are being developed for housing, trail bike riders are becoming conditioned to travelling further to enjoy their activity. There is a well-documented unmet demand for legal trail bike trails and trail riding experiences.

In 2012 the Department of Sport and Recreation released its World Class Trails Hub Strategy⁶, recognising the benefits of trails and trails hubs and the marketing of Western Australia as a trails destination. This project is the first to assess the feasibility for a single purpose trail bike trails hub.

The Shire of Manjimup recognises the importance of trails as significant contributors to the liveability of local residents and an experiential tourism drawcard for visitors. The Shire has identified an opportunity to explore the niche market of trail bike riders to position Manjimup as the first trail bike trail hub destination in WA.

There are three main groups of beneficiaries if such a project were to be successful:

4. Those recreational trail biking participants who seek the freedom to explore, appreciate the outdoor environment and socialise with family and friends.
5. Local businesses who would gain from the positive economic benefits of a substantial increase in tourism.
6. Land managers who would benefit from more effective management of trail bike riding.

⁴ Manjimup SuperTown Opportunity Assessment & Gap Analysis

⁵ State Trail Bike Strategy, Department of Sport and Recreation 2008

⁶ World Class Trails Hub, Strategy for Western Australia, Department of Sport and Recreation 2012

This project is designed to explore the potential, opportunities and challenges in positioning Manjimup as Australia's first trail bike trails hub. The aim of the feasibility study is to provide recommendations on its feasibility and viability, and thus to ensure the project if it proceeds will be sustainable in the long term.



Project Methodology

To determine the feasibility of the concept for Manjimup the following was undertaken:

1. Discovery - literature and regulatory review, on the ground review of existing and potential trails and trailhead locations.
2. Consultation - widespread stakeholder consultation in Manjimup and Perth including the largest known survey undertaken of trail bike riders in Australia. *For full details see Appendix 3: Stakeholder Consultation.*
3. Concept Plans and Hub Assessment - development of concept plans and administration of the Trail Hub Checklist ³.
4. Economic modelling
5. Development of Feasibility Report.

A Steering Committee was formed for the project to advise and aid the delivery of project outputs and attainment of project outcomes during the term of the project and to provide information, guidance and advice to the project consultant to aid the delivery of project. The Steering Committee included representatives from the Shire, Department of Parks & Wildlife, Manjimup Chamber of Commerce and Industry, South West Development Commission, funding partner Department of Sport and Recreation and user group Recreational Trailbike Riders' Association.

Trail Hubs

“A trails hub is a town or destination which is widely known for its trails offering through the provision of high quality trails, strong branding, trail-user- related services, facilities and businesses, supportive governance and resourcing structure and maintenance regime.

A trails hub can achieve this status through the provision and promotion of either a critical mass of complementary mixed-use trails or single use trails, providing there is a range of types suited to a range of experience levels and user types and a suitable maintenance regime in place.”

– World Class Trail Hub Strategy, DSR/Evolve Solutions

Interest in the concept of trails hubs has been growing in Western Australia for several years. In 2011 the Trails Reference Group incorporated an exploration of ‘world class trails hubs’ into the WA Strategic Implementation Plan. Subsequently a consultant was engaged to prepare a report and assessment tools to help develop Western Australia, and in particular the South West, as a globally recognised trails destination. That project was directed to consider the whole mix of trails, both motorised and non-motorised.

Pemberton, Margaret River and Dwellingup have been identified for mountain biking. Several other locations are now also being assessed for trails hub readiness, but none are actively pursuing the motorised trails market.

It is acknowledged that Manjimup already has trails that cater for various forms of trail users. This project does not diminish the value of those trails to Manjimup’s social infrastructure or tourism inventory, nor does it suggest that future development of such trails should be ignored.

Instead, this report focuses on a niche opportunity – to attract a significant user group that no other local government is currently targeting.

In the context of the above definition of trails hubs, the Manjimup model would be considered single use in that it specifically targets motorised trail bike users only. But as this report outlines there are several quite distinct segments within the category of motorised trail bike, each of which has different needs and each of which delivers different opportunities.

The trails hub concept is about much more than just the trails themselves. It’s about delivering an overall experience that is focussed on the trails but which extends to every aspect of the trails activity – before, during and after.

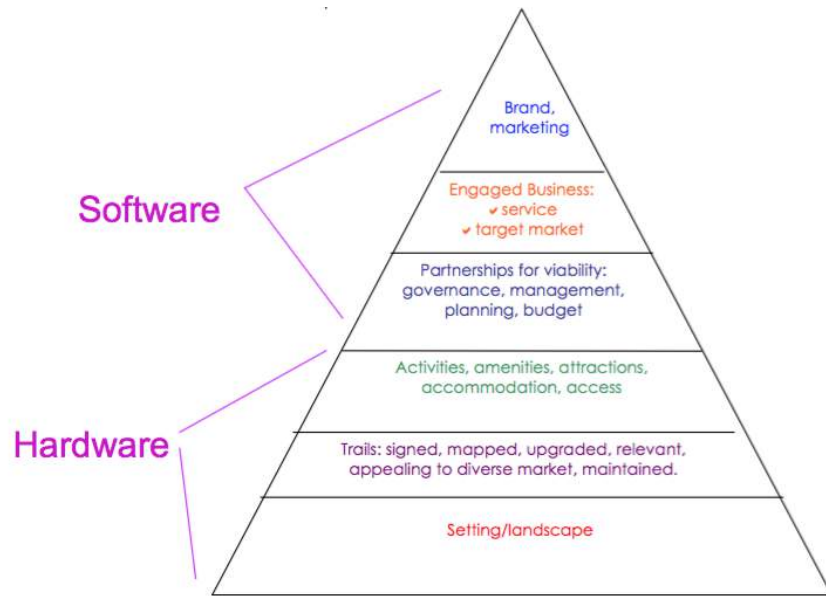


Figure 1: Trails Hub Framework

The Trails Hub Framework above encapsulates the ideal set of conditions for a successful trails hub. This includes:

5. Planning – the information to enable potential visitors to organise their trip, including identifying the most suitable trails, appropriate accommodation and related activities.
6. Accommodation – establishments that understand and make a special effort to cater to the needs of riders.
7. The Trails – diversity to suit different levels of skill and riding experiences sought, quality and variety.
8. The Services – including guided tours, bike and equipment hire, fuel, accessories, parts and repair.

The trails hub concept goes beyond the experience delivered to visitors, too. It has to include the governance, management and maintenance principles, resources and practices to ensure that the experience and the environment around which it is based can be sustainable in the long term.

Objective & Scope

The objective of the Feasibility report is to provide a thoroughly researched, comprehensive and clearly structured assessment which the Manjimup Shire or other interested party can use to make an informed decision on how to proceed, if at all, with the concept of positioning Manjimup as a Trail Bike Trails Hub.

Structure

This Feasibility report is structured around four key questions:

1. Is there a viable market?
2. Does Manjimup have the requisite 'raw materials' in terms of environment, climate, trail opportunities and services and routes to other towns?
3. What is the product – the facilities and services – that is needed to attract the market?
4. Can it be managed – including governance, funding, marketing, visitor management and maintenance – to ensure sustainability?

Scope

The geographic scope of this project is confined to the Manjimup Shire, and in particular the town of Manjimup. The views of local businesses, landowners, administrators, riders and families have been sought. *See Appendix 3 for Stakeholder Consultation details.*

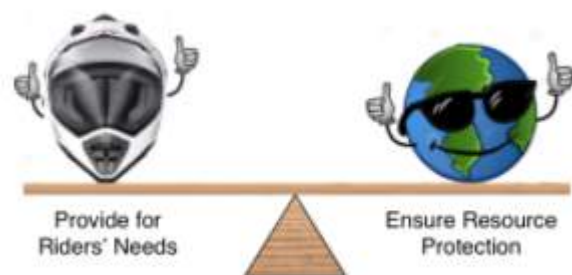
The potential market has been broadly defined as off-road motorcycles (trail bikes), all terrain vehicles (ATVs) or quad bikes and recreational off-road vehicles (ROV) or side-by-sides. Four-wheel drive vehicles (4WD) and road motorcycles are not included in the scope. In this report the term "trail bike" will also be used in its broadest context to describe any motorcycle, ATV or ROV that can be used off-bitumen on a dirt road, track or trail.

Guiding Principles

The development of a successful Trail Bike Trail Hub requires the successful application of:

➤ Providing for the riders' needs

Satisfied riders recognise they have something good that they can be proud of and look after. They are more likely to comply with rules, peer pressure for compliance increases, volunteering increases, vandalism and hoon behaviour decreases as does the need for enforcement. Management spends less time dealing with problems and more time developing opportunities⁷.



This Report - will define the targeted user segments (types of riders) and their requirements and then identify experiences that can be reasonably and sustainably provided, aiming for varied, high-quality and high-fun factor.

⁷ Great Trails: Providing Quality OHV Trails and Experiences. Dick Dufourd with the National Off-Highway Vehicle Conservation Council (NOHVCC)

➤ **Designing for sustainability**

Sustainability can be viewed as economic, experiential and environmental. These are all related. All nature-based recreation has impact on the landscape, and land managers charged with the conservation of natural places must balance the desires of recreators with the protection of the environment.

Environmental impact also detracts from the rider experience, which in turn can result in increased maintenance costs and loss of revenue. These impacts can be mitigated by adopting best practice principles in trail selection, design and management.

This Report - will provide trail planning principles for land and experience sustainability and provide management and budgeting recommendations for resource and financial sustainability.

➤ **Developing and implementing an effective operations and maintenance program**

The trail system needs regular evaluation and maintenance and the application of timely adaptive management to prevent escalation of problems. Trails are built on a dynamic landscape so the trail and its management must be dynamic, there is always need for change. This requires volunteers, materials, equipment and funding. The users require ongoing information and education to increase compliance with area rules and rider code-of-conduct.

This Report - will outline management, inspection, maintenance, risk management, signage, volunteer, funding, education and enforcement plans - Part 5 Implementation & Management.

PART 1: CONTEXT AND ANALYSIS

This section provides the contextual background for the Feasibility Report – the foundations upon which a fully informed consideration of the opportunities and challenges can be built.

“We value our quality of life and embrace our natural environment which affords us both economic and recreational pursuits.”

Extract from Vision Statement – Strategic Community Plan 2015-2025, Shire of Manjimup –
October 2015

About the Shire of Manjimup

Historical Context

The Shire of Manjimup is located in the south west region of Western Australia, about 304 kilometres south of Perth. The Shire – the largest area in the South West - has four main townships being Manjimup (the administrative centre), Northcliffe, Pemberton and Walpole. Smaller settlements include Quinninup, Windy Harbour, Palgarup, Deanmill and Jardee.

The context for this Feasibility Study is the town of Manjimup and its surrounds, although trails will extend beyond the township and likely beyond the Shire itself.

Manjimup was named with the Noongar Aboriginal words "Manjin" (a broad-leafed edible reed) and "up" (meeting place, or place of). Manjimup was first settled by timber cutter Thomas Muir, who took up land near the present town site in 1856. It was declared a town in 1910, and a railway from Perth was completed in 1911.

The Shire has grown significantly since this time, mainly through primary industries and in particular the timber industry. The Shire has also long been recognised as one of Western Australia’s ‘food bowls’.

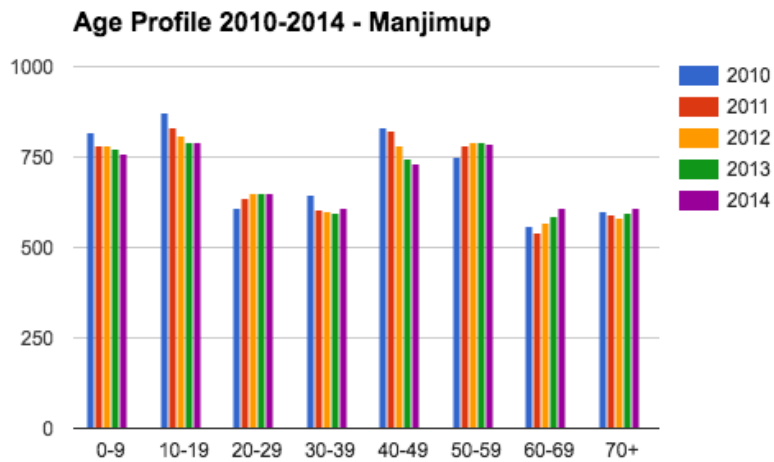
The Shire covers an area of 7,028m² and features a variety of landscapes from stunning Karri, Jarrah and Marri forests to a coastline of cliffs and beaches that face the Southern Ocean.

Population information

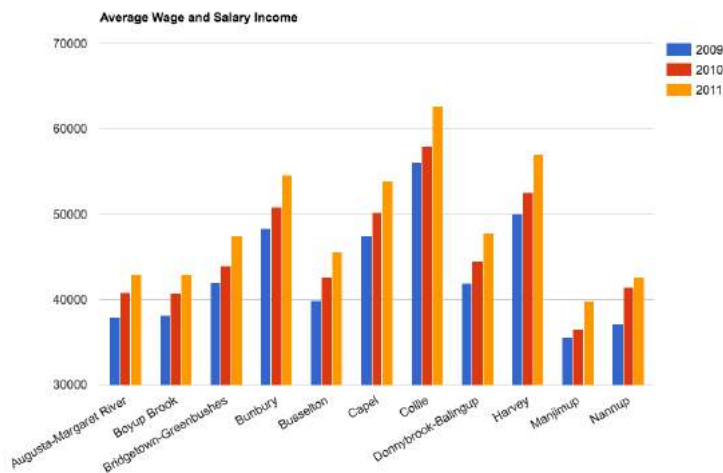
As at June 2014 the town of Manjimup had a population of 5,541⁸, a decline of 2.6% since 2010.

Like many regional areas Manjimup is contending with an ageing population and with an under-representation in the 20-40 year age group when compared with the South West and Western Australia generally. Opportunities are sought to make Manjimup a more attractive place for young adults, including diversity of recreation and employment.

⁸ Manjimup Super Town, Economic Development Plan



Average income is the lowest in the South West: \$39,798 (in 2011), compared with a South West average of \$48,842.

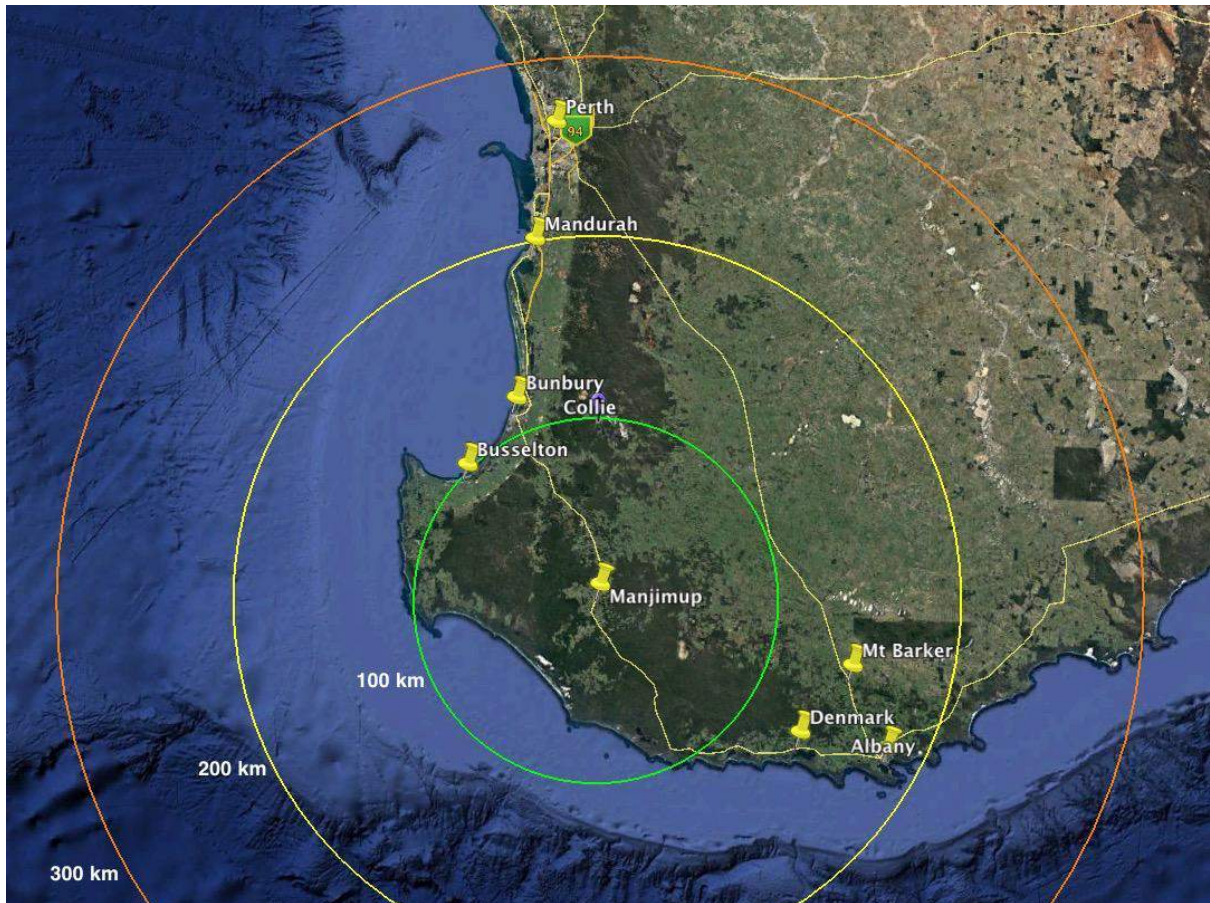


Location

Manjimup is located approximately 3.5 hours drive from Perth – a distance that largely precludes day trips and encourages one or more nights of accommodation.

Distance from other key locations:

Origin	Population	Distance	Approx Driving Time
Perth	2,021,203	290 km	3.5 hours
Mandurah	82,701	227 km	2.5 hours
Bunbury	34,225	130 km	1.7 hours
Busselton	35,562	119 km	1.5 hours
Albany	36,940	212 km	2.4 hours



Land tenure

Land tenure is a significant influence on accessibility for trail bike riding. State Forest is preferred, for its natural setting and multi-purpose objective which includes recreation.

Within the Shire of Manjimup, townsites and privately owned rural land comprises only 15% of the total Shire area of 7,027km².

Over 50% of the land mass within the Shire is National Park, where conservation priority largely precludes off-road activities (except for formed roads). The bulk of the remainder is State Forest, where a greater diversity of recreation pursuits is possible. Both categories of land are under the management control of the Department of Parks and Wildlife.

Forest Products Commission maintains 2,500Ha of plantations, almost entirely on private land along with its role in native forest harvesting.

Revenue Base

Approximately only 15% of the land is rateable (where landowners pay annual rates on the land), so Manjimup Council faces ongoing operational challenges with a proportionally small rate base and a large physical area to service.

History with off-road motorcycling

Manjimup has a long and successful history with off-road motorcycling. The Manjimup 15,000 Motocross race, established in 1980 at the Cosy Creek Motocross Circuit is one of Australia's largest motocross events and has regularly attracted some of the best riders from the UK, the USA, Italy,

New Zealand, Netherlands and South Africa. Australia's most successful motocross racer, Jeff Leisk, won the event in 1984 and 1985. The event was suspended in 2006 due to public liability issues and a lack of volunteers, but in recent years has been resurrected by the club and promoter Dirt High Promotions and has quickly re-established its position as a major international drawcard.

Manjimup also hosted the 1992 International Motocross des Nations World Team Motocross series – the most prestigious international motocross event in the world. As preparation for that event the Manjimup Motorcycle Club promoted a round of the 1992 Australian Motocross Championships.

Enduro events have also been held in the forests and plantations around Manjimup for over forty two years. These events, the equivalent of car rallies with a series of timed 'special test' sections interspersed with transport sections, attract riders from throughout the state and capitalise on Manjimup's favourable soil conditions and extensive network of old logging trails. The first Two Day Enduro was held in 1976 and has been run almost continuously since then, often as a round of the Western Australian State Enduro Championships. The Australian Four Day Enduro, the most prestigious event on the national enduro calendar, was held in Manjimup in 1997.

As well as competitive events, Manjimup has been a popular destination for local and regional trail bike riders. Tour operator, West Coast Safaris, runs regular two day rides from Kirup to Manjimup and Pemberton. And while no complete data is available, anecdotally many Manjimup locals own dirt bikes and enjoy exploring the region.

Summary: About the Shire of Manjimup

Manjimup's population profile and growth objectives require new recreation and employment opportunities.

The high percentage of State Forest is conducive for trail bike riding. The distance from Perth is too far for a single day ride and is therefore more suitable for two day rides with overnight stays.

Manjimup has a long and successful history with off-road motorcycling indicating a community that embraces the activity.

About Trail Bike Riding

Trail bike riding is a popular recreation activity in Western Australia, driven by the relatively prosperous lifestyle, flexible work rosters and increasing awareness of the need for physical outdoor recreation.

In 2008 the State Trail Bike Strategy estimated 50,000 bikes being actively ridden and this did not take into account the recent ROV category (eg side by sides) and Chinese imports. It is estimated that the value of recreational trail bike riding to the Western Australian economy is in excess of \$140 million per annum⁹.

Properly managed, recreational trail and quad bike riding is an activity with physical, psychological and social attractions for participants. Motivations vary, but the majority of riders value the same experiences cited by bushwalkers, mountain bike riders and horse riders: freedom, seeing new places, enjoying the outdoors, physical challenge and quality time with friends and family.

The Riders

Both the State Trail Bike Strategy and the Manjimup Rider Survey, undertaken for this Feasibility Study, found that whilst the majority of riders are male (but certainly not exclusively with increasing numbers of girls and women taking up the activity), they are widely diverse in age and socio-economic backgrounds. The majority of riders start as juniors under the age of 18 indicating the demand for legal places for children and families to ride.

Motorcycling WA estimate that 90% of adult and 95% of child trail bike riders are not members of clubs and are therefore solely recreational riders needing trails. Most recreational riding occurs outside club or other formal organisational structure. Most riders will ride in groups of 2-5 riders as well as join larger (often organised online in forums) groups of 6-10 riders.

The project survey found that in Manjimup, local riders ride most weeks or more in the forests close to Manjimup or on private property and undertake day rides to nearby towns a few times a year or once a month.

The Bikes

There are significant differences between the different types of motorcycles used for off-road activities, even though to the untrained eye they may appear similar (*Part 2: Market Analysis provides further details on Rider (User) Segments*). Data supplied by Federated Chamber of Automated Industries (FCAI) for recent sales of 'mainstream' motorcycles that are used off-road was segmented into the following groups:

Road Registered and Unregistered

Trail Bikes are able to be road registered if they are ADR (Australian Design Rules) compliant. This means the bike must have headlights, indicators, Department of Transport approved tyres, mirrors, speedo and other items. However the manufacturer must apply for compliance and provide the bike for sale fully ADR compliant – this is not a process that an individual can undertake. That means that only certain categories of bikes are able to be road-registered.

⁹ State Trail Bike Strategy, 2008

Off-Road Market Composition 2013-15

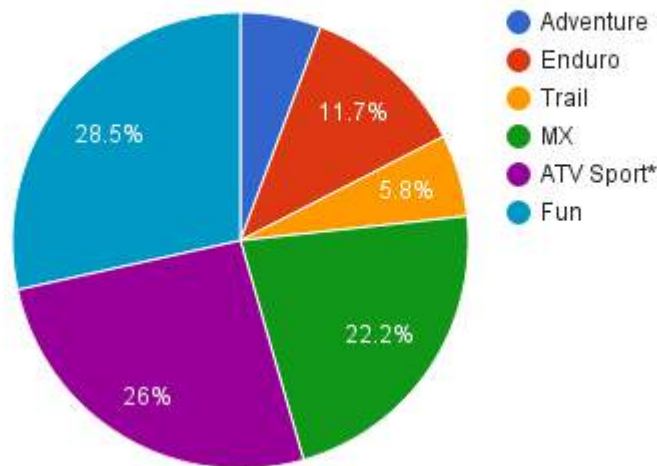


Figure 2: FCAI Sales Data

* ATV Sport is an extrapolated figure and should be treated as indicative only

It is estimated that most bikes able to be registered, are in fact registered when sold new, but as they age and depreciate the cost of registration becomes an increasingly high proportion of the value of the bike until the point is reached that they are considered no longer worth registering. Once road registration has been allowed to lapse they can only be used legally on private property or in designated ORV areas (with ORV registration). Some bikes able to be registered are not registered when bought new, possibly because of the cost of registration (varies around \$260 per year, plus an additional \$99 per year from July 1, 2016 for the newly introduced catastrophic injury insurance) and because stamp duty is payable only when a vehicle is registered or the licence transferred. Stamp duty adds close to \$300 to the cost of a \$10,000 vehicle.

The Costs

The State Trail Bike Strategy found that the majority of riders paid between \$5,000 and \$10,000 for their bikes with 30% paying over \$10,000 and this is likely to have increased in the last 8 years in line with the increased retail price of bikes.

Riders also pay for trailers or vehicles to carry their bikes (eg utes and vans), registration, insurance, bike maintenance, fuel and can invest between \$1,000 and \$4,000 on protective gear.

This goes to indicate that trail bike riders are prepared to invest and spend significant amounts of money to engage in their activity.

Riding Experiences

Trail bike riders generally seek the same type of outdoor recreational experience as many other outdoor recreators. Freedom, getting away from it all, adventure, exploring, stress relief, relaxation, challenge, testing yourself, skills improvement, adrenalin, thrill, excitement, getting off the beaten track, exercise and fitness and enjoying the outdoors, environment and scenery were all reasons riders gave for the State Trail Bike Strategy as to what they liked about trail bike riding.



Figure 3: “What do you like about trail bike riding” - survey for the State Trail Bike Strategy

Freedom and enjoying the outdoors are key themes which explains why the majority do not join clubs or ride circuits – they don’t want to be restricted by time or place.

“The freedom to explore anywhere and challenge the terrain and nature. The fun times with mates play racing around on an unused section of trail miles away from others. The chance to share special time with the rest of my family away from shops, movies, phones and see them learn to be responsible for their actions while still being close enough to catch them when things go wrong. To see a beautiful country that fewer and fewer people realise is out there for the experience. I like it all!!”
Response to the State Trail Bike Strategy survey

Whilst riders may ride with a group, they generally still want to recreate in a dispersed setting where they feel some level of isolation.

“I seek the experience of isolation with the challenge of exploring different locations, it’s not about the competition, but the joy of riding.” Response to the State Trail Bike Strategy survey

Part 2: Market Analysis provides further details on Rider (User) Segments.

Current Designated Off-Road Vehicle Areas

Trail bike riding occurs across the State in every form of environment from beaches to forest, from urban disused land to remote wilderness. Most trail riding would occur on DPaW managed land.

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

The mechanism for this is the Control of Vehicles (Off-Road Areas) Act 1978 (see Section below Regulatory Environment).

There are currently four designated off road vehicle areas for riders from the Perth metropolitan region, one small area in York and none in the south west regional areas.

Area	Approx size	Designated for:
Lancelin (inc Ledge Point)	412 Ha	ORVs of all classes and sizes, including buggies
Gnangara	265 Ha	Motorcycles, Quads
Pinjar	320 Ha	Motorcycles, Quads
Medina (Kwinana)	20 Ha	Motorcycles
York	2 Ha	Motorcycles

There are now a number of commercial ride parks operating on private land that can cater for unregistered bikes and unlicensed riders. These facilities are supervised and actively managed. Some include camping facilities and can hire bikes and riding gear.

Commercial Providers	Location	Size	Designated for:
West Coast Trail Bike Park	Kirup	485 Ha	60kms of well signed, enduro style trail loops. Families can ride together and there is overnight camping available.
West MotoPark	Wyalkatchem	40 Ha	6 motocross style tracks (three for bikes and three for quads), camping grounds and the option to hire bikes and quads the Park provides riders and families with a quality circuit-based riding experience.
Dirt Rider Heaven	Mogumber	60 Ha	4 senior bike tracks, a junior or small bike track and a PeeWee track for the youngest riders. The senior tracks have a variety of jumps and there is also a 6km enduro loop with a range of challenging terrain. There is no overnight camping, but soft drinks and snack food is available.
The Ducks Nuts	Popanyinning	40 Ha	4 motocross style tracks and camping is available.

	Private Property — If you have the owner's permission you can ride an unregistered vehicle on private property. There are no age restrictions and you don't need a drivers' licence.
	Club Circuits / Ride Parks - Motocross circuits operated by clubs, and commercial ride parks are legally treated as private property, however the club or commercial operator may impose restrictions or regulations for safety or commercial reasons.
	Gazetted Off Road Vehicle Areas - There are six public Off Road Vehicle Areas in or near the Perth metropolitan area. Vehicles must have Off Road Vehicle Registration (or road registration) and riders must be over 8 years of age.
	Events - Unless an event such as an Enduro or recreational rides is conducted wholly on private property, road registration will be required. If the event is under the control of Motorcycling Australia, Class B (conditional) registration is OK.
	Public Roads and Trails - To ride on any road or trail that is open to the public your vehicle must be fully road registered and you must have a valid drivers' licence.
	Other Areas — As a general rule, it is against the law to ride a motor vehicle in any area not mentioned above.

Figure 4: Places to ride from the RTRA's "So Where Can I Ride"

The Challenges

Whilst trail bike riding is a recreational activity enjoyed by an ever growing number of Western Australians, as residential areas are expanding there are fewer trails available. In the peri-urban areas the community is raising concerns around noise and impacts to the environment as well as the conflict between all users of tracks and trails.

The activity experiences a number of issues for community, land managers and riders.

COMMUNITY & LAND MANAGER CONCERNS	RIDER CONCERNS
<ul style="list-style-type: none"> ● Noise ● Trail conflicts ● Environmental impacts ● Trail damage ● Enforcement difficulties ● Illegal activities / nuisance behaviour ● Injuries ● Liability ● Land management ● Lack of suitable places to ride 	<ul style="list-style-type: none"> ● Lack of designated trails and riding areas ● Trails being closed or designated for other activities only ● Poor quality of off-road areas ● Lack of community understanding and acceptance, conflicts ● Lack of information on places to ride and types of registration ● Safety and injuries within unmanaged areas ● Irresponsible behaviour of other riders ● Lack of places for juniors and families to legally ride

Some of these issues can be addressed by providing more managed, legal and appropriate places to ride. Other issues are being tackled by initiatives being undertaken by the Departments of Sport & Recreation and Parks & Wildlife in conjunction with the Recreational Trailbike Riders' Association such as the development of the Pinjar Motorcycle Area to test trail design and area management principles.

Summary: About Trail Bike Riding

It is estimated that 50,000 trail bikes are actively ridden in Western Australia and the value to the WA economy is in excess of \$140 million per annum.

95% of riders are not a member of a club and so ride recreationally and require trails and areas.

Trail Bikes are able to be road registered if they are ADR (Australian Design Rules) compliant, so only certain categories of bikes are able to be road-registered. The remainder should be ORV registered to ride in ORV areas.

Trail bike riders are prepared to invest and spend large amounts of money to engage in their activity. Trail bike riders generally seek the same type of outdoor recreational experience as many other outdoor recreators. Freedom and enjoying the outdoors in a dispersed setting where they feel some level of isolation are key themes.

There are currently four designated off road vehicle areas for riders from the Perth metropolitan region, one small area in York and none in the south west regional area.

Niche Marketing

The concept of niche marketing is that it is often more profitable to excel at a small, new or underserved market segment than to be fighting with entrenched or powerful competitors for market share of a larger or more established market.

There is no doubt that the trails market is a rapidly growing segment of the overall tourist industry, but competition for trails tourism is increasing. Major investments in mountain bike trails, in particular, are occurring in Perth and the Peel, Great Southern and South West regions. Master plans in other regions, including the Gascoyne and Pilbara are also recommending investment in mountain bike trails.

By contrast, no other location is currently targeting the trail bike market. Thus there exists the opportunity for Manjimup to adopt a niche tourism strategy by targeting a market with the following characteristics¹⁰:

- sufficient size, to be potentially profitable;
- no real competitors, or markets which have been ignored by other companies;
- growth potential;
- sufficient purchasing ability;
- a need for special treatment;
- customer goodwill and opportunities for the first entrant to exercise superior competence.

It would appear that the trail bike market fits the criteria of an undeveloped niche, and therefore may represent a significant strategic opportunity for Manjimup Shire. This Feasibility Study will further investigate the value and potential return on investment for this market.

¹⁰ Kotler, P., "From Mass Marketing to Mass Customization", Planning Review, September/October 1991

Alignment with Strategic Priorities

Testing for market opportunity requires an understanding of the tourism, recreation, environmental, economic, social, regulatory and policy environment in which the concept will operate.

In this section we review relevant policies that either support or flag challenges for the concept of a Manjimup Trail Bike Trails Hub.

- Tourism Western Australia
- Department of Sport and Recreation
 - SD6 Strategic Directions for the WA Sport and Recreation Industry 2016-2020
 - Western Australian State Trails Strategy 2009-2015
 - World Class Trail Hubs Strategy 2012
 - State Trail Bike Strategy 2008
- Department of Parks and Wildlife - Forest Management Plan 2014-2024
- The South West Development Commission - The South West Regional Blueprint 2014
- Warren Blackwood Strategic Alliance – Strategic Plan 2016-2019
- Shire of Manjimup
 - Manjimup Supertown Growth Plan
 - Manjimup Supertown Economic Development Plan
 - Manjimup Corporate Business Plan 2015-2019
 - Manjimup Sport and Recreation Strategic Plan 2014-2024
 - Manjimup Strategic Community Plan 2015-2025

Appendix 1 contains the full details of each Strategy and the implications and observations for this project.

Tourism Development Priorities – Australia’s Southwest

Tourism Western Australia segments the Tourism Australia ‘Australia’s South West’ tourism region into five sub-regions. Manjimup falls within the Southern Forest sub-region, which also includes Pemberton, Northcliffe and Walpole.

Trails are recognised as a tourist attraction and the Southern Forests could support an additional attraction of significance based around the forest theme and experience. The uniqueness of a trail hub for trail bikes, with the associated network of quality trails, might be considered an attraction of significance.

Sport & Recreation Priorities – SD6

The policies of the Department of Sport and Recreation are guided by the rotating Strategic Directions (SD) reports. SD6 was released in April 2016 and will remain current until 2020. SD6 aims to provide vision and direction for Western Australia's sport and recreation industry and to guide strategic planning processes.

There are a number of challenges and opportunities with relevance to the Manjimup Trail Bike Trails Hub project including the opportunity for Manjimup to play an integral role in supporting an outdoor recreation activity that is currently not adequately catered for, with the protection of the environment as a key consideration.

SD6 also identifies a challenge to achieve improved recreation participation rates across all life stages. The Manjimup Trail Bike Trails hub could provide a cross-gender and broad age range attraction of recreational trail bike riding opportunities, with potential via ATV or side by side touring to expand the activity to less able-bodied participants.

Environmental Priorities – Forest Management Plans

The Department of Parks & Wildlife's State Forest management policy is guided by the Forest Management Plan 2014-2024. Section 8, Socio-economic benefits, outlines how the goals of conservation and recreation can be balanced with diversity of recreation opportunities as an objective. Key priorities are the monitoring and protection of the trails and the natural areas, the avoidance of conflicts with other land and trails users and management of fire risk.

The Forest Management Plan specifically addresses that the Department will consider possible additional areas for off-road vehicle use, in consultation with relevant stakeholders (101.3). New areas for recreation can be developed to meet demand provided that conservation values are protected and other risks addressed.

Western Australian State Trails Strategy 2009-2015

At the time of this project the Western Australian Trails Strategy was in the process of being updated. The 2009-2015 Strategy is intended as a guideline for trails development, management, and programs.

The Strategy defines trails as areas used for active and passive pursuits; areas used for motorised and non-motorised activities; and defined (or formally recognised) and undefined trails.

The Strategy calls for trail access, providing access to trails for all ages and abilities - this Trails Hub concept should seek to provide opportunities for all ages, expanding progressively to deliver longer trails and more diverse experiences. Use of the provisions of the Control of Vehicles (Offroad Areas) Act will enable both junior riders and disabled riders – eg on quad bikes or side-by-sides – to enjoy exploring the trails.

Trails providers to acknowledge some users seek challenge and adventure as a life experience - Segmented trail difficulty levels should provide a variety of experiences along the challenge spectrum, to the extent that this is consistent with the long term sustainability of trails.

The Trails Strategy has a number of implications relating to community capacity, community linkages, encouraging user access, governance models and education programs - all of which are addressed in this Feasibility Report.

World Class Trail Hubs Strategy

This 2012 project arose from the Trails Reference Group Strategic Implementation Plan. Its aims were to:

- research worldwide best practice in the development of Trails Hubs,
- create a blueprint that shows how towns in WA can become world class trails hubs, and
- develop recommendations for a strategy for trail hubs in Western Australia

A model was developed, and an assessment checklist. The key elements of a successful trails hub categorised as either “essential” or “desirable” by the original report as provided as Appendix 4. A modified, for trail bike relevance, and complete Manjimup assessment is included at Part 3 of this report.

State Trail Bike Strategy



The State Trail Bike Strategy was conceived by the Recreational Trailbike Riders’ Association, funded and auspiced by the Departments of Sport and Recreation, Environment and Conservation, Planning and Infrastructure, and Local Government in conjunction with the Western Australian Planning Commission and Motorcycling WA. It was delivered to the State Government in June 2008.

The Strategy contained eighty eight recommendations. Some of these have been partially implemented, however despite bipartisan support the full implementation of the Strategy has not yet occurred.

There are a number of recommendations with specific relevance for this project and where this project could further the goals of the State Trail Bike Strategy. This could potentially create an opportunity for Manjimup to be funded by the State Government

to develop some of the facilities, address access issues and develop the processes and materials needed to support the Trail Bike Trails Hub concept where they also fulfill recommendations of the State Trail Bike Strategy. The developed concepts, standards and materials could then be rolled out into other Shires and regions.

South West Regional Blueprint

The South West Regional Blueprint 2014 from the South West Development Commission assesses the strengths and challenges of the region and seeks to provide guidance towards future prosperity through jobs and population growth.

The Blueprint refers to walk, cycle and equestrian trails, but trail bike trails could be seen to provide a ‘new and emerging product’ opportunity. The Trail Bike Trails Hub project will deliver new opportunities to foster volunteerism within the Manjimup community. The project involves collaboration between government, community and commercial operators.

Warren Blackwood Strategic Alliance – Strategic Plan 2016-2019

The Warren Blackwood Alliance of Councils was formed in 2001 following the restructure of the timber industry. The Strategic Plan works within South West economic development planning to prioritise sub-regional activities.

The Trail Bike Trails Hub can generate new, non-extractive revenue from State Forests by using them to create new eco-adventure tourism opportunities.

Manjimup SuperTown Growth Plan

The Manjimup SuperTown Growth Plan (2011) provides a high level strategic blueprint to facilitate the continued and sustained growth of Manjimup as a regional centre with a projected population of up to 11,000 people by 2031. It is being driven by the need to modernise and transform the Town to support long term economic activity, improve the quality of life for existing residents and to attract and retain new residents.

Manjimup SuperTown Economic Development Plan

The Economic Development Plan proposes a long-term foundation on which to achieve the goals of the SuperTown (now Regional Growth Centre) initiative.

The Development Plan has as an objective to take advantage of opportunities created by Western Australia's population growth to 2050. Population growth (and urbanisation) in greater Perth area is eliminating many traditional trail bike riding areas close to the metropolitan area. Riders are becoming accustomed to travel further for quality riding experiences.

New economic opportunities needed in a competitive market - this Trail Bike Trail Hub concept provides for the continuation of promoting the Southern Forests with timber linkages, just with a different use of that timber – ie to ride in. Leverage and extend the existing strength of the Southern Forests brand.

Manjimup Corporate Business Plan 2015-2019

The Corporate Business Plan 2015-2019 translates the strategic direction of the Shire into outcomes at the operational level, setting the Shire's priorities in the services and programs to be delivered.

Strengthening and diversifying the tourism strategy includes seeking new markets where Manjimup has a sustainable competitive advantage.

Manjimup Sport and Recreation Strategic Plan 2014-2024

The Sport and Recreation Strategic Plan provides recommendations for recreation infrastructure and direction for all stakeholders to address future needs, enabling Council to have a 'whole of Shire' perspective to guide decision making.

Trails are important to each town in the Shire. The Shire recognises the importance of trails as significant contributors to the liveability of towns within the Shire. The Strategy provides recommendations relating to obtaining a World Class Trail Hub status. The Shire of Manjimup is well placed to develop into a Trails Hub of international significance.

Summary: Strategic Priorities

There are a number of tourism, recreation, environmental, economic and social strategic priorities within which the trail bike hub concept can be supported.

The Forest Management Plans provide both a supporting and constraining framework that provides input for the constraint mapping in Part 3: Trails Hub Readiness Analysis - Constraints.

Regulatory Environment

Numerous laws, regulations and policies influence where, how and by whom off road vehicles can be ridden and driven. The following summary, whilst not exhaustive, will provide an overview of the most relevant regulatory environment.

- Road Traffic Act 1974
- Conservation and Land Management Act 2002 and Regulations
- Department of Parks and Wildlife
 - Policy 18: Recreation, Tourism and Visitor Services
 - Trail Development Process
 - Good Neighbour Policy 2007
 - Visitor Risk Management Policy 53.
- Department of Water
 - Water Resources Management Act (Proposed)
 - Policy 13 - Recreation within public drinking water source areas on Crown Land
- Control of Vehicles (Offroad Areas) Act 1978

Road Traffic Act 1974

The Road Traffic Act regulates vehicles and riders, and applies to all public roads and tracks.

Vehicle Registration

Motor Vehicle registrations in Western Australia are governed by the Road Traffic Act 1974 and the Control of Vehicles (Off-road Areas) Act 1978. There are currently three levels of registration:

- **A Class Registration** (full road registration) - This level of registration is available to Australian Design Rules (ADR) compliant motorcycles and provides unrestricted access to the public roads network. It also includes third-party personal insurance to protect riders against any claims made for personal injury inflicted on others in the event of an accident, and since July 1 2016, it includes Catastrophic Injury Insurance which can be accessed in cases where there is no liable third party involved.

Only motorcycles that have an ADR compliance plate signifying that the vehicle complies with all requirements for registration are eligible for this level of registration. This means mirrors, indicators, speedo, lights, mudguard extenders etc. It is not possible to simply fit these items to a motorcycle that does not already have a compliance plate in order to register it.

- **B Class Registration** - Class B registration is a conditional form of registration that is available for motorcycles that do not have a compliance plate but to which have been fitted head and tail lights a working stop light and a muffler that limits noise level to no more than 94 dbA.

This is a restricted level of registration and Class B motorcycles can only be used on a public road whilst participating in an event arranged by Motorcycling WA or other organisation approved by the Department of Transport.

Third-party personal insurance cover is provided by the State Government Insurance Commission only while the motorcycle is being used in competition. Because of this limited insurance cover Class B Registration costs significantly less than Class A registration .

- **Off Road Vehicle (ORV) Registration** - All vehicles that are not A or B Class road registered, or used exclusively on private land are required to be registered under the Control of Vehicles (Offroad Areas) Act 1978.

ORV Registered vehicles are entitled to access the designated Off Road Vehicle areas – currently Medina, Lancelin, Gnangara, Pinjar and York in the Perth metropolitan area, and Karratha and Carnarvon. Vehicles can be registered at any licensing centre and do not need to be fitted with typical on-road equipment such as lights, horn etc. The fee is currently fifteen dollars with a one-off fifteen dollar fee for number plates the first time the vehicle is registered. All off road vehicle registrations expire on 30th of September each year. ORV registration does not include any third-party insurance.

It is worth noting in the context of the forms of registration available in Western Australia, that Victoria has a ‘Recreational Registration’ option, which removes the requirement for indicators, mirrors and other road-specific equipment on motorcycles which are operated outside of built-up areas. These items are usually removed by riders as they serve no practical purpose on bush trails and are prone to breakage. This provision is not currently available in Western Australia.

Rider Licensing

Drivers and riders are licenced under the Road Traffic Act 1974

- New drivers can obtain a learners’ permit at the age of 16 after passing a theory test. At that point they can ride a learner-approved motorcycle on public roads while accompanied by a rider who has held a full licence for a minimum of four years.
- The practical driving assessment can be taken at 16 years 6 months provided a minimum of 25 hours of supervised riding has been logged
- Provisional licence can be obtained at the age of 17 after a further 25 hours of logged supervised riding and passing a Hazard Perception test.

Current legislation does not differentiate between heavily trafficked major roads and bush tracks.

In combination, the registration of vehicles, the licensing of riders, and the applicability of the Road Traffic Act to all public roads and tracks operates as the major controlling legislation of the activity, precluding the use of unregistered vehicles and unlicensed riders except under specific conditions to be discussed below.

Relevant Provisions

There are other relevant provisions of the Road Traffic Act which, although generally intended for road use, could be invoked and should therefore be understood and considered:

- A ‘road’ is defined as “any highway, road or street open to, or used by, the public”
- Sections 59 and 59A refer to dangerous driving causing death or injury. At (1)(b) this is defined as “in a manner (which expression includes speed) that is, having regard to all the circumstances of the case, dangerous to the public or to any person”.
- Sections 60 and 61 – reckless or dangerous driving – make it an offence to drive a motor vehicle in a manner (including speed) that is inherently dangerous or dangerous to the public or to any person.
- Sections 63 and 64 relate to driving under the influence of alcohol etc. it is not necessary to go into the detail of these regulations here.

- Section 73 expands on the definition of a public place to include “... a road or in any place to which the public is permitted, whether on payment of a fee or otherwise, to have access”. This gives effect to all of the above sections in an off-road vehicle context.
- Section 78 contains the impounding and confiscation provisions, commonly referred to as “anti-hooning” legislation. In 78A “circumstances of aggravation” are defined as including circumstances in which; (a) the vehicle is being used to race and other vehicle; (c) the speed, or the acceleration, braking or steering capability of the vehicle is being tested or contested in anyway; (d) the skill of the vehicle’s driver is being tested all contested in any way; (f) the vehicle is driven in a manner that causes one or more of the vehicle’s driving wheels to lose traction with the driving surface. The significance of “circumstances of aggravation” is that it elevates offences under sections 59 , 59A, 60(1) and 61 to impoundable offences.
- Section 81 refers to the closure of roads for race meetings or speed tests. It states that a person or body which proposes to hold an event on a road, or to conduct an event which will proceed through Road, and wishes that road to be close to the duration of the event, they make written application to the Commissioner of police applying for an order in respect of a road closure for that event.
- Section 83 provides for temporary suspension of written law, at the minister’s discretion, on application from any club or clubs for the purpose of enabling a race meeting or speed tests to take place.
- Sections 84 and 85 give road authorities the power to hold vehicle users liable for damages to roads and the rights to recover expenses incurred to repair damage caused by heavy or extraordinary traffic.

The implication of the above provisions is to reinforce the distinction between competitive speed events, including enduros, and recreational trail bike touring which should emphasise flow and exploration over speed.

Conservation and Land Management Regulations 2002

The Conservation and Land Management Act and Regulations are the main instrument by which the Department of Parks and Wildlife administers the land under its control. Of relevance to this study:

- Section 5 provides that certain areas can be declared Restricted area for various exclusions (including vehicles) and S6 provides that certain areas can be designated for conditional use.
- Section 35 makes it an offence to, without lawful authority, ‘construct or mark out any road, track, fire break ... on CALM land’ – penalty \$2,000. This provision clearly makes the cutting of ‘single- track’ on DPAW land without permission a serious offence.
- Section 41 prevents access to any land that is designated as a prohibited area, temporary control area or plant disease management area. Sections 42 and 43 prevents motor vehicle access to limited access areas and designated wilderness areas. This provision applies to road-registered as well as unregistered vehicles.
- Section 44 enables the temporary closure of an area where there is a ‘significant and imminent’ threat to people, property or the environment.
- Section 47 refers to access via gates and states that where access is controlled by a gate then it is not permitted to access by any other means (including, by inference, going around the gate). It is also an offence to unlock, dismantle or break down a gate or locked barrier.

- Section 51 makes it an offence to, without lawful authority, drive a vehicle (other than a bicycle) on CALM land other than on a road or in a designated area. This provides the protection against cross-country travel and travel on user-created trails, although it is sometimes difficult to distinguish between a 'road' and a trail that is not a road.
- Section 52 refers to off-road vehicles as defined in the Control of Vehicles (Off-Road Areas) Act 1978 and states that 'a person must not drive into or within, or bring into or have within, CALM land and off-road vehicle...' unless that person is the holder of a permit granted under section 8(4) of the Off Road Vehicles Act, and abides by any restrictions, limitations or conditions of that permit. This section does not apply to designated ORV Areas.
- Section 54 aligns the CALM regulations with the Road Traffic Act, that 'a person driving or in charge of a vehicle on a road or track on CALM land must not, without lawful authority, do any act that would be a breach of a law of the State if that road or track were a 'road' for the purposes of the Road Traffic Act 1974'. Para 2 of this section specifically references the need to drive with reasonable consideration for other persons, vehicles and animals in the vicinity.
- Section 78 empowers CALM officers to request a person to remove any property (including vehicles) brought onto CALM land without lawful entitlement. The CALM office can seize and remove the property if a person does not comply with an order or request, or if the person responsible cannot be found.

Policy 18 - Recreation, Tourism and Visitor Services

Policy 18 guides the Department of Parks and Wildlife's decision making in the areas of recreation, tourism and visitor services. It reflects the Parks and Visitor Services (PVS) branch's objective to: "provide world-class recreation and tourism opportunities, services and facilities for visitors to the public conservation estate while maintaining in perpetuity Western Australia's natural and cultural heritage."

Policy 18 reinforces the regulations prohibiting unregistered vehicles and unlicensed riders on DPaW estate, and adds:

- 5.4.2 Vehicles are excluded from walking tracks (eg Bibbulmun) and cycle trails (eg Munda Biddi). Roads may be designated as being for management purposes only and therefore not available to public access by vehicle.
- 5.4.3 All vehicles are required to stay on established roads or tracks, unless an area has been designated and signposted for use eg an Off Road Vehicle Area, beach access or tracks or firebreaks suitable for four wheel drive vehicles. [Note: In practice it is often difficult to distinguish between an established road or track and a track or firebreak]
- 5.4.4 Confirms that off-road vehicle areas can be established on DPaW Land, but only on State forest and timber reserves and on CALM Act section 5(1)(g) and (h) reserves. Adjoining landholders are to be consulted prior to the establishment of a permitted area under that Act.
- Permission can be granted for particular events or activities, with B Class conditionally registered vehicles allowed, however riders need to hold a licence, DPaW needs to be indemnified against liability and there should be no significant negative impact on the natural environment and the use and enjoyment of other visitors. This is the mechanism by which rallies and enduros are permitted on DPaW land.

Good Neighbour Policy 2007

As a major land manager DPaW has many thousands of neighbouring properties. The Good Neighbour Policy aims to build and maintain good relations with all of its neighbours, and to set out the way in which the Department deals with common cross-boundary issues.

- Section 7.5 Acknowledges that access to open roads and tracks through Parks and Wildlife managed lands for people and licensed vehicles is generally freely available unless otherwise indicated by signage, barriers or similar
- Section 10 acknowledges the importance of neighbour and community input to Parks and Wildlife planning and operation.
- Section 10.4 refers to the importance in initiating targeted consultative processes with stakeholders and cites examples including recreational developments.
- Section 10.6 encourages the formation of volunteer groups to assist with management and advice for activities on CALM Act lands.

Policy 53 Visitor Risk Management

Department of Parks and Wildlife also have a corporate responsibility for visitor risk management on the lands that it manages. Broadly speaking the department has a responsibility to plan and implement visitor facilities and activities to enhance visitor safety and adhere to relevant legislation, policies and standards so as to minimize the potential for injuries to visitors to CALM Act Lands.

By their nature, motorised recreational activities carry a higher potential for injury due to speed, impact and challenge. With this in mind appropriate design, construction and maintenance of motorised trails is essential to reduce the level of risk.

Water Resources Management Act (Proposed)

The Department of Water is in the process of reviewing and consolidating six current pieces of legislation into one new Water Resources Management Act.

Currently, there are stricter rules applying to vehicular travel in Public Drinking Water Source Protection Areas (PDWSPAs) in metropolitan areas than exist for non-metropolitan areas. For example it is illegal to drive on anything other than a 'gravelled, graded, sealed or otherwise primed surface' in a PDWSPA in the metropolitan area. If this legislation is extended to the non-metropolitan areas in the future it will have implications and serve as an additional constraint on they type of twin-track and unformed roads sought by trail bike riders. Priority 1 areas (P1) are the most restricted. Details of potentially impacted areas are discussed in Part 3 – Area Assessment.

Policy 13 - Recreation within drinking water source areas on Crown Land

Statewide Policy 13 is to the Department of Water what Policy 18 is to the Department of Parks and Wildlife. It expresses Departmental Policy to guide decisions, based on underlying legislation.

Policy 13 defines 'Off-road driving' as being incompatible in Reservoir Protection Zones (RPZs) and PDWSPA including outer catchment areas, except on existing approved tracks. This particularly applies to organised events, including commercial tours who must seek permission, but does not add anything to the legislative requirements.

Policy 13 does allow 'scenic driving' on public roads, so its impact on the Manjimup trails is expected to be minimal if at all.

Control of Vehicles (Offroad Areas) Act 1978

The Control of Vehicles (Offroad Areas) Act 1978 was developed to provide for areas where the use of off-road vehicles shall be permitted, to prohibit the use of vehicles “otherwise than on a road” and for the registration of off-road vehicles.

The Act was established to deal with the growth in popularity of motorised off-road recreation and developments in vehicle technology which meant that motorcycles, buggies and four wheel drives were more capable of getting further ‘off the beaten track’. At the same time, urban areas were expanding and the population was becoming more aware of the fragility of the environment.

Another driver for the Act was the rapidly emerging market for mini-bikes – trail bikes suitable for children. The Act would enable legal areas on which these vehicles could be ridden by people not yet old enough to hold a driver’s licence.

The objectives of the Act were to:

- protect natural resources and ecosystems
- separate conflicting uses
- promote user safety
- within the above constraints, provide optimum opportunity for recreation on state-owned lands by ORV users
- facilitate the development of ORV facilities by local government and the private sector
- provide a mechanism for responding to changes in relation to the use of ORVs

When the Act was proclaimed the Governor excluded all parts of the State from the operation of the Act except for the Perth metropolitan area, Cities such as Bunbury, Geraldton and Albany, the land the seawards side of the Old Coast Road and the Bussell Highway from the southern boundary of the City of Mandurah to Augusta and National Parks and Nature Reserves. Most inland areas of the state are excluded, and local government authorities seeking to implement aspects of the Act must apply to the Minister of Local Government to have the Act extended to cover their Shire.

The Act operates by declaring Permitted Areas, within which the requirements of the Road Traffic Act for road-registered vehicles and licenced riders are suspended. This enables a Shire to declare one or more Permitted areas, but does not impose an obligation to declare specifically Prohibited Areas (although they can do so if they wish).

All non-road registered vehicles are required to have Off-Road Vehicle Registration unless they will only be ridden on private property. The cost is \$15 per year with an initial \$15 in the first year for number plates. The revenue goes to an Off Road Vehicle Account with funding available at the discretion of the Minister for Local Government.

Local administration of the Act is the responsibility of the local government authority in which a Permitted Area or Prohibited Area is declared. Where land such as State Forest is under the control of the Department of Parks and Wildlife there is precedent (eg. Pinjar and Gnangara) for Parks and Wildlife to assume control of the Off Road Vehicle Area via an MOU with the local government authority.

Traditionally, Off Road Vehicle Areas have been defined as boundaries of an area. The legislation does not preclude alternative descriptions, such as the corridor of a marked trail. However further research and consideration will be required as this has not been done in this way to date.

Traditionally, a local government authority will apply to have the Act extended to cover the whole local government area and can then apply for Permitted and/or Prohibited areas. However the Act

does not require the whole LGA to be covered, the Shire can apply for coverage only to the area that is to be permitted if it is not required for enforcement purposes across the Shire.

New South Wales and Queensland are the only other states of Australia with similar enabling legislation, however neither state has implemented the legislation to the extent of Western Australia.

Further details regarding Applications to Extend the Area of the Act and Committee Policy on Applications for Permitted Areas are available in Appendix 2.

Status of Shire of Manjimup

The Shire is not currently covered by the Act. To utilise the tools of the Act to create a permitted area, the Shire would either need to apply to have the whole of the Shire covered or the Shire or the Department of Parks and Wildlife with agreement of the Shire would apply to have only the permitted area covered by the Act.

Summary: Regulatory Environment

Because trail bike riding is a motorized form of recreation it is bound by many regulations that need to be clearly understood, with each provide different context and constraints to different forms of vehicles and types of riders.

Trail Development Process

In a bid to standardise the way trails proposals are evaluated, approved and implemented across Department of Parks and Wildlife estate the Department has developed a planning framework that is applicable to all forms of recreational trails. Building rigour into the development process will ensure that trail proposals are transformed into professional and sustainable products on the ground.

STAGE	OUTCOME	
1 PROPOSAL	The proposed area is either supported in principle for trail development, or is not supported due to environmental, social or cultural constraints. Or proposal to identify suitable areas.	Desktop
2. FRAMEWORK	A project outline, developed by project steering group (stakeholders), including: project objectives, project management model, stakeholder roles, target market, requirements, standards, execution, and ongoing trail management model.	
3 SITE ASSESSMENT	Undertake a broad scale study of the area and identify constraints, soil types, vegetation etc.	
4 CONCEPT PLANNING	Identify opportunities and conceptual trail plan including infrastructure requirements produced. Broad trail corridors are physically flagged in the field.	
5 CORRIDOR EVALUATION	Detailed assessment of corridor.	Field
6 DETAILED DESIGN	Detailed trail design produced and physically flagged in the field, including: trail classifications, technical trail features (TTFs), construction types and specifications.	
7 CONSTRUCTION	Trail is constructed in line with the detailed design.	
8 MANAGEMENT	Management plan implemented detailing maintenance and monitoring requirements.	

Figure 5: Trail Development Process Summary

It is anticipated that any new trails development on DPaW land that forms part of the Manjimup Trails Hub project would be planned and documented using this framework.

PART 2: MARKET ANALYSIS & REQUIREMENTS

This section explores the market potential for a Trail Bike Trails Hub – the estimated size and characteristics of the identified market segments, and the potential demand as extrapolated from the rider survey. It concludes with an estimate of the potential economic benefit that could be derived from this niche trails market.

Two-stroke, four-stroke, trail, enduro, motocross, mini, adventure bike, trials, quad, 125, 250, 450, 650, 1200cc. To the uninitiated these are all ‘trail bikes’.

They may all be ‘off-road’ bikes, in that they are designed to spend most of their time off-road and in the dirt, but behind the catch-all term ‘trail bike’ is a multitude of different types of machinery, riders, experiences and legal status.

Market Size

Quantifying the size and value of the market is difficult.

- Not all new motorcycle and quad sales are captured by the industry monitor, the Federal Chamber of Automotive Industries (FCAI), as some are imported directly by wholesalers who are not members of the FCAI.
- Bikes can change categories over time. A road registered enduro bike can become an unregistered ‘paddock-basher’ as the cost of road registration assumes an increasing proportion of the bike’s market value. A farm quad can be sold to a city family as a recreation bike. A motocross racer can end up as a B Class registered trail bike, and so on.
- Off Road Vehicle registration captures only a small proportion of the number of non-road-registered bikes and quads. There is no ‘central registry’ of vehicles.
- The usable life of trail bikes and ATVs varies considerably. A recent analysis showed the average age of all dirt bikes listed for sale on BikeSales.com as 6 years, with nearly 20% of bikes listed being aged ten years or more.

In 2008, the State Trail Bike Strategy estimated the total size of the sector at **about \$140 million per annum**, factoring in new and used bike sales, equipment, clothing and accessories, servicing, dealership staff and fuel. This excluded associated costs of the activity such as accommodation, meals etc.

An updated estimate based on an average of 2013-2015 new bike sales (FCAI data), multiplied by an assumed ten year average usable life, indicates **58,000** adventure, trail, motocross, quad and mini bikes in Western Australia.

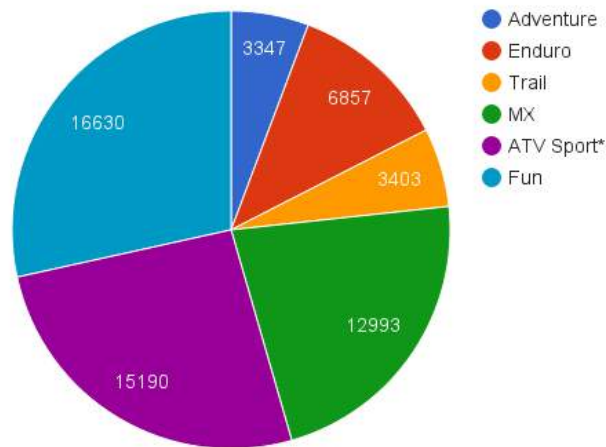


Figure 6: Derived Estimates of off-road motorcycles and quad bikes in Western Australia

Rider Segmentation

Creating distinctions simply by type of motorcycle has only limited use – people can use one type of bike for a variety of different purposes. It is more valuable to segment the market based on the different riding *experiences* sought.

In order to fulfill the brief of a trails hub catering to *a range of experience levels and user types* we need to segment the market and understand the commonalities and differences between these different riding experiences.

The development of relevant rider segments was informed by:

- Rider focus group held in Perth - each segment was discussed and requirements discovered.
- Rider workshop held in Manjimup - to discuss local opportunities and challenges.
- Online survey attracting responses from all rider segments.
- Desktop research and investigation of relevant local and international case studies.
- Full details of the Stakeholder Consultation is available as Appendix 2.

Based on the above, the following are the rider segments considered most relevant to the concept of a Trail Bike Trails Hub. *Full details are provided in Appendix 5 Rider Segments.*

- Adventure Riders
- Trail Bike Tourers
- SingleTrack Explorers
- Motocross Simulators
- Family Explorers
- ATV Tourers
- Mini Riders

Adventure Riders

Long distance day or multi-day on-road / off-road rides on larger road registered motorcycles. An adventure bike rider may cover around 300 km per day eg Manjimup to Walpole and back.

Adventure Bikes are road registered, typically between 650cc and 1200cc four stroke engines and are designed to be ridden long distances on a mix of sealed and unsealed roads.

Preferred routes would be a combination of sealed road (as little as possible), gravel road, logging trails and rail forms (good condition for the larger bikes), twin-track and minor trails.

Heading predominantly towards the destination and alternative routes for each destination to provide variety.



The Numbers

Estimated current number of bikes: 1,673¹¹

Potential Value to Manjimup Key Opportunity

Riders represented 20% of the Manjimup Rider Demand Survey. \$2.7 million per annum – refer Economic Modelling for details
Publish a variety of routes between Manjimup and destinations in a 300km radius, together with a Trail Bike Friendly Business directory – ideally as an App.

Trail Bike Tourers



Day or overnight point to point rides on road registered trail / enduro style motorcycles. Trail or enduro motorcycles are able to be road-registered, but are not designed for long distance road use.

Trail bike tourers enjoy the satisfaction of reaching a destination via a mix of open and technical trail sections. The nature of the bikes enables them to navigate overgrown, rough or very minor trails. Four wheel drive 'twin-track' tracks are popular, as is single-track, but a good destination ride is likely to include every kind of trail from the tightest

single track to sealed roads. Technical challenge is provided by hill climbs and descents, river crossings and rough terrain.

The Numbers

Estimated current number of bikes: 5,130

Potential Value to Manjimup

Represented 66% of the Manjimup Rider Demand Survey.

Key Opportunity

\$7.9 million per annum – refer Economic Modelling for details

Define and develop a series of half, one and two day rides based from Manjimup. Destinations eg Nannup, Northcliffe, Pemberton, Quinninup, Walpole, Denmark, Greenbushes etc, together with a Trail Bike Friendly Business directory. Publish a recommended routes guide, with .GPX files

¹¹ Conservative estimate based on five year practical lifespan

SingleTrack Explorers

Challenging riding centred around a particular area. Bikes are:

- a) Road registered trail / enduro bikes (and licensed riders) as per Trail Bike Tourers - legal if ridden on public open road or trails
- b) Non road registered trail bikes and motocross bikes - not legal unless ORV registered and operating in a gazetted ORV area.



“Single trail” sections are where the track is literally only the width of a motorcycle tyre tread and winds its way through the bush are highly valued as these test the skill of the rider and can be especially satisfying to ride. Single track exploring is more about the fun and challenge than the destination. Gnarly hills and tight single-trail provide the challenge these riders crave.

The Numbers	Road-registered bikes included and inseparable from Trail Bike Tourers. Non road-registered bikes not separately quantified, however riders of non road-registered bikes represented 47% of respondents to the demand survey.
Potential Value to Manjimup	Not separately identified.
Key Opportunity	Identify, develop and promote one or more areas, probably plantations, as suitable for developing for intensive trail bike use. Include in any ORV gazetted area for use by unregistered bikes and unlicensed riders (eg children/youth).

Motocross Simulators



Non-competitive, circuit-style riding using motocross bikes and quads that are designed for high-speed racing but are not able to be road registered as not ADR compliant.

Motocross simulators enjoy jumps, berms and the challenge of a 1 – 1.5km constructed circuit with bermed corners and jumps.

The Numbers	Estimated current number of bikes: 6,500. Note: there are currently 2,000 active motocross competitors in WA which means a large number of motocross bikes are being used for non-competitive purposes.
Potential Value to Manjimup	Not separately identified.
Key Opportunity	Likely to be met by private landowners seeking to develop a motocross facility as a commercial operation. Could then be promoted as part of the Manjimup ‘package’.

Family Explorers

Trail bike touring, on a smaller scale, for family groups. This segment doesn't yet officially exist as there are no gazetted off road vehicle areas large enough to support it and therefore all such riding on Parks and Wildlife managed land is currently in contravention of the CALM Act¹².

Participants enjoy the freedom of exploring bush trails, quality family time and an element of challenge.

The trails would be as per Trail Bike Tourers, noting that any promoted trails on public land would need to be Permitted Areas under the Control of Vehicles (Offroad Areas) Act.



The Numbers Estimated current number of bikes: 16,630 – based on an average ten year usable life, and excluding parents' bikes which would be covered in other categories.

Represented 28% of the Manjimup Rider Demand Survey and 96% of riders whose children ride want to ride with them.

Potential Value to Manjimup \$1.5 million per annum. Refer economic modelling for details.

Key Opportunity The opportunity to lead Australia in the development and promotion of a series of 'family friendly' trails on a combination of private and public land.

ATV Tourers



Trail touring on ATVs (quad bikes) and Side x Sides. This segment doesn't yet officially exist, as there are no gazetted off road vehicle areas large enough to support it and therefore all such riding on public land is in contravention of the Road Traffic Act.

ATV Touring with quad bikes and more recently side by sides is a large market in the USA. The trails required are as per Trail Bike Tourers but less distance.

The Numbers Estimated current number of bikes: 7,595

Represented 12% of the Manjimup rider Demand Survey.

Potential Value to Manjimup \$1.1 million per annum – refer economic modelling for details

Key Opportunity Develop a series of 'ATV friendly' trails on a combination of private and public land. Public land trails would need to be gazetted as Off Road Vehicle trails, using the Permitted Area provisions of the Control of Vehicles (Offroad Areas) Act.

¹² Section 52

Mini Riders

Junior riders not yet ready to hit the trails and / or children with non-riding parents with small lower powered 50-100cc mini-bikes. Not able to be road-registered as not ADR compliant.

They want a smooth, short circuit or trail where they can ride at their own pace without feeling intimidated by faster riders and bigger bikes.

Parents want to be able to maintain visual contact for at least most of the circuit and be able to gain access to the trail to pick up a fallen rider.



The Numbers

Data is inseparable from Family Explorers.

28% of survey respondents had children that ride, 34% were under 8 years of age, 31% were 8-12 years and 30% were 13-16.

Potential Value to Manjimup

Included within Family Explorers category.

Key Opportunity

Likely to be met by private landowners for commercial return, and could also be part of a trailhead for family trails so that younger riders could gain skills on a circuit they enjoy a true trail adventure with their parents.

Summary: Market Size & Rider Segmentation

*The State Trail Bike Strategy estimated the total size of the sector at **about \$140 million per annum.***

*An estimate based on an average of the last three years of new bike sales (FCAI data), multiplied by an assumed ten year average usable life, indicates **58,000** adventure, trail, motocross, quad and mini bikes in Western Australia.*

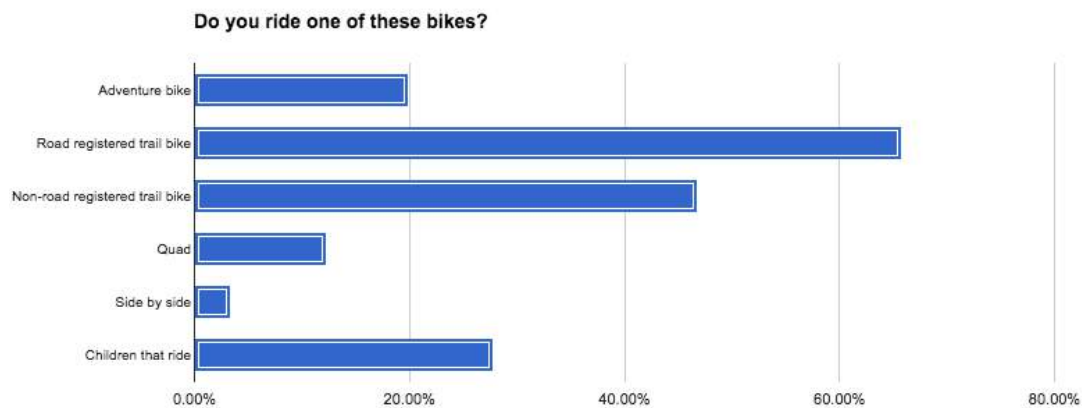
The rider segments considered most relevant to the concept of a Trail Bike Trails Hub are

- *Adventure Riders*
- *Trail Bike Tourers*
- *SingleTrack Explorers*
- *Motocross Simulators*
- *Family Explorers*
- *ATV Tourers*
- *Mini Riders*

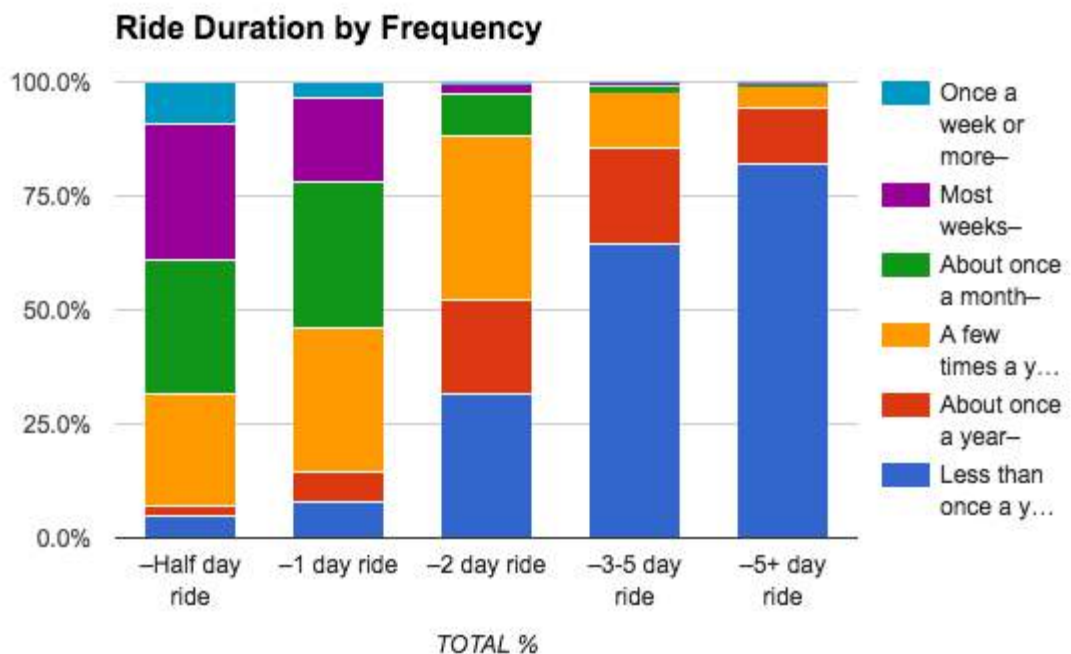
Rider Demand Survey

This project undertook one of the most extensive surveys of the trail bike riding market in Australia - attracting 2,272 responses over two weeks (end July to early August). Data from the survey has been used for analysis and to inform recommendations throughout this report. Highlights are provided here and the questionnaire in Appendix 9 and a separate Survey Report is available.

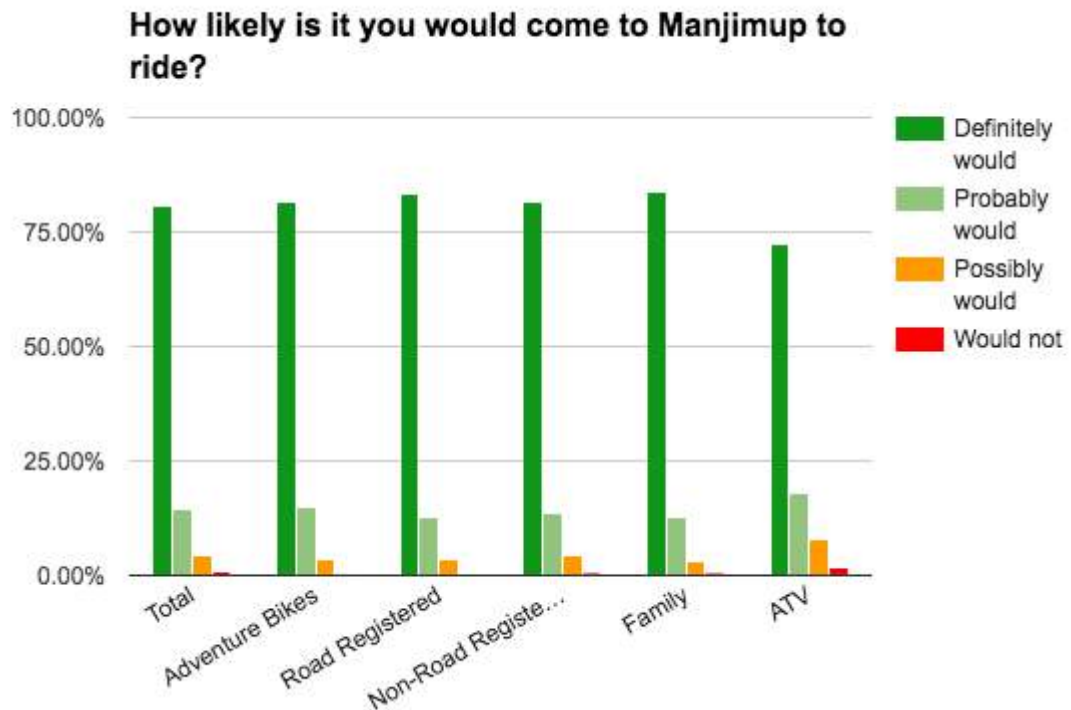
Many riders ride multiple bikes with 66% riding a road registered trail bike (1496 respondents), 47% a non-road registered bike (1063 respondents), 20% an adventure bike (453 respondents) 16% an ATV - quad or side by side (355 respondents). 27% of respondents also had children that ride.



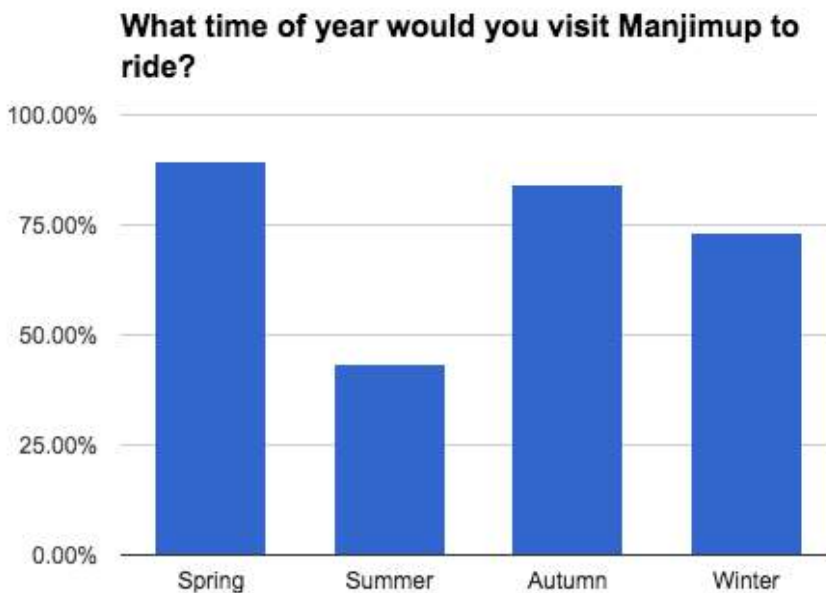
People who engage in recreational trail bike riding do so on a regular or frequent basis with the graph below showing how often riders undertake rides of different lengths.



The response to the Manjimup trail bike trail hub concept from the trail bike riding community has been very significant and highly positive with 95% saying they would definitely or probably come to Manjimup to ride if the hub concept proceeded. The positive response was similar across all segments.

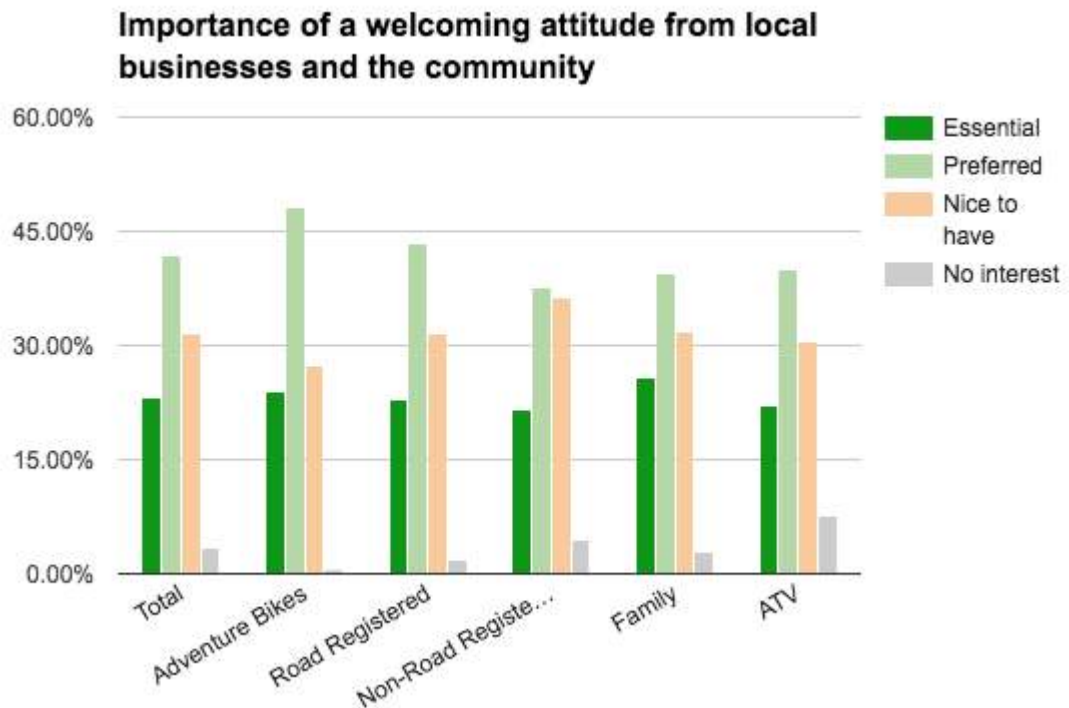


There was a similar, if not even more positive response, from the local riders scoring the concept 91/100 in favour (where 1 is totally opposed, 50 is neutral and 100 is totally in favour).



Riders would visit Manjimup for most of the year, with even 50% saying they would ride in Summer.

Supporting the concept that trail hubs are more than just the trails, is the response by all riders to the question of importance of various potential products and services. For all rider segments the number one item of importance was “a welcoming attitude from local businesses and the community”.



Summary: Rider Demand Survey

The Manjimup Rider Demand Survey attracted a very large and significant response from 2272 riders.

95% said they would definitely or probably come to Manjimup to ride if the hub concept proceeded.

There was also a very positive response from the local riders scoring the concept 91/100 in favour.

Spring, Autumn and Winter would all be popular seasons to visit Manjimup to ride.

Economic Benefit Analysis

Central to the Feasibility is the degree to which a Trail Bike Trails Hub could bring new economic activity to the Shire of Manjimup. This requires an assessment of how many people might visit, how often, and how much they might spend within the Shire on each visit.

The following data sets can be multiplied together to develop an estimate of potential economic benefit:

- The size of the market – i.e. the total number of riders available;
- The proportion of riders who, given the right circumstances, would choose to ride in and around Manjimup;
- The number of riding trips each rider would do each year; and
- The estimated per rider expenditure for each trip.

There are many variables and assumptions involved in a calculation like this, so it is important to present a conservative view.

The calculations which are detailed in Appendix 6 have provided an estimated **potential annual economic benefit of \$13.4 million**.

No attempt has been made to quantify the secondary economic benefit or multiplier effect which reflects the way money circulates through an economy.

Impact on Manjimup's Tourism Economy

The final step in this analysis is to examine the impact of this potential revenue on Manjimup's current tourism economy.

In 2014, Tourism Research Australia estimated the value of Domestic Overnight tourism in Manjimup at \$65 million.

On this basis, the potential economic benefits of the Trail Bike Trails Hub could represent an increase of 20.6%

Summary: Economic Benefits Analysis

A conservative estimate of economic benefit indicates a potential annual value of \$13.4 million which would represent a 20.6% increase on current Domestic Overnight Tourism value.

PART 3: TRAILS HUB READINESS ANALYSIS

Having established that a significant market opportunity exists, this section explores the readiness and potential for Manjimup to deliver the necessary combination of natural features, facilities and services to win that market. The assessment methodology uses aspects of the Trails Development Process (Department of Parks and Wildlife) and a modified version of the World Class Trail Hubs process (Department of Sport and Recreation).

Site Assessment

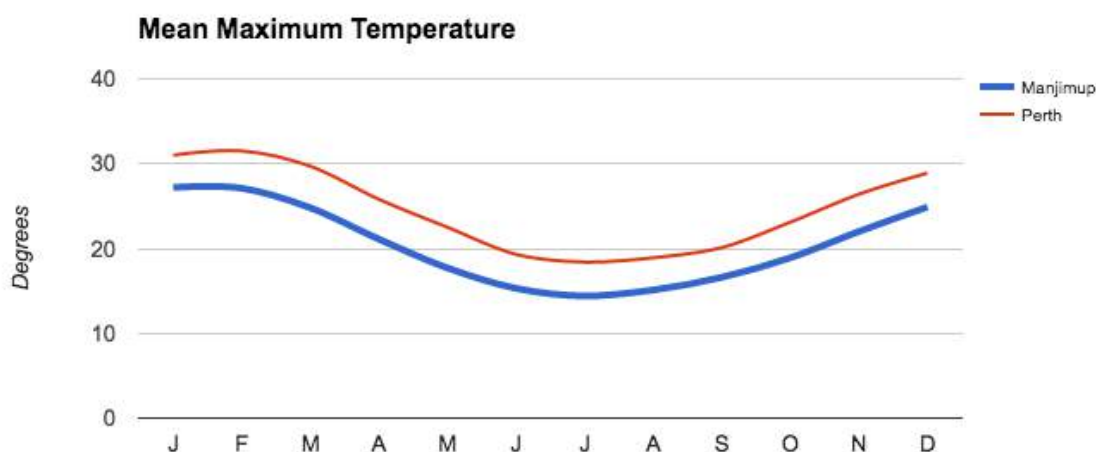
The following broad assessments are provided as a general summary of the site assessments and further detailed assessments would be required as part of the Trail Development Process on Parks and Wildlife managed lands.

Climate

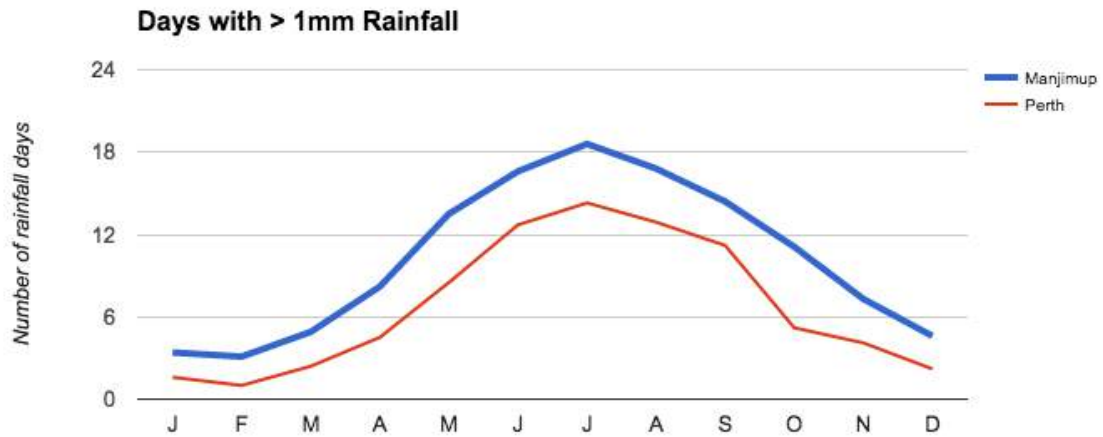
Weather patterns dictate both the type of activities that can be undertaken in a region and the seasonality of those activities, and strongly influence the relative popularity of the area compared with alternatives.

While it is not impossible to attract people to non-ideal climates, it stands to reason that the more encompassing a local climate is, the greater the range of activities that can be enjoyed and the easier it will be to promote those activities. The more consistent the weather, the longer the active season and the easier for activity providers to maintain year-round operations.

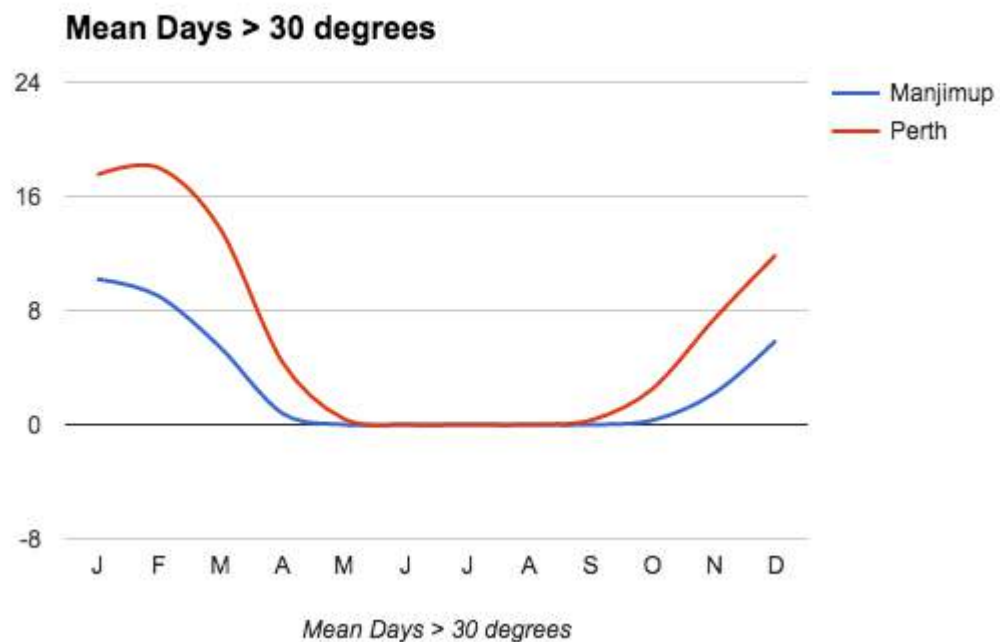
Manjimup has a Mean Maximum Temperature around four degrees cooler than Perth, has 50% more rainy days and just over half the number of clear days.¹³



¹³ Bureau of Meteorology



Cool and damp conditions are ideal for trail bike riding. The exertion of riding and protective clothing mitigates against cold weather, and damp trails reduce or eliminate dust, improving both safety and rider satisfaction. Notably, Manjimup has less than half the number of days (than Perth) where the temperature exceeds 30 degrees.



Geomorphology

Soil conditions are an influence on trail bike riding, both from a user satisfaction and a trail durability perspective. The coastal strip tends to be sandy, and sand trails will form undulations (aka ‘whoops’) after repeated use. Firmer ground is more resistant to this but can have drainage issues which can cause erosion, particularly on hills.

Most of the Manjimup Shire forms part of the southern extremity of the Darling Plateau.

The most accessible areas for riding (ie predominantly State Forest) tend to be within the Manjimup and Perup Plateaux systems, which are described as lateritic plateaux with broad swampy depressions. They exhibit a deeply weathered profile over metasediments and granitic rocks. Soils are duplex sandy gravels, loamy gravels and wet soils.

This is a relatively stable soil, provided that the swampy areas are avoided, and the gently undulating topography that predominates is more resistant to significant erosion and displacement than the steeper terrain of the Blackwood Valley. From a riding perspective it has little exposed rock, retains firmness when wet and retains grip when dry. It is amongst the best trail surface condition for trail bike riding in Australia.

Vegetation

The quality of vegetation influences visual attractiveness, but also trail sight lines and the quality and durability of the trail surface (eg., leaf litter can protect from impacts).

The Manjimup Shire has several distinct regions of vegetation. On the lateritic uplands where soils are commonly gravelly, Jarrah forest is dominant. Marri occurs where the laterite has been eroded away, on moderately incised valleys with gentle slopes. On more deeply incised valleys with steeper slopes and red earth soils, a Karri—Marri association occurs, while further to the south, a dominance of Karri on red earth soils is found.

Elsewhere on the swampy high level flats north of Manjimup dense low scrub vegetation occurs.¹⁴

This mix of vegetation provides opportunities for a variety of riding experiences, with the Karri forests often providing more substantial trafficable perimeter roads around the coupe boundaries. Leaf litter in Karri forests helps protect the underlying surface from impacts.

Fauna

Areas to the east of Manjimup are considered a fauna hot-spot, however a fauna search provided by DPaW indicated that the most fauna-prolific areas are within Disease Risk Areas which would be precluded anyway (see Constraints, below).

Areas to the west of Manjimup are less fauna intensive.¹⁵

Land Tenure

Only 15% of the land area within the Shire is under private ownership. The majority is National Park, generally towards the south of the Shire, or State Forest, generally towards the centre and north of the Shire.

¹⁴ Shire of Manjimup : a brief assessment of the physical land resources with respect to horticultural land use. Department of Agriculture 1982

¹⁵ Personal interview, Tim Foley, 5/7/16

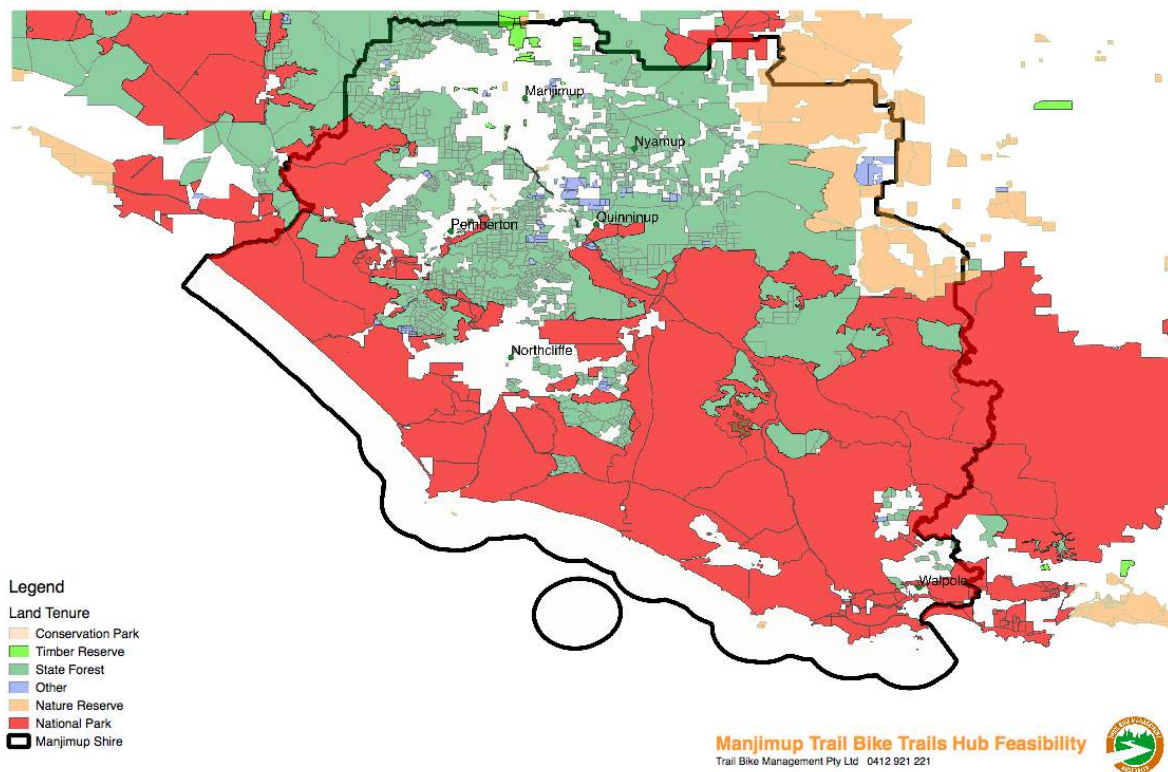


Figure 7: Land Tenure within Shire of Manjimup

Unsealed public roads within National Parks are legal for adventure bikes and trail bike tourers (on road registered bikes, ridden by licenced riders). State Forests are the only land tenure on which it is possible to create opportunities for non-road registered vehicles, so any Off Road Vehicle trails and family riding opportunities would be confined to these or private property.

Summary: Site Assessment

The conducive climate, ground surface, vegetation and favourable land tenure in a significant part of the Shire supports a quality trail bike experience.

Current Utilisation

No hard data exists to quantify the current utilisation of the area for trail bike riding or other activities. Anecdotally, trail bikes are a popular recreation activity among both junior and adult residents of Manjimup, and Manjimup is a popular destination for riders from Denmark and Albany.

It is considered that Nannup and the Blackwood Valley currently attract more Perth-based riders than Manjimup, at least partly due to many riders having been introduced to the Blackwood Valley area via commercial tours.

Summary: Current Utilisation

Insufficient data exists to provide a meaningful analysis of current utilisation.

Constraints

An assessment of the opportunities and trail hub readiness must consider realistically the natural, cultural, political and regulatory constraints that apply. Constraints mapping in recreation planning identifies the areas that cannot be considered for various reasons, and by process of elimination reveals the areas in which the activity is possible subject to further detailed planning and approvals..

Given the nature of the area and the activity, the major constraints faced by the Trail Bike Trail Hubs concept are environmental. The following broad constraint assessments are provided as a general summary and further detailed assessments would be required as part of the Trail Development Process on Parks and Wildlife managed lands.

Dieback and Hygiene

Protection against the spread of Phytophthora Dieback remains one of the top priorities for land managers in south western Australia. Over 40% of native WA plant species are susceptible to Phytophthora Dieback¹⁶, and human activity causes the most significant, rapid and widespread distribution of this pathogen. Four wheel drives and trail bikes pose a significant risk because they can cover many miles and transport soil from infested to uninfested areas.

Disease Risk Areas (DRA) are management boundaries imposed by Conservation and Land Management Regulation 41 (c) whereby access is restricted or prohibited in order to reduce the risk of vectoring of forest diseases, most notably Phytophthora cinnamomi (“Dieback”). Several large DRA zones exist within the Shire - see Environmental Constraints map below.

While the Disease Risk Areas provide a large-scale view of protectable areas and can signify automatic exclusion areas, any new trails development would also need to take into account the Dieback status and risk of the proposed trail corridor. This is an element of the DPaW Trails Planning Framework.

Environmentally Sensitive Areas (ESA)

Declared environmentally sensitive areas are those areas of specific natural importance for which a special permit for clearing must be obtained. Open public roads, if they exist, would remain accessible, but the importance of these areas suggests that they should be avoided if at all possible.

¹⁶ Dieback Working Group

Environmental Constraints

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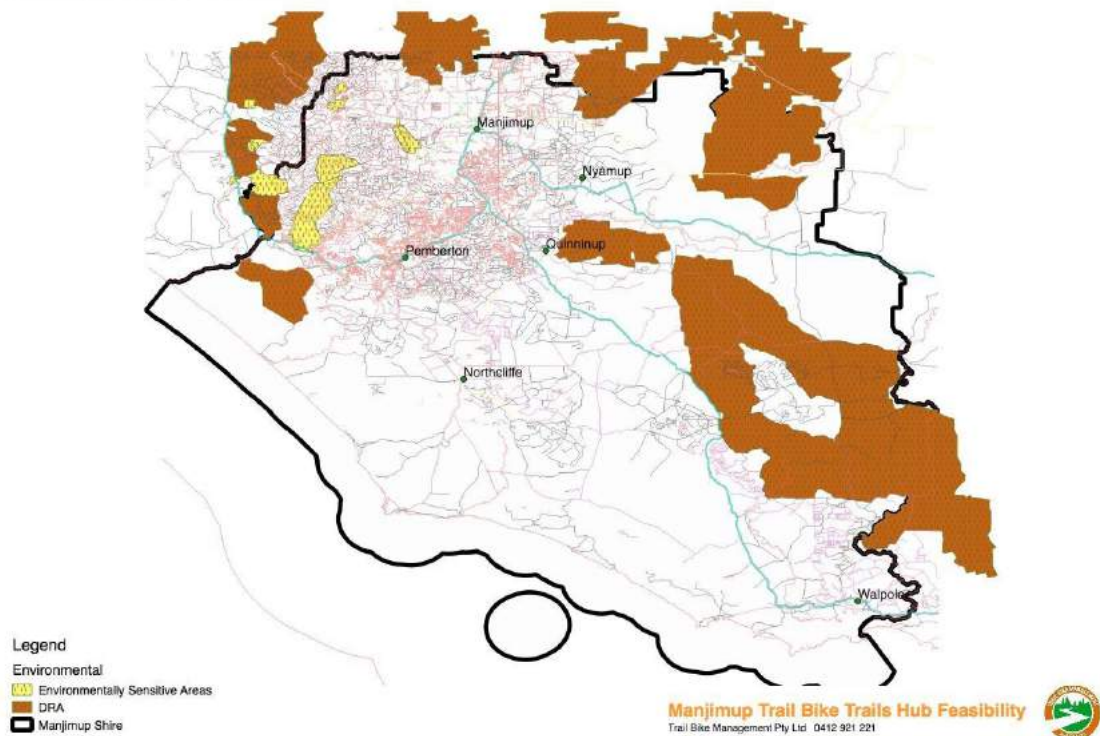


Figure 8: Environmental Constraints – DRA and ESA

Rare / Priority Fauna

A search was undertaken for the Yardup / Yeticup and surrounding areas from the Department of Parks and Wildlife’s threatened fauna databases, which include species that are declared as 'Rare or likely to become extinct (Schedule 1)', 'Birds protected under an international agreement (Schedule 3)', 'Other specially protected fauna (Schedule 4)'. The search revealed a few listed species within the Yardup / Yeticup blocks, but a significantly greater number outside this area.

Priority fauna identified within the area was:

Common Name	Incidence
Baudin's cockatoo	6
chuditch, western quoll	4
forest red-tailed black cockatoo	2
great egret, white egret	8
masked owl (southwestern)	1
numbat, walpurti	2
quenda, southern brown bandicoot	2
south-western brush-tailed phascogale, wambenger	7
western brush wallaby	3
western ringtail possum, nguara	3
woylie, brush-tailed bettong	1

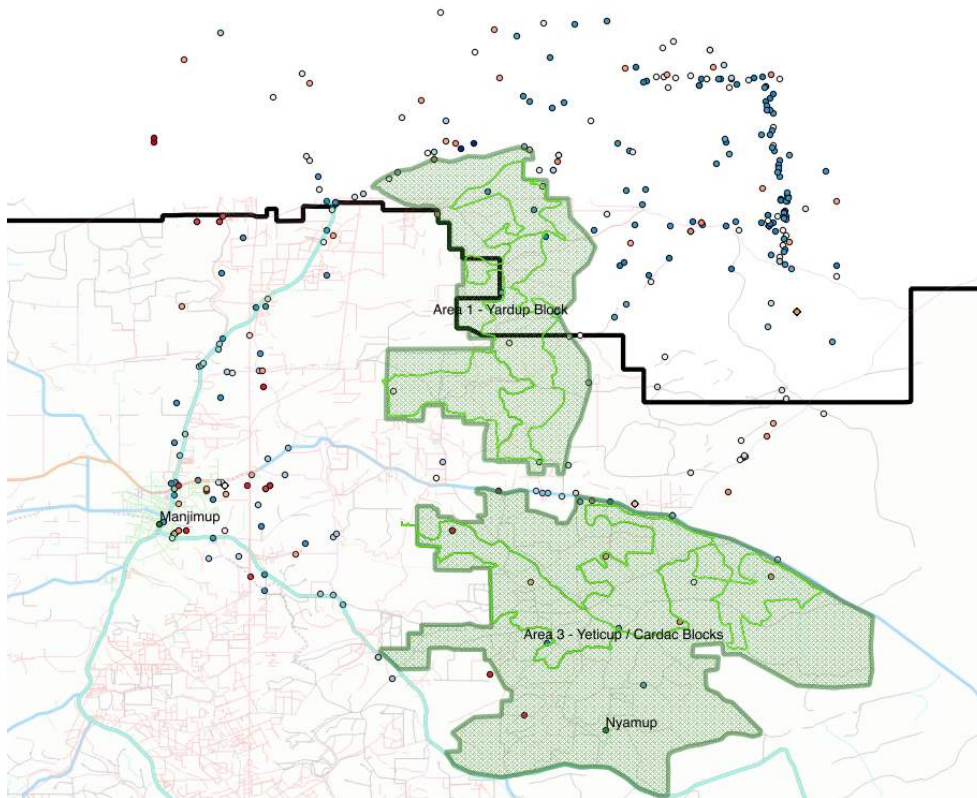


Figure 9: Priority Fauna – DPaW

Rare / Priority Flora

A search was undertaken for the Manjimup area of:

1. Parks and Wildlife's Threatened (Declared Rare) and Priority Flora database,
2. The Western Australian Herbarium Specimen database for Threatened and Priority flora species opportunistically collected in the area of interest
3. Parks and Wildlife's Threatened and Priority Flora List

The search revealed only two entries, *Caladenia longicauda subsp. extrema*, both of which were to the north of and outside the Cardup block.

Drinking Water Source Protection

There are three Priority One (P1) Drinking Water Source Protection Areas in and around Manjimup:

- Manjimup Dam
- Phillips Creek Dam
- Quinninup Dam

Riding in these areas would not be supported by Policy 13, although riding of registered motorcycles on public open roads in these areas is authorised.

The much larger Donnelly River Water Reserve is currently listed as unclassified by the Department of Water and therefore no restrictions would apply to this area.

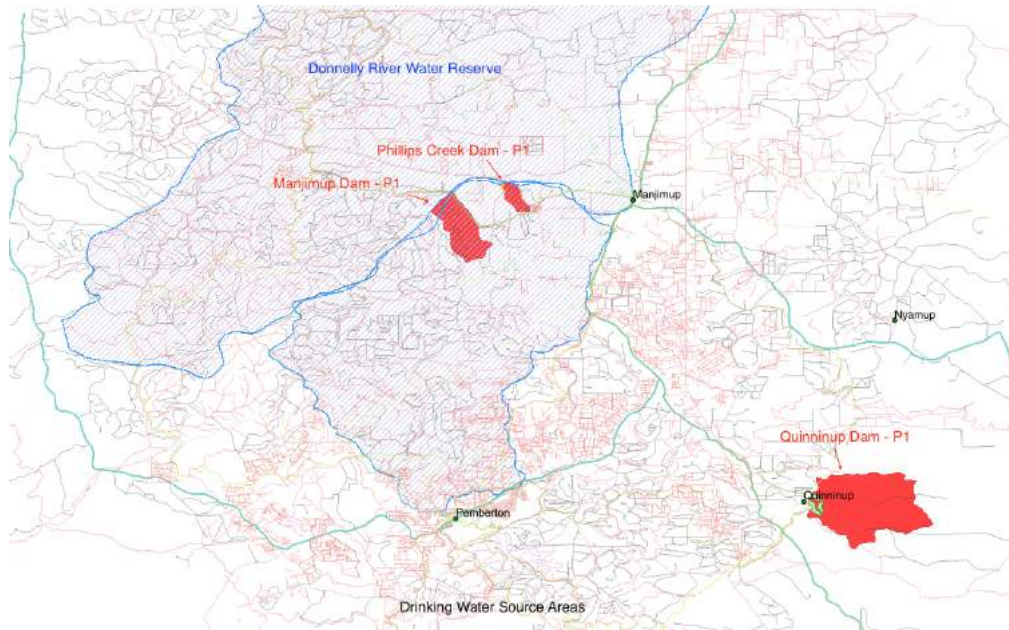


Figure 9: Drinking Water Source Protection Areas

Summary: Constraints

The primary constraints are National Parks, Disease Risk Areas (DRA) and to a lesser extent Environmentally Sensitive Areas (ESA).

Water Source Protection areas are unlikely to impact on the opportunities.

Opportunity Areas

The constraints discussed above rule out certain areas from further consideration. Open public roads will remain viable for adventure bikes and road registered trail bike tourers, but other potential areas not impacted by these constraints need to be identified.

Following extensive desktop analysis, review of areas previously used for enduro events and discussions with the Department of Parks and Wildlife, the following five potential 'precincts' have been identified where the development of trails and trailheads to suit single-track explorers and family explorers may be possible.

- 2. Yardup Block
- 2. Lindsay Block
- 3. Yeticup Block
- 4. Sutton Block
- 5. Graphite Block

The following map indicates the five areas, showing how they avoid the constraint areas while retaining proximity to the Manjimup township.

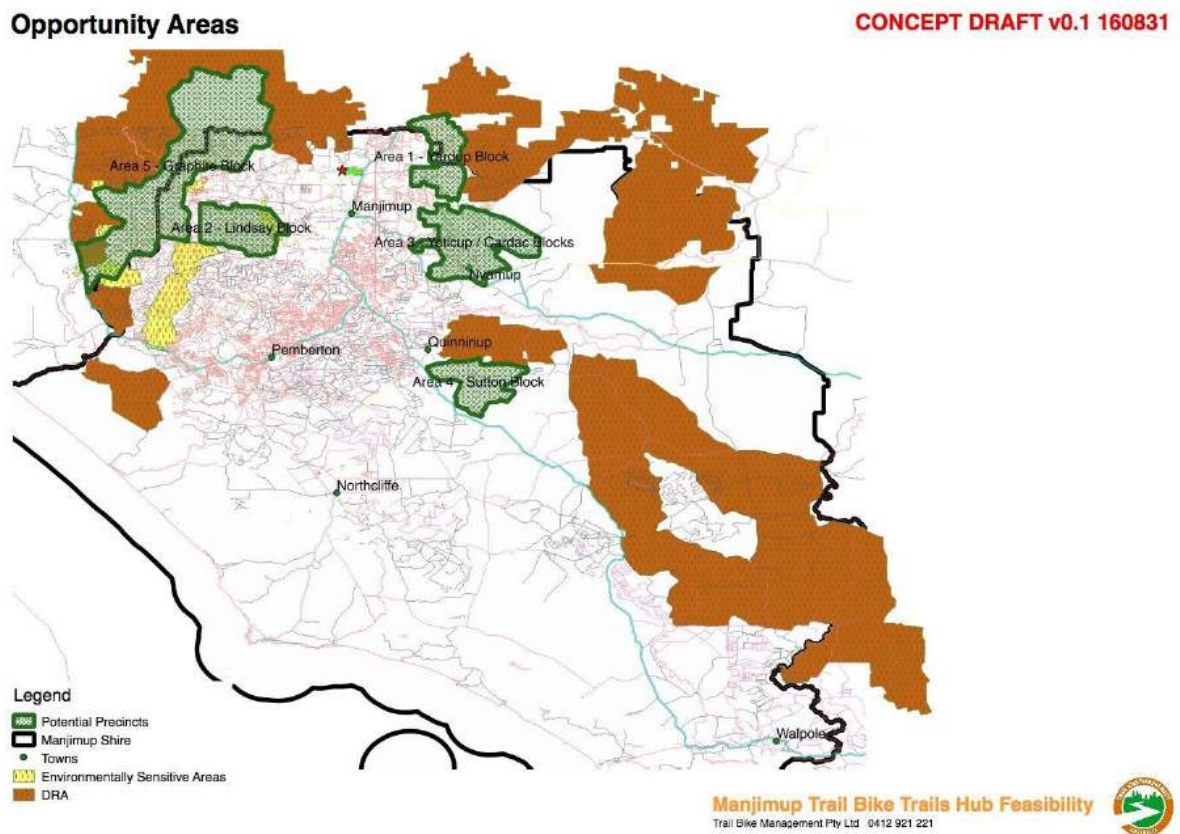


Figure 10: Opportunities Map – Five Precincts

Summary: Opportunities

After excluding areas of constraint there are still a number of potential suitable areas of opportunity for trail bike trails and trailheads within proximity to the Manjimup township.

Trails Hub Inventory Assessment Checklist

The standard “Trails Hub Town Inventory and Assessment Checklist”³ provided by the Department of Sport and Recreation was amended for trail bike relevance using input from the rider focus groups. The checklist was provided to the Project Steering Committee for their assessment and the consultants provided the final assessment used in this analysis. See *Appendix 4: Trails Hub Assessment Checklist* for full details.

The following Spider Graph Analysis has been developed based on this assessment to standardise these results with other Trails Hub Town assessments undertaken for the Department of Sport and Recreation. The higher the score (the closer to the outer circle) the higher Manjimup is rated currently for that criteria, the lower the score are the areas for improvement and development.



Figure 11: Manjimup Hub Inventory Assessment Results

The assessment shows that Manjimup is well provisioned in the foundations or building blocks for the trail bike trails hub with a conducive setting and landscape, history of motorised event approvals, existing trails, aesthetic factors, attractions, accommodation options and planning framework. Further development will be required in developing the trails to suitable standards, developing trailheads, creating and promoting route maps as well as progressing the business and community engagement and establishing formalised organisation and management.

Trail Hub Opportunities and Challenges

General opportunities (benefits) and challenges or costs of Trail Hubs have been summarised up in the work undertaken for the World Class Trails Hub Strategy shown in the table below:

Benefits	Costs
<ul style="list-style-type: none"> <input type="checkbox"/> Investment expended: business and jobs created <input type="checkbox"/> Expenditures of trail users and sales revenues <input type="checkbox"/> Recreation, exercise and health <input type="checkbox"/> Heightened environmental / nature appreciation <input type="checkbox"/> Enhanced community profile; a better place to live <input type="checkbox"/> Meeting place for locals and travellers <input type="checkbox"/> Facilitates volunteer involvement and participation <input type="checkbox"/> Improved aesthetic of local environs and landscape <input type="checkbox"/> Community pride; heightened 'sense of place' <input type="checkbox"/> Conservation and preservation of biodiversity 	<ul style="list-style-type: none"> <input type="checkbox"/> Trail planning, development and maintenance <input type="checkbox"/> Trail infrastructure, facilities and amenities <input type="checkbox"/> Trail marketing, promotion and management <input type="checkbox"/> Illegal parking, camping and unauthorised use of trail <input type="checkbox"/> Vandalism, crime and trespassing <input type="checkbox"/> Litter, disruptive noise and fire damage <input type="checkbox"/> Conflicts between co-users of trails <input type="checkbox"/> Impacts to soil, flora, fauna and ecosystems <input type="checkbox"/> Congestion, overcrowding of local town / precinct <input type="checkbox"/> Spread of ecological diseases or invasive plants

Figure 12: Benefits & Costs of Trails, World Class Trails Hub Strategy³

The following assessment of opportunities and challenges has been derived from the research, consultation, hub checklist results and expertise of the consultants.

Opportunities are deemed to be inherent benefits of Manjimup and criteria that exist or can be fairly easily developed. Challenges are deemed to be inherent constraints and criteria that may be more difficult to develop or overcome and need to be specifically addressed or mitigated.

Opportunities	Challenges
Setting and Landscape - 91% assessment, highly evolved, trail-hub ready.	
<ul style="list-style-type: none"> <input type="checkbox"/> 3.5 hours drive from Perth – a distance that encourages overnight stays. <input type="checkbox"/> 35% of the Shire is State Forest where diversity of recreation is possible with less constraints and is preferred setting by trail bike riders. <input type="checkbox"/> Soil conditions are relatively stable, gently undulating topography is more erosion resistant and is considered a very good surface condition for trail bike riding. <input type="checkbox"/> The mix of vegetation provides opportunities for a variety of sought riding experiences. <input type="checkbox"/> Cooler and damper climate (than Perth) is ideal for trail bike riding, good in all seasons. 	<ul style="list-style-type: none"> <input type="checkbox"/> 3.5 hours drive from Perth – a distance that largely precludes day trips and requires a greater time and travel commitment. <input type="checkbox"/> Some swampy areas will need to be avoided. <input type="checkbox"/> Trails must be monitored and protected. Management mechanisms required to limit access early if unacceptable damage is evident.
Cultural Factors - 100% assessment, highly evolved, trail-hub ready.	
<ul style="list-style-type: none"> <input type="checkbox"/> Manjimup has a long and successful history with off-road motorcycling events. <input type="checkbox"/> The indigenous and settler history – especially the timber industry – can be recognised and promoted via interpretive trails. 	<ul style="list-style-type: none"> <input type="checkbox"/> Greater access controls, necessary to cater for increased rider numbers, may be resisted by long-term riders and locals
Aesthetic Factors - Hub Town - 89% assessment, highly evolved, trail-hub ready.	
<ul style="list-style-type: none"> <input type="checkbox"/> Noise buffering around selected trailheads is possible with sufficient distances to residences. 	<ul style="list-style-type: none"> <input type="checkbox"/> Inspirational places/features that demand or encourage exploration or personal discovery?

<ul style="list-style-type: none"> <input type="checkbox"/> Motorcycle friendly town, welcoming feel - community willingness is evident and needs to be formally developed as part of the project. <input type="checkbox"/> Sense of remoteness, naturalness, visual values is high. 	<p>Inspirational places exist but perhaps not where the trails will be.</p>
<p>Existing routes, tracks and trails - 51% assessment, moderately evolved, available but informal and incomplete.</p>	
<ul style="list-style-type: none"> <input type="checkbox"/> Critical mass of suitable trails exist, but not identified, signed or mapped. <input type="checkbox"/> Suitable locations for trailheads identified but need to be formally assessed and developed. <input type="checkbox"/> Opportunities exist to develop areas for family riding as well as other non-road-registrable vehicle types such as quad bikes and side-by-sides. Use of the provisions of the Control of Vehicles (Offroad Areas) Act. <input type="checkbox"/> By utilising existing trails (including old enduro trails and logging access trails), maximum trail length can be delivered for minimal cost. Many trails can be re-opened simply by clearing re-growth from the original trail tread. 	<ul style="list-style-type: none"> <input type="checkbox"/> Long term sustainability will require an evolving trails network, including the opportunity to 'rest' trails or invoke seasonal closures. <input type="checkbox"/> Distinction between trails available only to road registered motorcycles will need to be clear and unambiguous <input type="checkbox"/> Policy for proposing, assessing and approving trail re-openings will be required. <input type="checkbox"/> Control of Vehicles (Offroad Areas) Act not enacted within Shire.
<p>Access - 63% assessment, moderately evolved, available and planned but incomplete.</p>	
<ul style="list-style-type: none"> <input type="checkbox"/> Sealed or well-graded gravel road from trails hub town to trailheads but maps, signage and promotion will need to be developed as part of the project. <input type="checkbox"/> Good availability of transport services – fuel, maintenance and supply. 	<ul style="list-style-type: none"> <input type="checkbox"/> Trailhead access will need to avoid residence-serving gravel roads, or additional road maintenance will need to be allowed for. <input type="checkbox"/> Funding required for cost of establishing trail head facilities including but not limited to parking, shelters, toilets, signage and interpretation to accommodate groups and possibly events.
<p>Attractions (and Product) - 100% assessment, highly evolved, trail-hub ready.</p>	
<ul style="list-style-type: none"> <input type="checkbox"/> Many natural attractions and features of significance. <input type="checkbox"/> Destinations (with fuel) within 100km <input type="checkbox"/> Destinations (with fuel and accommodation) within 200km <input type="checkbox"/> Tourist offerings- for non-riders - good offerings, but own transport required. 	<ul style="list-style-type: none"> <input type="checkbox"/> Product for non-riding family members will need to consider transport requirements.
<p>Services and Amenities - 70% assessment, moderately evolved, nearing trail hub-enabling.</p>	
<ul style="list-style-type: none"> <input type="checkbox"/> Staffed visitor centre or information hub in a central location with maps and trail information available 7 days/week. <input type="checkbox"/> Several local businesses have expressed interest in providing specific trail-related services. <input type="checkbox"/> Support services available eg laundry, pharmacy, grocery, internet café, ATM. <input type="checkbox"/> Complete Health services available eg clinic, hospital, doctor, nursing centre, ambulance. <input type="checkbox"/> Public toilets, car parking and trailer facilities available in town but trailhead facilities required. 	<ul style="list-style-type: none"> <input type="checkbox"/> Mobile phone coverage at trailheads and potential ORV area requires further investigation. <input type="checkbox"/> Currently supermarkets in town have limited trading on the weekend (i.e. 9am to 5pm Saturdays and 11am to 5pm Sundays) – has known to create a restriction for other events such as the Manjimup 15,000.

Accommodation - 83% assessment, highly evolved, trail-hub ready.	
<ul style="list-style-type: none"> <input type="checkbox"/> A range of accommodation styles and prices meeting needs of each target market – caravan / camping, home stay, motel, hotel, and chalet. <input type="checkbox"/> Trail bike friendly accommodation providers have emerged and require further development. <input type="checkbox"/> Potential new accommodation site in town to be provided as a part of the Town Centre Revitalisation Project. 	<ul style="list-style-type: none"> <input type="checkbox"/> Styles of accommodation may need to be responsive to demand. Requirements currently uncertain.
Activities - 62% assessment, moderately evolved, requires further development.	
<ul style="list-style-type: none"> <input type="checkbox"/> Specialist services available eg local crafts, local produce, gifts, souvenirs. <input type="checkbox"/> Activities available for non-riding family members <input type="checkbox"/> Annual (or otherwise) festivals or events linked to Trails Hub theme can be developed. <input type="checkbox"/> Organised trail bike tours or guided activities can be developed. 	<ul style="list-style-type: none"> <input type="checkbox"/> Events could require substantial volunteer input and management
Planning Factors - 100% assessment, highly evolved, trail-hub ready.	
<ul style="list-style-type: none"> <input type="checkbox"/> Shire of Manjimup Sport & Rec Strat Plan and other strategic or management plans listed in this document support hub activities/services. <input type="checkbox"/> Compatible with established land uses. <input type="checkbox"/> Excellent support from key local and state government agencies. 	
Organisation and Management - 54% assessment, low evolved, incomplete but planned and progressing via this Feasibility Study.	
<ul style="list-style-type: none"> <input type="checkbox"/> The management model should include a ‘Code of Conduct’ and this should be effectively promoted to locals and visitors. <input type="checkbox"/> The management model should encourage and support the establishment of a local riders’ group, potentially under the auspices of the Recreational Trailbike Riders’ Association. <input type="checkbox"/> Formalised trail management schedule/agenda required. 	<ul style="list-style-type: none"> <input type="checkbox"/> The management model must make provision for the recruitment and support of trail maintenance volunteers, from both the local community and elsewhere. <input type="checkbox"/> Potential sources of financial support are known but need to be obtained. <input type="checkbox"/> A financial model that ensures revenue generation to support long term sustainability will be a key requirement to ensure long term viability and support for the project.
Community Engagement - 67% assessment, moderately evolved, requires further development.	
<ul style="list-style-type: none"> <input type="checkbox"/> Develop formalised supporter group to provide source of volunteers & passionate leaders/influencers 	<ul style="list-style-type: none"> <input type="checkbox"/> Traditional concerns around trail bike riding such as noise, trail conflicts, environmental impacts, nuisance behaviour, injuries and liabilities need to be addressed in the Management Plan.
Engagement of Supporting Businesses - 54% assessment, low to moderately evolved, but planned and progressing via this Feasibility Study.	
<ul style="list-style-type: none"> <input type="checkbox"/> Businesses and Manjimup Chamber of Commerce and Industry engaged via Feasibility Study and supportive of the concept. 	<ul style="list-style-type: none"> <input type="checkbox"/> “Trail bike friendly” business program to be developed and implemented.

<input type="checkbox"/> Evidence that some businesses understand the opportunities and are willing to provide products and services targeted towards trail bike riders.	
Marketing - 54% assessment, low evolved, incomplete but planned and progressing via this Feasibility Study.	
<input type="checkbox"/> The Economic Benefit Analysis shows a significant market and economic benefit to Manjimup that is currently unmet in WA and Australia. <input type="checkbox"/> Shire and Parks & Wildlife can incorporate trail hub information in current marketing and promotional material e.g. maps, Southern Forest website etc. This Feasibility Study has provided good identification and understanding of target market and suitable communication methods.	<input type="checkbox"/> Deliberate planning of trail and visitor services to meet target market needs is required if this project proceeds. <input type="checkbox"/> Effective marketing strategy, including branding, website, appropriate promotional maps and communication modes required.
Brand - 67% assessment, moderately evolved, requires further development.	
<input type="checkbox"/> Manjimup already has a strong association with trails and a long involvement with trail bike riding - both can be leveraged to market the trail bike hub.	<input type="checkbox"/> Clear branding will be necessary to correctly position Manjimup to the most beneficial market segments.

Summary: Trails Hub Assessment

Manjimup is well provisioned with the essential raw materials in setting and landscape, existing trails and trail bike usage. The infrastructure, management and marketing factors that need further development are all capable of being developed. There is support for the Hub Concept from the community, business, government and the trail bike riding community.

This places Manjimup in a good position for the Trail Bike Trails Hub.

PART 4: HUB CONCEPT PLAN

This section outlines a vision for the *product* – the trails, facilities and services that would make Manjimup a successful trail bike trails hub.

Up to this point this assessment has focused on the potential of the opportunity. The strategic and regulatory environment, the natural attributes of the area, the size and segmentation of the market and the willingness of customers to consider Manjimup as a trail riding destination have all been examined. All of these point to a sizeable opportunity.

What is now required is an examination of the *product* that could be developed to realise this potential, with particular reference to the question: can Manjimup develop and deliver the product that is required?

As has been previously discussed, a Trails Hub *product* is more than just the trails; more than just the services. It is the packaging of all the elements that go towards a memorable trails experience. Like an automobile, it is made up of many components, most of which are sourced from other suppliers – in this case the accommodation and other commercial service providers as well as private and public land managers. It has been shown that there are several quite distinct market segments that can be targeted, and that there are some common product elements (accommodation and hospitality), and other segment-specific product elements (the trails).

This suggests that the Trail Bike Trails Hub concept is best defined as the assembling, packaging and promotion of combinations of trails and services to best suit the targeted segments, plus the development of new products and services to fill identified gaps in the product.

The components need to be responsive to changing market and customer demands, so the Trails Hub concept must be as much a *process* as it is *product*.

Hub Market Positioning

How the Manjimup Trail Bike Trails Hub is positioned in the market will play a major role in the type of visitors it attracts, the style of trails and accommodation required, and the visitor management needed to ensure environmental and social sustainability. As the first local government authority to consider the potential of trail bikes, Manjimup has the opportunity to determine its preferred position in the market.

The State Trail Bike Strategy identified the following main outcomes that riders are seeking from trail bike riding. While the most used word was *Freedom*, the following were common answers:

Freedom, getting away from it all, adventure, exploring	Mateship - time with friends, social aspects., subculture.	Hobby, an interest including working on the bike.
Stress relief, relaxation	Fun and escapism	Exercise & fitness
Challenge, skill improvement, test abilities	Adrenalin, excitement, thrill, speed	Enjoying the outdoors, environment, scenery
Not having to ride hard all the time like at a club	Access certain areas not accessible by motor vehicle, see Australia	Control

Getting off the beaten track - Away from traffic	Challenge of different natural obstacles	Teaching the children
Meeting new people	Quality family time	Keeps us out of trouble

The responses suggest three main market positions available for consideration:

1. Adrenaline and speed
2. Technical Challenge
3. Adventure and exploration

Adrenaline and Speed: This is not recommended following consultation with Parks and Wildlife on whose land much of the riding would occur. Other than organised events such as enduros, which have only a small proportion of an overall route (the “special tests”) devoted to speed, such a positioning is inconsistent with Policy 18, Visitor Risk Guidelines and the general management of public estate.

Technical Challenge: This is not recommended on the basis of the topography of Manjimup Shire relative to other areas such as the Blackwood Valley. Technical challenge to a trail rider typically requires lots of hills and the flatter terrain around Manjimup mitigates against this. This is not to say that Manjimup trails can’t include an element of technical challenge, just that the overall landscape does not lend itself to ‘owning’ this position.

Adventure, Discovery and Exploration: The State Trail Bike Strategy confirmed that trail bike riding is not all about adrenaline and speed, and that a viable alternative position exists, directed more towards the desires for relaxation, exploration, outdoor discovery / appreciation and family time / mateship. This aligns well with DPaW’s Policy 18 and the Parks for People program.

Recommendation: Positioning

*The market position of **Adventure, Discovery and Exploration** is more aligned with eco-tourism than with motorsport, and is the recommended position for the Manjimup Trail Bike Trail Hub.*

Getting the positioning right not only tells prospective visitors what to expect from the area, but also what is expected of them. “*Enjoy and respect the trails and the local community*” is the message of this position.

Selecting the market position serves as a filter to help determine which segments of the market to promote and cater to. Not every riding segment needs to be targeted. As ‘first mover’ into the market, Manjimup has the option to pick the highest value segments – the riders who are likely to contribute more to the local economy and impact the least on the community and environment.

For the purposes of this section we will assume a ‘**trail bike adventure tourism**’ position as the initial market positioning and product offering.

In terms of the Rider Segmentation discussed earlier this positioning supports the following:

Strong attraction	Partial attraction	Weak attraction
Adventure Riders Trail Bike Tourers Family Explorers Mini Riders	Single Track Explorers ATV Tourers ¹	Motocross Simulators

¹ ATV Tourers rated as ‘Partial Attraction’ recognising the legal constraints in providing touring trails with sufficient distance

Vision & Mission

Vision

Manjimup is a place where trail bike riders feel welcomed and have a high quality trails experience exploring the forest. It is a favourite regular destination for Western Australian riders, and a 'must-do' experience for riders outside the state.

Mission

By 2022, Manjimup will have an international reputation as a pioneer in trail bike adventure-tourism and as a location offering excellent adventure bike routes and trail bike trails. It will be well on its way towards providing a genuine trail exploration experience for families.

The Manjimup community and economy will appreciate the benefits brought to the town and Shire through this initiative and will be proactive and innovative in developing new services.

Riders will show their appreciation for the trails and facilities by respecting the environment, engaging in volunteer trails maintenance work and supporting the local economy with their custom.

Physical Components

A Trails Hub needs to consist of the following:

1. Trails and trailheads including infrastructure and facilities
2. Town including food, accommodation and services
3. Products and services

Trails and trail infrastructure

ORV Trail Development Principles

The core of the trails experience is the trails. Before looking at the detail of the Hub Concept Plan it is important to consider some specific trail development principles for off-road vehicles.

Rider Dispersal

Dispersing riders improves the rider experience while reducing trail maintenance, noise impacts and collision risk.

Apart from area size and length of trail systems, dispersal can be achieved by providing multiple loops or trail junctions which act as a decision point for rider to select their route. The more decision points, the greater the chance of dispersal. Riders can disperse more quickly when trail junctions are provided near the trailhead or car park.

Mileage and Variety

Motorcycle riders can travel further than walk and cycle trails users and so require more trail mileage. To keep riders on trail and reduce user-generated trails, sufficient quantity of trail must be provided. One way to increase the perceived length of trails is to reduce the average speed the trails can be ridden via trail design, which also has safety benefits and reduces trail impacts.

Expanding the *variety* of trails adds to the quality of the experience and caters to different levels of riders and vehicle types. Trail variety can be expanded by adding loops, trails of different widths from single trail to twin-track to firebreaks and roads. Using topographical features such as hills and different trail surfaces can add to the user experience. Providing beginner areas, learner loops, skills training sections and technical challenge courses provides variety.

Trail Classification

Providing a range of difficulty levels helps spread visitors and meets a range of needs. By indicating the length and difficulty of trails with a clear signage system, visitors will be able to locate their preferred type of trail easily.

There are currently no accepted national or international standards for rating trail bike and ATV trails, so any classification system will be largely subjective. There does, however, appear to be broad support for adopting the three-tier classifications as used in mountain biking and skiing - these are currently used by Parks and Wildlife and Department of Sport and Recreation for trails;

- Easy - Green
- Moderate – Blue
- Difficult - Black

One-Way Trails

While one-way trails may appear safer, there is an alternative view that suggests this might not be the case:

- One-way trails give a false sense of security. There can be no guarantee of no oncoming traffic, so riders should always ride in a manner that they can take avoidance action.
- Riders will change their riding behaviour (slow down, stay left) if there is a possibility of a bike coming in the opposite direction, meaning a two-way trail can be safer than one-way.
- Two-way trails increase the trail inventory and double the mileage because trails ride differently in different directions.

There are times when it *is* appropriate to have one-way trails - generally shorter loops and novice / children's circuits or technical challenge single track, but they require:

- A limited number of controlled access points
- Increased signage, with increased monitoring and replacement, to warn and educate riders as to the direction of travel.

Trail Concept Plan

For the purposes of establishing feasibility the Trails Concept Plan in the following table is limited to a conceptual description of the different trail types and suggested precincts in which some of the more intensive trail uses could occur. Final selection of initial trailheads and alignment of initial trails would occur once a decision to proceed has been reached and will require more detailed planning and assessment.

Different bikes and riding experiences have different geographic range. Adventure bikes have the broadest range, both in terms of fuel capacity and the long-distance experience sought by riders. Trail bike tourers have a shorter range, although this often extends to inter-town trips. Road registered single-track explorers tend to operate in more confined ranges, but often travel between precincts. All non-road-registered bikes and unlicensed riders are constrained by the availability of private property (including commercial parks) or gazetted Off Road Vehicle Areas.

This scope of routes that could include Manjimup as starting, mid-point or end destination is approximated in the following illustration:

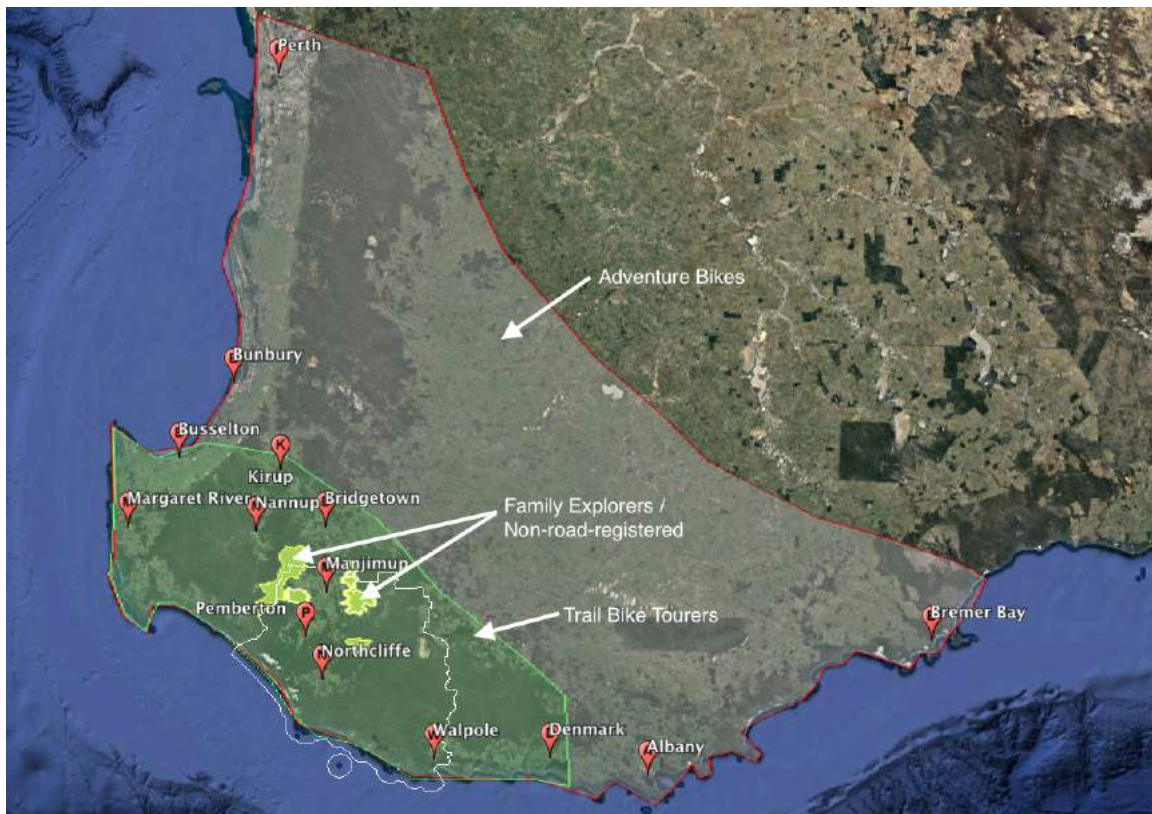


Figure 13: Conceptual Geographic Scope of riding experiences

Trail Concepts

Segment	Trail Description	Suggested Location	Target Distance	Development Requirements ¹	Priority
Adventure Riders	Established minor unsealed roads and management tracks. Can be connected by sealed road sections where necessary. Trail length up to 300km	Several Perth-Manjimup and Bunbury-Manjimup routes, plus routes to and from all towns within a 200km radius of Manjimup where suitable roads and trails exist.	2,000km	Rider-proposed routes. Evaluated, described, mapped and promoted. No new trail construction required.	1
Trail Bike Tourers	Established minor unsealed roads, management tracks, firebreaks, and former logging roads. Can be connected by sealed road sections where required to avoid DRA or private property. Trail length up to 120km. Incorporate single-track sections as authorised or developed for single-track explorers.	One-day loops to Nannup, Bridgetown, Quinninup, Pemberton, Northcliffe. Would share many road / trail segments with Adventure riders. Half day loops around Manjimup, eg Cardup, Yeticup, Lindsay, Sutton, Graphite blocks	1,250km	Rider-proposed routes within agreed zones. Evaluated, described and mapped. Some overgrown (eg old logging) trails to be trimmed. Some remediation or preventative maintenance as required. Routes promoted, selected routes to be progressively signed. No new trail construction required initially.	2
Single-Track Explorers	Road Registered: Planned and developed single-trail sections characterised by short straights and medium-short radius turns, connected by former logging roads, old enduro loops, and minor unsealed roads. Off-Road Registered: As above, but restricted to gazetted Off Road Vehicle Trails or gazetted Off Road Vehicle Area(s).	Approved trails within designated blocks – eg Yeticup, Cardup, Lindsay, Sutton, Graphite. More potential within plantations where any impact will periodically be erased by harvesting. Alco Block (north of rifle range) a possibility for a trail-intensive Off Road Vehicle Area pilot	750km	Many single-track trails already exist and could be proposed for sanctioning. New trail development would follow DPaW Trails Development Framework. Off Road Vehicle Trail requires a specific Control of Vehicles (Off Road) Act gazettal process. Single trail is typically planned and flagged, then ‘ridden in’ rather than	3 4 ²

¹ All new proposed trails will need to go through the DPAW Trails Development Process.

² ORV gazettal process would commence concurrently with Priority 1 to allow for regulatory / approvals timeframe.

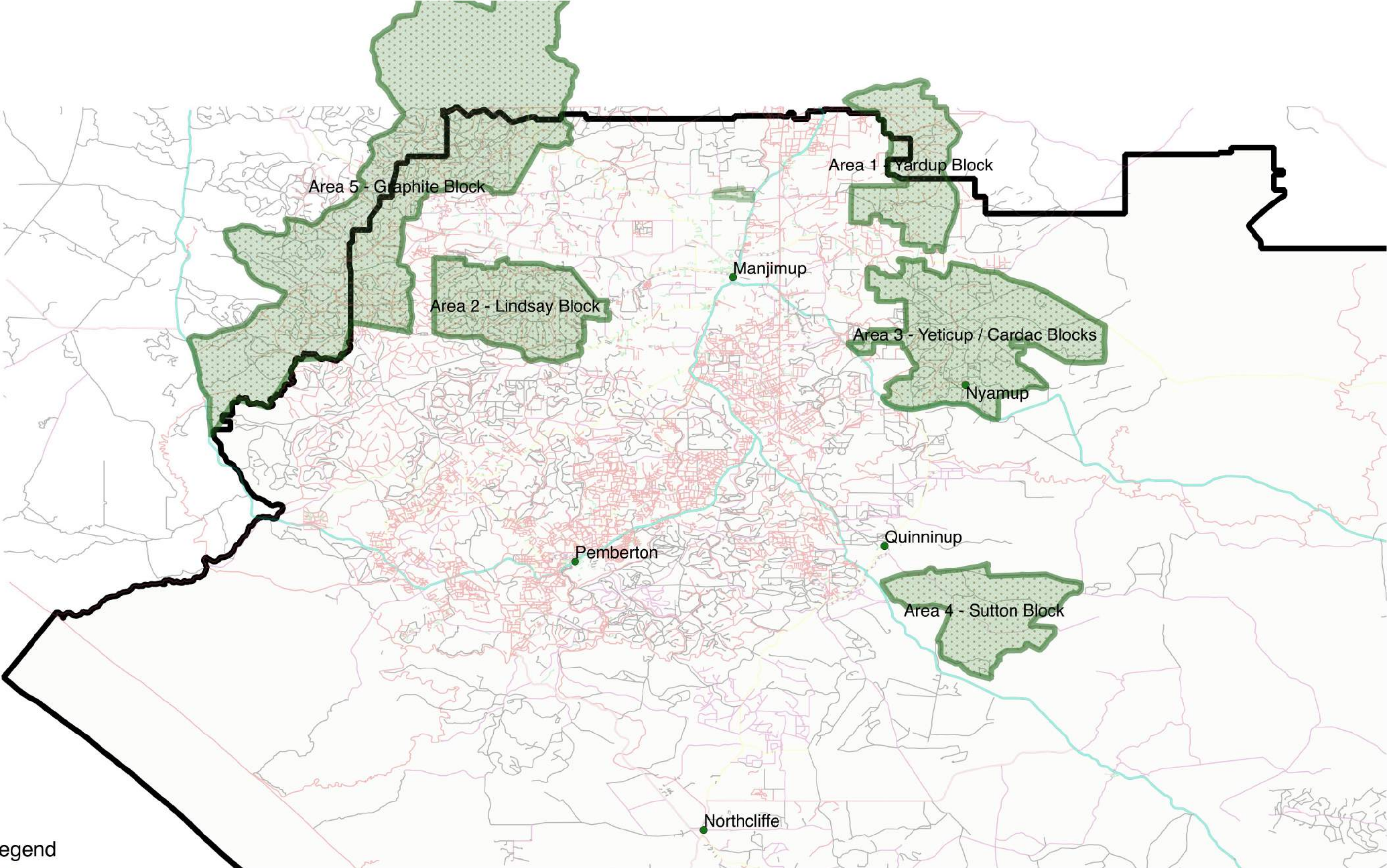
	Stacked loop format up to 70km			mechanically cleared. Routes would then be mapped and signed.	
Family Explorers	Trail characteristics as per Trail Bike Tourers, need to be gazetted as Off Road Vehicle Trails. Stacked loop format with trail length up to 50km.	Approved trails within designated blocks – eg Yeticup, Cardup, Lindsay, Sutton, Graphite, Alco	150km	Selected routes within identified blocks would be gazetted as Off Road Vehicle trails and designated as Family Zone trails.	4
Mini Riders	Flat, smooth, firm stacked loop trails of up to 1.5km, adjacent to ORV area trail head / car park or accommodation	One or more in areas designated for Family Explorer riding. Commercial operators including opportunities on private property as an adjunct to accommodation or other riding options.	5km	Constructed and maintained circuits in the ORV area.	4
ATV Explorers	Trail characteristics as per Trail Bike Tourers, need to be gazetted as Off Road Vehicle Trails. Ideally associated with an attractive natural camping destination.	Not yet determined	Not yet determined	Selected routes within identified blocks would be gazetted as Off Road Vehicle trails and designated as ATV Touring trails.	5
Motocross Simulators	Practice circuits up to 1.5km	Commercial operators on private land as an adjunct to accommodation or other riding options.	-	Constructed and maintained circuits, privately funded and managed.	-

The following five ‘precincts’ have been identified for the potential development of trails and trailheads, subject to further evaluation as per DPaW Development Framework:

1. Yardup Block
2. Lindsay Block
3. Yeticup Block
4. Sutton Block
5. Graphite Block

The following pages provide detailed maps of each of the five identified precincts. The trails marked are for illustrative purposes only and are not proposed trail alignments.

Overview of Identified Precincts

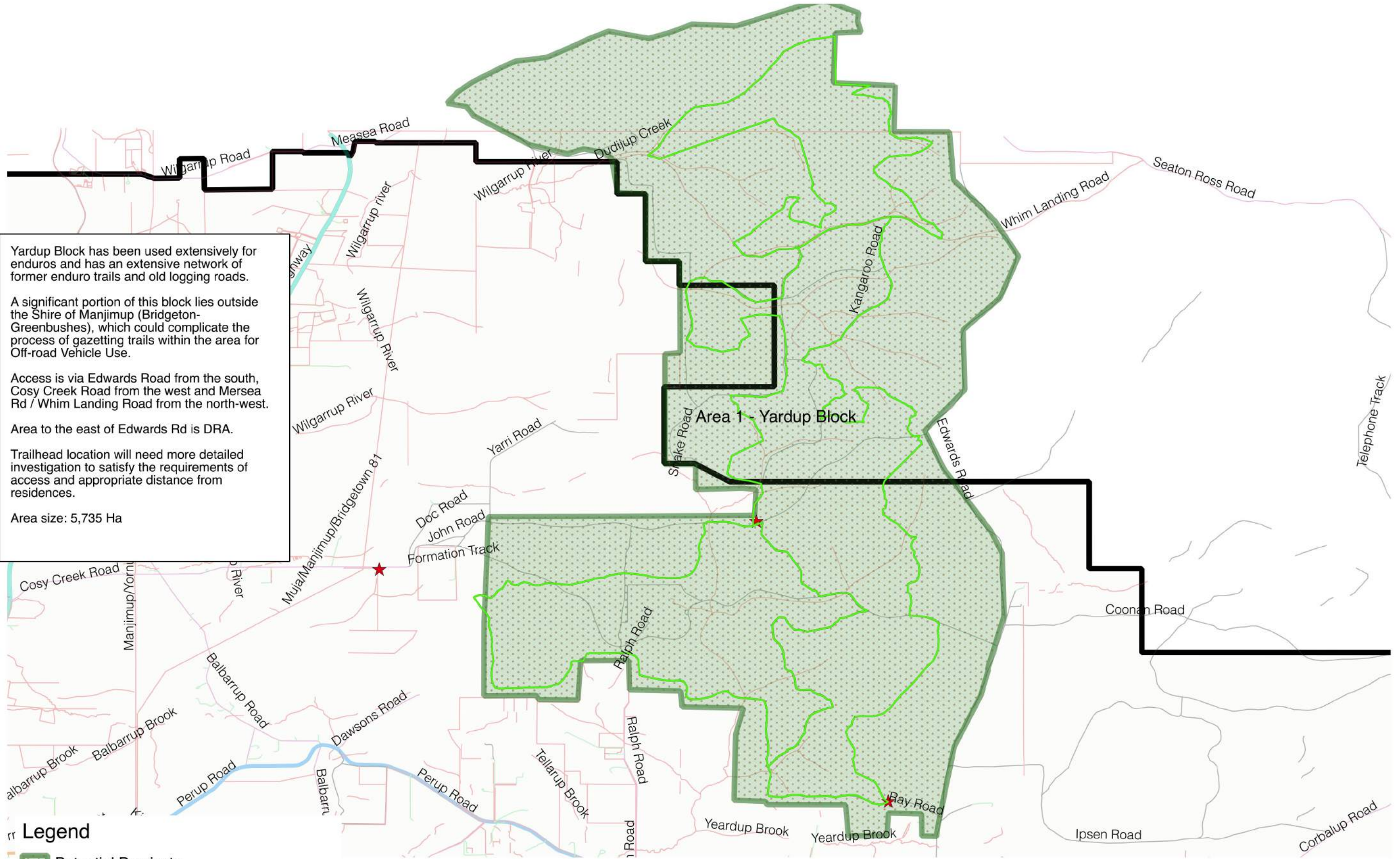


Legend

- Potential Precincts
- Manjimup Shire



Yardup Block



Yardup Block has been used extensively for enduros and has an extensive network of former enduro trails and old logging roads.

A significant portion of this block lies outside the Shire of Manjimup (Bridgeton-Greenbushes), which could complicate the process of gazetted trails within the area for Off-road Vehicle Use.

Access is via Edwards Road from the south, Cosy Creek Road from the west and Mersea Rd / Whim Landing Road from the north-west.

Area to the east of Edwards Rd is DRA.

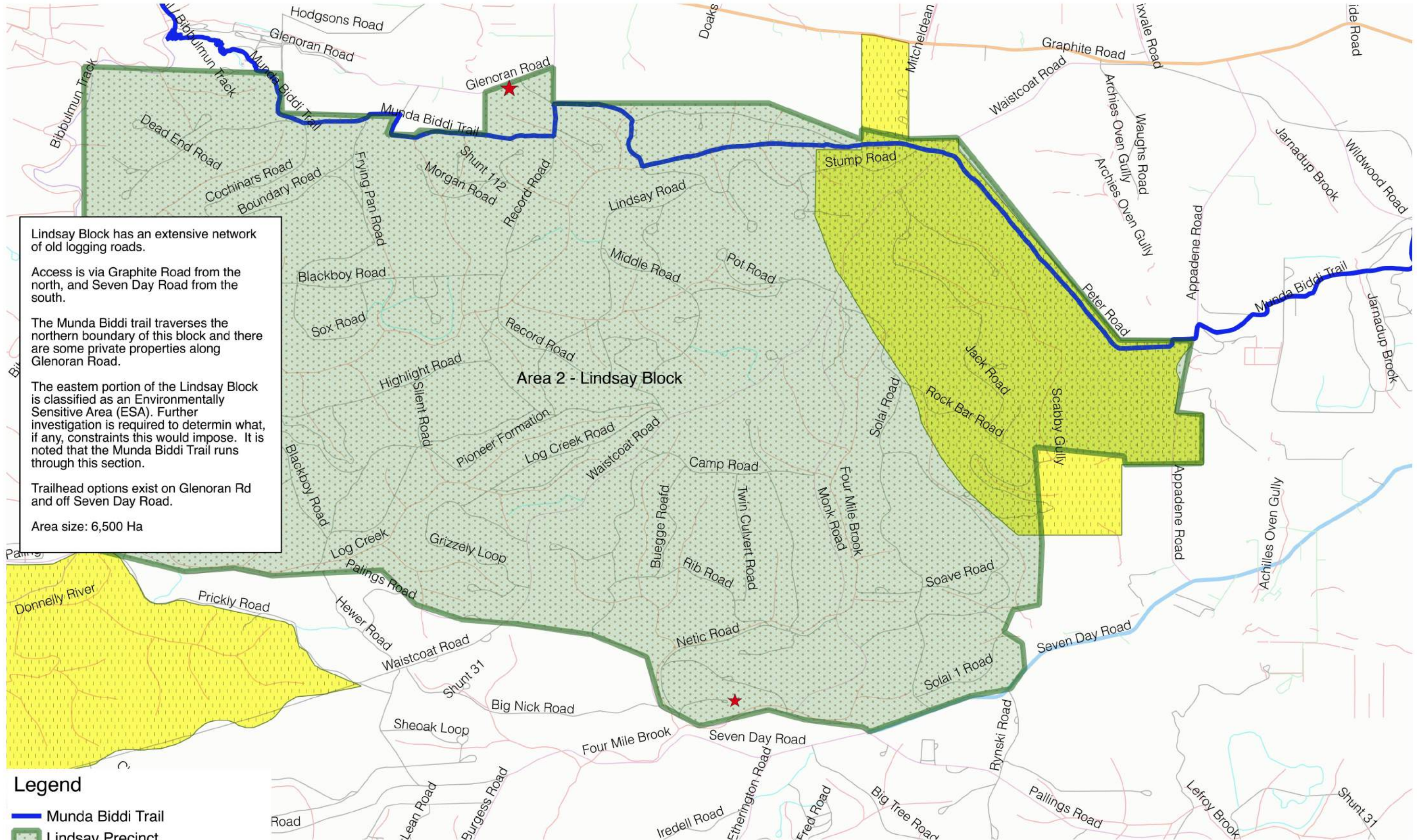
Trailhead location will need more detailed investigation to satisfy the requirements of access and appropriate distance from residences.

Area size: 5,735 Ha

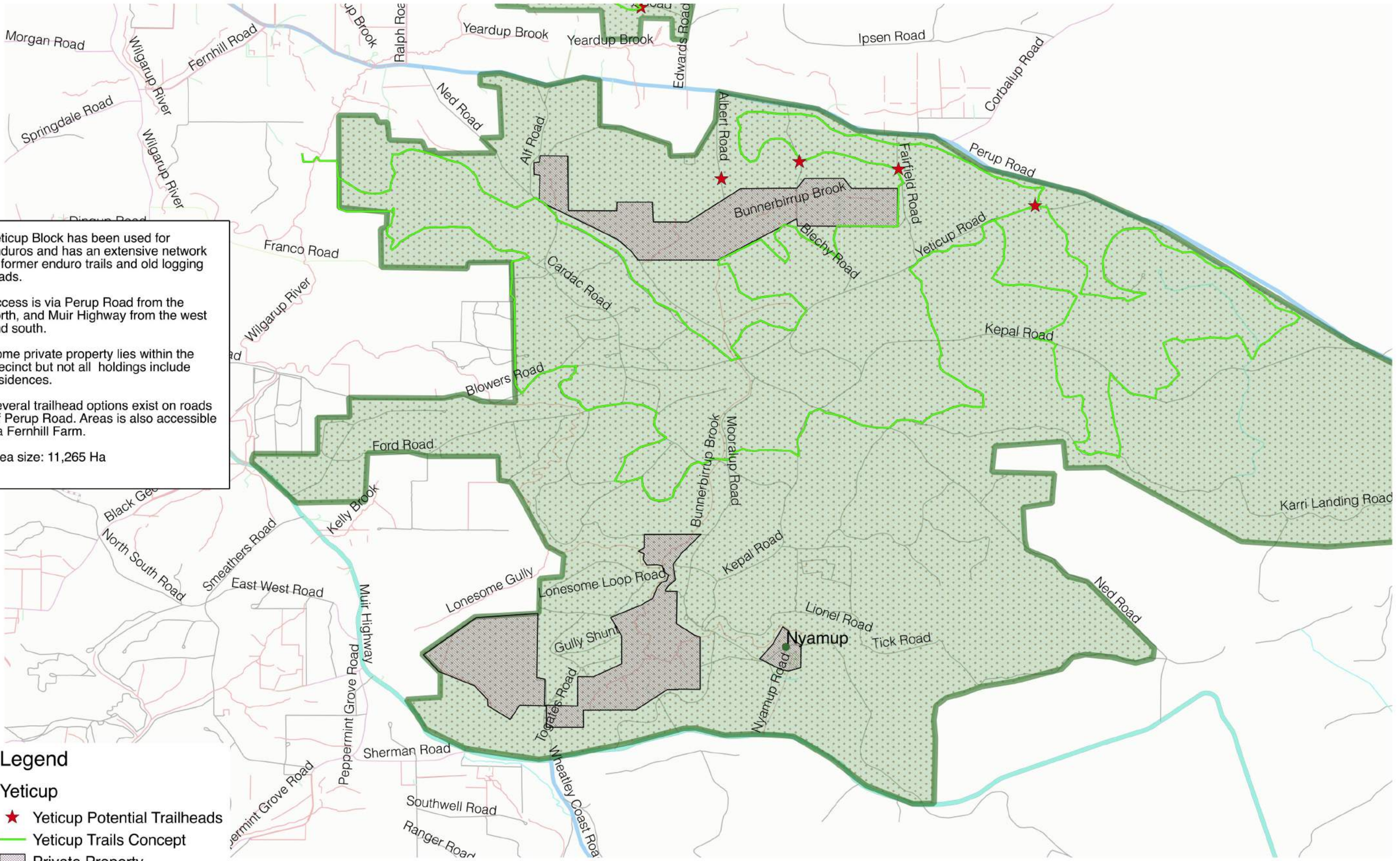
- Legend**
- Potential Precincts
 - Manjimup Shire
 - 1 Yardup Potential Trailheads
 - 1 Yardup 50k loop concept



Lindsay Block



Yeticup Block



Yeticup Block has been used for enduros and has an extensive network of former enduro trails and old logging roads.

Access is via Perup Road from the north, and Muir Highway from the west and south.

Some private property lies within the precinct but not all holdings include residences.

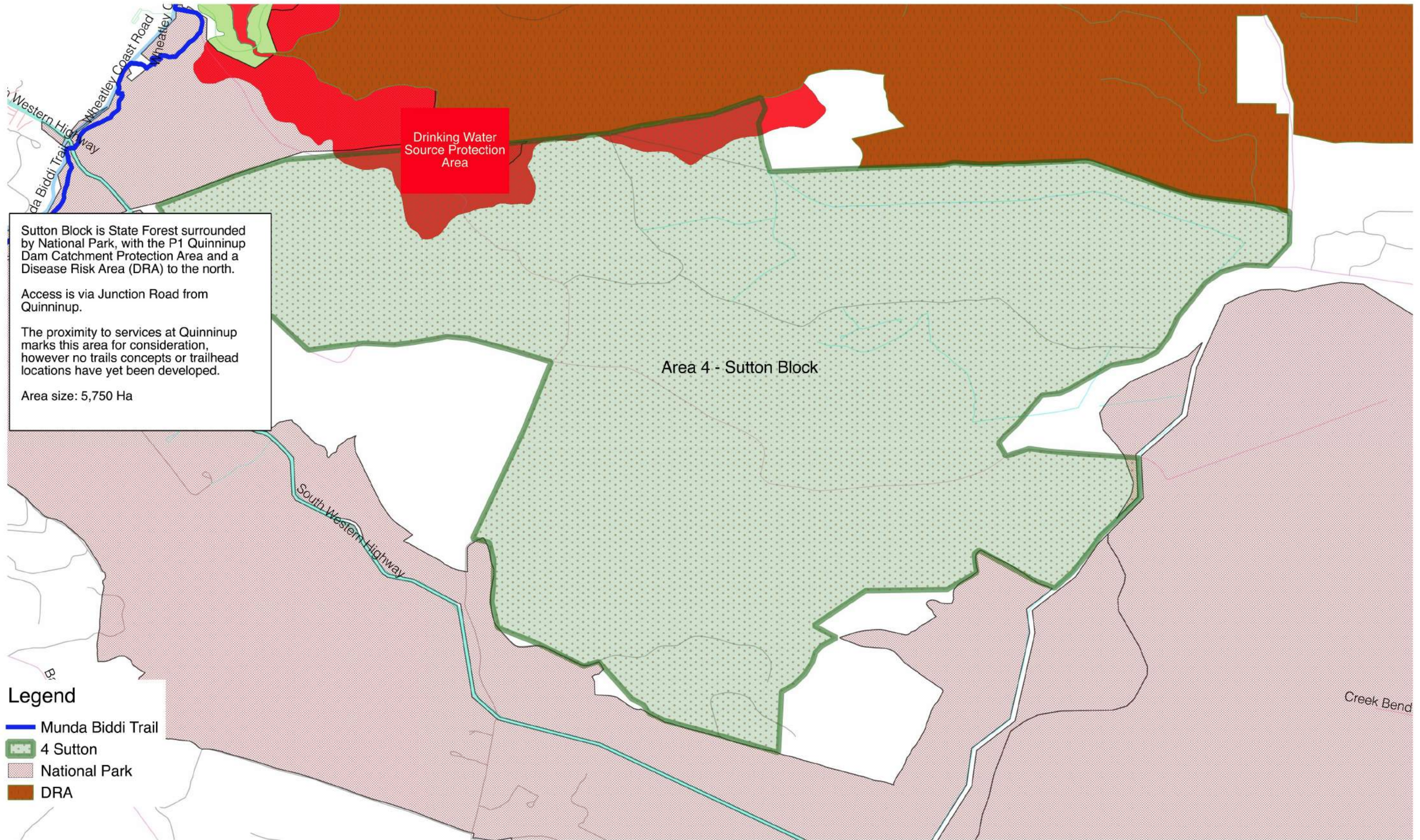
Several trailhead options exist on roads off Perup Road. Areas is also accessible via Fernhill Farm.

Area size: 11,265 Ha

- Legend**
- ★ Yeticup Potential Trailheads
 - Yeticup Trails Concept
 - ▨ Private Property
 - ▭ Yeticup Precinct



Sutton Block



Sutton Block is State Forest surrounded by National Park, with the P1 Quinninup Dam Catchment Protection Area and a Disease Risk Area (DRA) to the north.

Access is via Junction Road from Quinninup.

The proximity to services at Quinninup marks this area for consideration, however no trails concepts or trailhead locations have yet been developed.

Area size: 5,750 Ha

- Legend**
- Munda Biddi Trail
 - 4 Sutton
 - National Park
 - DRA



Graphite Block

Graphite Block is a large area of State Forest on the western perimeter of Manjimup Shire, extending into Nannup Shire.

It is an important trails corridor for Nannup - Manjimup routes and both the Munda Biddi and Bibbulmun Trails pass through.

There are extensive areas of DRA to the west and north east.

Some roads in the area have been closed due to the load-bearing capacity of bridges, and these would be suitable for trail bike use.

Adequate sound buffers between trail bike trails and walking / cycling trails would be desirable.

No trails concepts or trailhead locations have yet been developed for the feasibility study.

Area size: 30,000 Ha

Area 5 - Graphite Block

Manji

Legend

-  Manjimup Shire
-  DRA
-  Munda Biddi Trail
-  Bibbulmun Track
-  5 Graphite

Alco Block is a small Timber Reserve just north of Cosy Creek circuit.

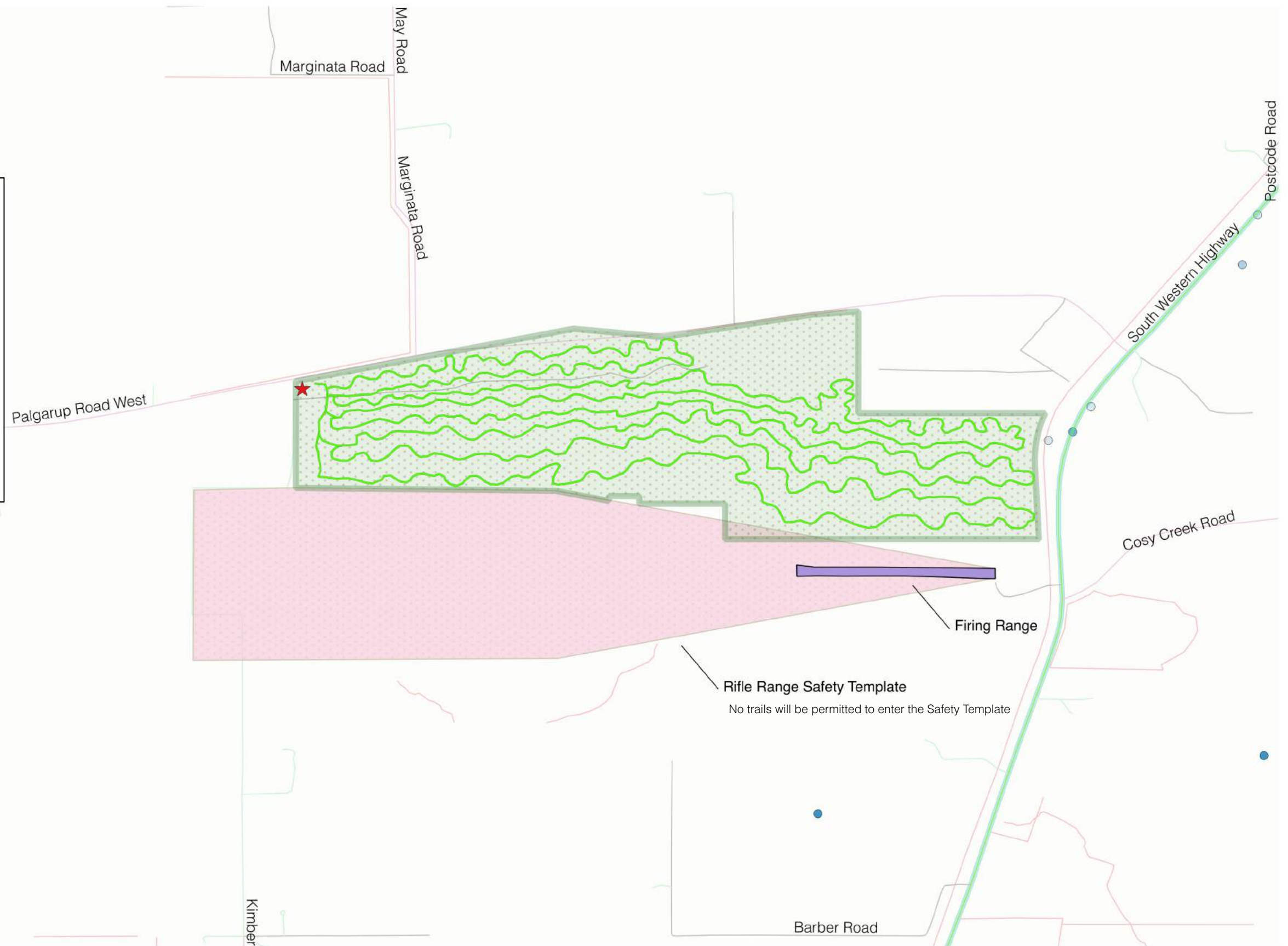
The Manjimup Rifle Range occupies the southern part of this block.

Alco Block has been identified as a possible intensive use area where a single-trail network could be developed.

Access is via Palgarup Road West and there is potential for a trailhead at the north west corner.

it is anticipated that approximately 20 km of single-direction single-trail could be developed in a stacked loop format within this block.

Area size: 154 Ha



Legend

- Alco Block
- Trails Concept
- ★ Potential Trailhead
- Rifle Range Safety Template
- Ralston Road

Trail Rotation and Rehabilitation

Seasonal closure is an acknowledged trail management protocol. The options are to reduce inventory during seasonal closures, or to maintain inventory by opening other trails concurrently with closing those which need seasonal protection. If the season for closures (eg the wetter months) coincides with periods of high rider demand, then reducing inventory is not a good option. This suggests that trails need to be rotated to maintain a consistent inventory from season to season.

The availability of old logging roads and former enduro trails provides an opportunity for trail rotation and rehabilitation. This will not only assist with trail sustainability, but also will provide variety and a sense of continuing exploration for repeat visitors.

An implication of this is that maps and downloadable routes will need to have 'expiry dates' so that visitors will use those trails currently open at the time of visit. 'Resting' trails should have entrances concealed, with 'Trail Closed' signage and physical barrier to serve as a reinforcement at the beginning of the trail but not visible from the trail entrance.

Recommendation: Trail Rotation

Trail resting should be a management principle to ensure that an appropriate number of trails are available to visitors based on trail traffic counts. Trails would also be closed where specific problem areas required remediation, or for seasonal reasons, eg waterlogged trails in swampy or low-lying terrain.

Capacity indicators

It is important to estimate the maximum 'carrying capacity' of the trails network both for safety and sustainability considerations. This is unlikely to be precise, but at least it will give a sense of the level of activity that could occur.

Based on the data used to construct the economic model, and assumptions (for the purpose of this exercise) that (a) all riding occurs on weekends, and (b) riding is evenly distributed throughout the year, the following rider numbers per riding day would be expected.

	Adventure	Trail / Enduro	Unreg.	ATV	Family
Riders per weekend day	139	243	169	55	58

Adventure riders can probably be discounted from the capacity study, based on the types of roads and trails that they would be riding and their greater dispersion throughout the Shire.

Trail bike tourers can be expected to be dispersed through an inventory of trails exceeding several hundred kilometres when the inter-town routes are considered, so the 'touring routes' should not be a concern. Some trail bike tourers would be riding in the same areas as the proposed gazetted Off Road Vehicle trails.

This suggests that the main capacity impact will be on any gazetted Off Road Vehicle trails, as these will be the most limited in number and trail mileage.

If we were to assume that 25% of trail / enduro riders, and 100% of Unregistered / ATV and Family riders would be utilising the Off Road Vehicle trails network, then there is a total average of 343 riders per day based on the above assumptions.

If they were all on the same trail at the same time, and it was considered desirable to provide separation of 1 km between riders, then that trail would need to be 343 km long. But riders tend to ride in groups, so assuming an average group of three riders, and a desired spacing of 1km between groups, a total trail length of 115 km would be required.

The recommended target of 150 km of Off Road Vehicle gazetted trails would therefore appear to adequately cater for the potential rider numbers.

Infrastructure

Parking and Trailheads

Adventure Bike Riders – not required as these riders will ride directly from their accommodation.

Trail Bike Tourers – will most likely ride from their accommodation if embarking on a point to point ride, but may trailer their bikes to a trailhead if riding some of the local blocks.

All other riders – will require parking / unloading facilities at the trailhead.

Parking areas / trailheads should:

- Be located no closer than 1km from the nearest residential or noise-sensitive premises;
- Be less than 1km from a sealed access road (preferably accessed directly by sealed road)
- Not require access via an unsealed road that is also used as access to residential premises
- Be positioned to enable trail options (for rider dispersal) close to the trailhead
- Have concurrent vehicle capacity of approximately 25% of the anticipated daily rider count (this allows for multiple riders per vehicle and rotation throughout the day)
- Have parking bays long enough to include a trailer (approx 11m)
- Have clear trailhead signage and area map / information
- Have an earth mound or similar structure for ute loading / unloading
- Ideally have picnic benches / shelters & toilets
- Preferably be within mobile phone coverage
- Ideally have rubbish bins, if collection is practical. It is noted that DPaW typically does not support the provision of bins at such facilities and the Shire has advised that it would not provide this service. Either a third party contractor would need to be engaged, or 'Leave no Trace' principles would need to apply and all trailhead users would be encouraged to take their rubbish away with them.

Information Bays

Information bays should carry the Trail Bike Trails Hub branding and provide information on:

- Trails map including distances, difficulty ratings, options and any emergency access routes
- Details of the types of vehicles permitted and not permitted in the area
- Examples of signage that may be encountered
- Any known risks or hazards that are inherent in the area
- Code of conduct for the area
- Emergency contact details

Signage and Trail Marking

See Section “Signage and Control” in Part 5: Implementation and Management.

Interpretive Sites

Where appropriate, areas of local or historical significance should be identified on maps and with signage. Trail bikes can provide practical access to remote places. This may create unique opportunities for discovery and heritage appreciation on Family Trails.

Picnic facilities

Formalised picnic areas would most likely be positioned at trailheads, however there is opportunity to identify attractive rest areas along trails that can be used as picnic destinations, particularly on designated Family Trails.

Toilets

The decision to instal toilets at trailheads should be assessed based on visitation rates and an agreed threshold.

Water

Potable water is not considered an essential requirement as it is the universal practice of trail and adventure bike riders to carry adequate water via a camelback device.

Hub Town

65% of survey respondents said it was either essential or preferred that local businesses and the community had a welcoming attitude - it was consistently the number one rated important “service” amongst all market segments.

Each local business will have the opportunity to align with the Trail Bike Trails Hub theme. The extent to which they do so will be their own commercial decision.

Recommendation: Business Program

A ‘Trail Bike Friendly Business’ program should be made available (similar to the Munda Bididi program for cyclists) so that local businesses know what branding and service opportunities exist and are supported and promoted accordingly.

Being a ‘Trail Bike Friendly’ local business need not involve a significant change to operations, facilities or branding. While the details of the Trail Bike Friendly Business program are beyond the scope of this feasibility it is likely that a low qualifying threshold would be set in order to encourage as many businesses as possible to engage.

Examples might include

- trail bike paraphernalia on display (posters, photos, wall-mounted handlebars etc),
- re-naming of certain products (e.g., a cafe could have a separate menu printed with themed meals like a ‘Husa-burger’, ‘knobby fries’, ‘eggs Bultaco’ etc)
- Hooks for hanging jackets and helmets
- A goggle-cleaning station
- Moist towelettes for face-wiping
- See next section for more potential products and services

Products and Services

The following trail bike specific potential products and services were raised throughout the consultation process. These identified products and services will help businesses understand how they can tailor their services to the market.

PRODUCT	PROVIDER	STATUS
Secure overnight bike storage	Accommodation providers	Not currently provided.
An app with downloadable trails, route information and service directory	Foundation with support from Trail Hub Partners.	Not currently provided.
Staffed visitor centre open 7 days	Shire	Provided
Secure drying room for riding gear	Accommodation providers	Not currently provided.
After hours mechanical service and bike breakdown recovery service	Local business opportunity	Not currently provided.
Pre-arranged on-trail re-fuelling service	Local business opportunity	Not currently provided.
Interesting places to visit	Provided	Provided - Tourism, Shire and individual providers to market to riders.
Trail bike friendly accommodation options	Accommodation providers	Possibly provided but not indicated or marketed.
After hours medical	Manjimup Hospital	Provided
Downloadable maps - PDF and GPS	Foundation	Not currently provided.
Bikewash at accommodation	Accommodation providers	Not currently provided.
Private properties and commercial providers providing different experiences eg extreme, family, motocross.	Accommodation providers, property owners.	Not currently provided.
Bag transport for next destination	Local business opportunity	Not currently provided.
Guided rides with support	Local business opportunity, West Coast Trail Bike Safaris.	Partially provided but not specifically.

The product and service ideas raised by survey respondents should not be seen as an exhaustive list. The process of niche marketing involves getting to know a target market, and this will uncover new ways of creating value for the market – and new revenue opportunities for local businesses.

Summary: Hub Concept Plan

The concept plan highlights the diverse route, trail and area options that can be developed to service the identified market segments.

Visitor services can be customised to provide a trail bike friendly environment with little additional expense or change to processes.

PART 5: MANAGEMENT & IMPLEMENTATION PLAN

This section sets out a potential Management Model and sequencing of activities that will enable the trails hub concept to develop progressively; leveraging emerging opportunities whilst minimising risk.

Before we can review the development priorities and the Implementation Plan, we need to consider the potential Management Model in terms of resources, management, governance and the relationships between the various stakeholders.

Management Model

Ongoing management is required for the physical amenities (trails, trailheads, signage), the social/behavioural management of the trail users and visitors and the promotion of the Hub to visitors.

The Management Model proposed below is predicated on advice received from the Shire of Manjimup and the Department of Parks and Wildlife that the proposed Trail Bike Trails Hub should be self-sufficient and sustainable, and not reliant on funding or resources from either entity.

Manjimup Trail Bike Hub Foundation

An owner, driver, manager of this initiative is critical to getting the Hub off-the-ground, in the initial success and the ongoing effectiveness of the Hub. As with other major trail initiatives such as the Bibbulmun Track and the Munda Biddi it is proposed that a Foundation be established to drive the development and provide ongoing commitment and management for the Hub.

The Foundation should be an incorporated not-for-profit to manage the development, maintenance and marketing of the Hub in partnership with the Shire and Parks and Wildlife. The Foundation would be the primary focal point for community-based support and accessing and prioritising funding.

An alternative to setting up as its own organisation, would be for the RTRA, the Warren Blackwood Alliance of Councils or another suitable organisation to host the Foundation under its own organisational structure, and/or incubate the Foundation until it was self sufficient. The RTRA is in the process of developing "Friends of" groups for off-road vehicle areas.

The Foundation's objectives would be to support the Trail Bike Hub by

1. Working with the land managers and Manjimup community to fulfill the Hub objectives via management, maintenance and development of the Hub concept, the trails and trailheads;
2. Encouraging people to volunteer to help the Foundation and its work;
3. Providing direction for the ongoing maintenance, development and management of the Hub;
4. Raising revenue for the development, maintenance, management and promotion of the trails, trailheads and facilities;
5. Promoting and encouraging people to visit Manjimup and use the trails;
6. Guiding and promoting desired rider behaviour;
7. Providing, and helping people who provide, services and facilities for people who want to use and who use the trails.

Foundation Board / Management Committee

A Board or Management Committee with representatives from riders, the Shire of Manjimup, Department of Parks and Wildlife, the RTRA and the Manjimup Business Community would provide focus and direction on area and trail development, maintenance, environmental improvement programs, user education and information programs and enforcement as well as Financial Governance and Management of the Foundation.

Trails Hub Program Manager - Executive Officer

The Foundation would engage a resource / service to perform the role and duties of the Trails Hub Program Manager. This person would report to the Board / Management Committee and would be responsible for:

- Trails and facilities development - working with trails planners and builders and land managers;
- Maintenance program - manage the maintenance program, priorities, volunteers;
- Volunteer management;
- Trail Bike Friendly Business Program - running and promoting the program to business;
- Marketing and promotion - encouraging rider visitation in partnership with the Shire, Visitor Centre, Parks and Wildlife; and
- Fund raising - grants, sponsorships, donations, commercial undertakings.

Without this role it is considered that the Hub Concept as set out in this document would be unfeasible. Without a dedicated resource the Hub will not be sustainable and will not achieve the desired outcomes. Reliance on volunteers and committees to do all the work will not be successful.

Volunteer Program - Friends of Manjimup Trail Bike Hub

The Foundation would set up and run the volunteer program. Joining the “Friends Of” provides a sense of belonging and ownership, self management and self regulation as well as volunteers to assist with practical work. Volunteers would be rewarded with special events such as rides, manufacturer days.

On-site signage would point to an online signup form for “Friends of”. It is anticipated that the majority of the volunteer time would come from locals and the “Friends Of” group and the RTRA would assist with volunteer management programs and the promotion of volunteering to its membership base and the trail bike rider community on WA.

73% of all respondents to the Manjimup Rider Demand Survey said they would be prepared to volunteer (80% of people who live in Manjimup, South West or Great Southern):

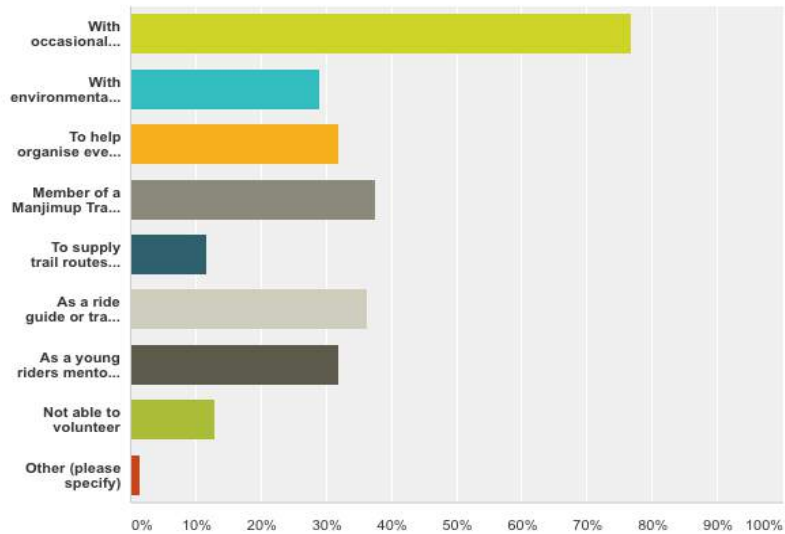
- ❖ 62% would volunteer with occasional trails maintenance;
- ❖ 27% would help to organise activities and events;
- ❖ 26% would volunteer as a young riders mentor for children whose parents don't ride;
- ❖ 26% would volunteer as a ride guide or trail patrol;
- ❖ 22% would help with environmental management programs;
- ❖ 14% would become a member of a Manjimup Trail Bike Trails Hub committee (21% of people who live in Manjimup, South West or Great Southern); and
- ❖ 13% would supply trail routes and GPX files

This was higher for people who live in the Shire of Manjimup with 87% saying they would volunteer.

38% said they might become a member of a Manjimup Trail Bike Trails Hub committee.

Might you be prepared to volunteer: (select all that apply)

Answered: 69 Skipped: 18



Answer Choices	Responses
With occasional trails maintenance (e.g. setting up signs, clearing trails, drainage management etc.)	76.81% 53
With environmental management programs	28.99% 20
To help organise events and activities	31.88% 22
Member of a Manjimup Trail Bike Trails Hub committee or foundation	37.68% 26
To supply trail routes (GPX files)	11.59% 8
As a ride guide or trail patrol	36.23% 25
As a young riders mentor (for children with parents who don't ride)	31.88% 22
Not able to volunteer	13.04% 9
Other (please specify)	Responses 1.45% 1

Trail Ambassadors or Trail Guides

Trail ambassadors, guides or hosts provide information and engage with riders on the importance of responsible riding and minimal impact. They would also lead introduction rides around the precincts.

Trail Guides need to be able to ride and would undergo training in policies, regulations, code of conduct and minimal impact riding behaviours as well as being personable and understand that they are not enforcement officers. Their primary objective is to provide information, guidance and mentoring in responsible riding and act as a role model. 26% of all survey respondents and 36% of locals said they would volunteer as a ride guide or trail patrol.

The trail guides would be rostered on and be provided with identifiable riding jerseys. Because they are riders, they can more effectively apply peer pressure as visitors will identify more with the ambassadors than rangers.

Roles and Responsibilities

The following roles and responsibilities are suggested for each of the entities involved in the management and governance of the Manjimup Trail Bike Trails Hub.

<p>Foundation:</p>	<p>Role: The Trail Operator Mission: To support the management of the Manjimup Trail Bike Trail Hub so that it becomes and remains a place where trail bike riders feel welcomed and have a high quality trails experience exploring the forest. Specific responsibilities:</p> <ul style="list-style-type: none"> ❖ Hub program management ❖ Provide and manage volunteers ❖ Undertake scheduled development works in coordination with DPaW ❖ Maintenance schedule management ❖ Monitor environmental sustainability in conjunction with DPAW. ❖ Brand, marketing & promotion ❖ Community engagement ❖ Business engagement - coordinate the Trail Bike Friendly Program. ❖ Rider education and mentoring ❖ Trail ambassador and trail guide program ❖ Undertake surveys and monitor trail counters ❖ Board or Management Committee: <ul style="list-style-type: none"> ➢ Focus and strategic direction ➢ Plan of works for trail and trailhead development ➢ Financial management ➢ Organisational governance
<p>Parks & Wildlife:</p>	<p>Role: The Trail Owner for all trails, infrastructure and facilities on DPAW estate. Specific responsibilities:</p> <ul style="list-style-type: none"> ❖ Trail and trailhead development where on Parks and Wildlife Lands ❖ Visitor Risk Management on Parks and Wildlife lands ❖ Owner of the trail standards ❖ Monitor environmental sustainability in conjunction with the Foundation ❖ Assist Foundation with volunteer training, insurance for volunteers and ensuring that volunteer management is consistent with Departmental policy and processes. ❖ Assist Foundation with maintenance works. ❖ Marketing & promotion as part of the Department’s current marketing. ❖ Position on the Board or Management Committee
<p>Shire of Manjimup:</p>	<p>Role: Promotion and facilitation Specific responsibilities:</p> <ul style="list-style-type: none"> ❖ Assist the establishment of the Foundation. ❖ Marketing & promotion as part of Shire’s current marketing. ❖ Assist the Foundation with Community and Business Engagement. ❖ Enforcement relating to the Off-Road Vehicle Act.

	❖ Position on the Board or Management Committee
Local businesses	<p>Role: Provision of products and services</p> <p>Specific responsibilities:</p> <ul style="list-style-type: none"> ❖ Join the Trail Bike Friendly Program ❖ Develop products and services to attract and satisfy the different rider segments. ❖ Marketing and promotion of the Hub, the trails and products and services ❖ Partner with the Foundation in fundraising activities. ❖ Position on the Board or Management Committee

Implementation Plan

The following outlines the recommended approach to the progressive implementation and development of Manjimup as a Trail Bike Trails Hub.

The plan addresses each of the segments described earlier (Section 2) and their priorities in the Trails Hub Concept (Part 4).

This Implementation Plan considers how Manjimup can achieve the desired Trail Bike Trails Hub positioning quickly and with minimum effort by targeting the easiest segments first, while progressively evolving to cater for the more complex segments.

Proposed Implementation Stages

- Pre-Stage: Establish management and governance
- Stage 1: Develop the Manjimup Adventure Bike Rider Experience
- Stage 2: Develop the Manjimup Trail Bike Tourer Experience
- Stage 3: Create private property family use facilities
- Stage 4: Develop the Manjimup Single Track Explorer Experience
- Stage 5: Develop the Manjimup Family Explorer Experience
- Stage 6: Develop the Manjimup ATV Explorer Experience

Within each stage there is the ongoing requirement for marketing and promotion, development of business products and services, management and governance by the Foundation as well as the development of the trails, infrastructure and facilities and their day-to-day maintenance and operations.

Pre-Stage: Management and Governance

Before anything can be done on-the-ground by way of trails and facilities, the management and governance framework needs to be established along with initial funding mechanisms.

Pre-Stage: Establish Management and Governance [Year 1 2017-18]	
<p>Objective:</p> <ul style="list-style-type: none"> ➤ Establish a sustainable capability to successfully develop, market and manage the Hub, trails and infrastructure. 	<p>Stakeholders:</p> <ul style="list-style-type: none"> - RTRA - SWDC - Shire - DPAW
<p>Key Tasks:</p> <ol style="list-style-type: none"> 1. Secure initial seed funding. 2. Create the Manjimup Trail Bike Trails Hub Foundation <ol style="list-style-type: none"> a. Objects b. Constitution c. Membership structure and costs d. Register incorporated not-for-profit organisation or determine other options eg under auspices of RTRA 3. Establish Board / Management Committee <ol style="list-style-type: none"> a. Committee determines Strategic Plan / Action Plan 4. Membership - drive for initial members - riders, business 5. Community and Business Engagement - initial Manjimup community engagement - forum, promotion. 6. Prepare Funding Submission to contract Program Manager 7. Obtain Funding to contract Program Manager 8. Contract Program Manager. 	<p>Resource:</p> <p>RTRA / Shire / SWDC RTRA using seed funding</p> <p>RTRA using seed funding Committee</p> <p>RTRA / Committee</p> <p>RTRA / Shire</p> <p>RTRA using seed funding RTRA using seed funding Committee</p>
<p>Deliverables:</p> <ul style="list-style-type: none"> ➤ Manjimup Trail Bike Trails Hub Foundation ➤ Board / Management Committee ➤ Initial community, business and rider engagement ➤ Program manager with 12 months funding 	
<p>Funding Options:</p> <p>Shire, South West Development Commission, Warren Blackwood Alliance of Councils, sponsorships, donations</p>	<p>Budgets:</p> <p>Seed - \$25,000</p>
<p>Alternative Approach:</p> <p>Immediate funding is provided for a Program Manager to be employed by the RTRA who then undertakes all the establishment tasks.</p>	

Stage 1: Develop the Manjimup Adventure Bike Rider Experience

As a general principle, the easiest segments to cater for are those where the motorcycles are road registered, the riders hold a licence, and the activity takes place primarily on open public roads. On this basis the Adventure Bike market is considered to be the most suitable first priority. It is a fortunate coincidence that:

- the Adventure Bike market is one of the fastest growing,
- there are effective communications networks to reach Adventure Bike riders in WA and internationally,
- Manjimup is a good riding distance from Perth on an Adventure Bike,
- Manjimup is an effective central base for rides with routes to Denmark, Margaret River, Walpole, Nannup and Northcliffe, and
- Adventure Bike riders tend to be more mature and affluent.

As the activity takes place primarily on open public roads, the Adventure Bike market can be attracted without any specific trails or facility development and will deliver immediate economic benefits.

Stage 1: Develop the Manjimup Adventure Bike Rider Experience. [Year 1 2017-18]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Launch the Hub with initial products and services aimed at adventure bike riders ➤ Establish supporting systems - marketing, business program, online information 	<p>User Segments:</p> <ul style="list-style-type: none"> - Adventure Bikes - Trail bike tourers (for some trail segments)
<p>Key Tasks:</p> <p>Governance / Engagement / Funding</p> <ol style="list-style-type: none"> 1. Secure funding for known line items for this stage. 2. Establish Adventure Bikes Reference Group. <p>Trails</p> <ol style="list-style-type: none"> 3. Form Adventure Bikes Steering Committee with Foundation, Ref Grp, DPAW. 4. Gather rider-proposed routes Perth-Manjimup, Bunbury-Manjimup plus route loops between townships within the Shire of Manjimup. 5. Determine suitable Trail Planning policies and processes¹⁷. 6. Evaluate, endorse and map routes and loops. 7. (In parallel) Develop website and first version of the Manjimup Trail Bike Trails Hub mobile app - maps, directory of services, latest conditions. <p>Products & Services</p> <ol style="list-style-type: none"> 8. (In parallel) Develop Trail Bike Friendly Business (TBFB) program (see below): <ol style="list-style-type: none"> a. Research other similar programs and develop the TBFB program. 	<p>Resource:</p> <p>Program Manager - FPM RTRA</p> <p>FPM</p> <p>FPM</p> <p>AB Steering Committee Trails Consultant FPM manages Apps development contract</p> <p>FPM</p>

¹⁷ Note - trails maintenance and volunteers is not a key requirement of this stage as all riding is done on open gazetted roads.

<p>b. Create required sales materials and train Foundation volunteers and relevant Shire staff to promote the program to local business.</p> <p>c. Launch the program to business community.</p> <p>d. Develop initial products and services aimed at Adventure Riders.</p> <p>e. Town signage developed and installed.</p> <p>Marketing & Promotion</p> <p>9. Identify a suitable facility provider to host the 2017 Horizons Unlimited (HU) Western Australian Travelers Meeting.</p> <p>10. Branding - develop the brand, designs, themes.</p> <p>11. Develop campaign and promote Manjimup as a destination to Adventure Bike community. Launch when trails are mapped, App is available and initial products and services are formed:</p> <p>a. Promote adventure bike-friendly accommodation options</p> <p>b. Develop materials and publish adventure bike routes to Manjimup and around Manjimup and to other trails related websites.</p> <p>c. Promote adventure bike related services</p> <p>d. Develop and distribute marketing materials.</p> <p>Ongoing Management</p> <p>12. Develop Management Plan for the for the Manjimup Adventure Bike Rider Experience.</p> <p>13. Evaluation - research into Adventure Bike rider satisfaction, favourite routes, segment needs.</p> <p>14. Continuous improvements - over time develop more routes, add to TBFB program, maps and marketing materials and develop an ongoing marketing program for this product and segment.</p>	<p>RTRA</p> <p>FPM manages contract Foundation with support from RTRA, Shire</p> <p>FPM</p> <p>FPM</p> <p>Foundation Committee</p>
<p>Deliverables:</p> <ul style="list-style-type: none"> ➤ Funding for this Stage ➤ Mapped and published routes and loops suitable for adventure bikes ➤ Manjimup Trail Bike Trails Hub mobile app ➤ Develop and launch the TBFBP ➤ Manjimup Trail Bike Trails Hub brand and Adventure Bike marketing campaign ➤ Management Plan for the for the Manjimup Adventure Bike Rider Experience 	
<p>Policy and legislation requirements: Nil</p> <p>DPAW Trails Development Process: Determine suitable Trail Planning policies and processes with DPAW in recognition that the motorcycles are road registered, the riders hold a licence, and the activity takes place primarily on open public roads.</p> <p>Funding mechanisms: Royalties for Regions, South West Development Commission, sponsorships, tourism related funding.</p>	

Budgets:	
Evaluate and map routes and loops (Trails Consultant)	\$10,000
Website development	\$10,000
Manjimup Trail Bike Trails Hub mobile app	\$40,000
Branding, TBFB, maps and marketing campaign	\$15,000
Foundation Program Manager - 1st year	\$75,000
Total	\$150,000

The Trail Bike Friendly Business (TBFB) Program

The promotion around attracting intrastate, national and even international adventure bike riders to Manjimup could be harnessed to launch a Trail Bike Friendly Business (TFBP) program to local business owners.

Several small business service opportunities were raised during the feasibility study consultation, including refueling support services, bag transport, after hours recovery and repair and guided tours.

But being a Trail Bike Friendly Business can be as easy as being welcoming to riders; providing hooks on which riders can hang their helmets and jackets; having a trail bike-themed menu or having a drying room for wet gear.

The Trail Bike Friendly Business Program would develop the criteria and recognise and promote complying businesses.

Trail bike riders are not generally accustomed to being made to feel welcome. The TBFB program would have significant promotional value.

Stage 2. Develop the Manjimup Trail Bike Tourer Experience

Trail bike touring is considered the next easiest rider segment to target. Trail bike touring uses established routes, most of which are on open public roads and trails. Many trails and routes between Manjimup and surrounding towns already exist and are currently used by riders with a licence on registered bikes.

Some work would be needed to assess and sanction route segments that utilise former logging roads or enduro trails, and it is envisaged that additional inventory for variety and track rotation could be developed using established DPaW processes.

Stage 2: Develop the Manjimup Trail Bike Tourer Experience. [Year 1/2 2017-18 and 2018/19]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Expand the Hub offering with products and services aimed at trail bike tourers ➤ Establish supporting systems - volunteer program, maintenance program, rider education, user pays model. 	<p>User Segments:</p> <ul style="list-style-type: none"> - Trail bike tourers - Adventure Bikes (for some trails)
<p>Key Tasks:</p> <p>Governance / Engagement / Funding</p> <ol style="list-style-type: none"> 1. Secure funding for known line items for this stage. 2. Establish Trail Bikes Reference Group. 3. Initiate Volunteer Program and trail ambassadors. 4. Introduce User Pays System (full details in Financial Plan) <ol style="list-style-type: none"> a. Research User Pays models, propose and endorse model b. Create systems, materials, processes, policies. <p>Trails</p> <ol style="list-style-type: none"> 5. Form Trail Bike Steering Committee - Foundation, Ref Grp, DPAW. 6. Determine suitable Trail Planning policies and processes for the status of proposed trails types and routes. 7. Source and validate current unsanctioned 'local' routes (ensure that DPaW endorses them to be mapped and promoted) – Initially public open roads and trails. 8. Identify existing areas associated with each route for parking / unloading for situations where riders prefer to trailer their bikes from town to minimise distance spent on bitumen. 9. Progressively add more interesting route segments by: <ol style="list-style-type: none"> a. Proposing routes – typically overgrown old logging tracks and rail forms, and possibly portions of old enduro tracks b. Assessing proposals for environmental acceptability c. Clearing routes via volunteer riders – cutting back overgrowth, not ripping up vegetation d. Adding to the route inventory 10. Maintenance program - develop program, schedule, roles, responsibilities, policies and monitoring. 11. Map routes, trails and suggested parking areas. Add to website and the mobile app - maps, directory of services, latest conditions. 	<p>Resource:</p> <p>Program Manager - FPM RTRA FPM</p> <p>Foundation Committee FPM</p> <p>FPM</p> <p>TB Steering Committee</p> <p>Trails Consultant</p> <p>Trails Consultant</p> <p>Trails Consultant</p> <p>Foundation FPM</p>

<p>Products & Services</p> <p>12. (In parallel) Expand Trail Bike Friendly Business Program (TBFBP) with products and services aimed at Trail Bike Tourers.</p> <p>Marketing & Promotion</p> <p>13. Develop campaign and promote Manjimup as a destination to Trail Bike Touring community. Launch when trails are mapped, App is updated and products and services are formed:</p> <ol style="list-style-type: none"> Promote trail bike-friendly accommodation options Develop materials and publish trail bike touring routes to Manjimup and around Manjimup and to other trails related websites. Promote trail bike related services Develop and distribute marketing materials. <p>Ongoing Management</p> <p>14. Rider Behaviour - develop and publish environmental care guidelines and Codes of Conduct.</p> <p>15. Develop Management Plan for the for the Manjimup Trail Bike Tourer Experience.</p> <p>16. Evaluation - research into Trail Bike Tourer rider satisfaction, favourite routes, segment needs.</p> <p>17. Continuous improvements - over time develop more routes, add to TBFBP program, maps and marketing materials and develop an ongoing marketing program for this product and segment.</p>	<p>Foundation</p> <p>Foundation with support from RTRA, Shire</p> <p>Foundation</p> <p>FPM</p> <p>FPM</p> <p>Foundation Committee</p>
<p>Deliverables:</p> <ul style="list-style-type: none"> ➤ Funding for this Stage ➤ Volunteer Program and Trails Ambassadors ➤ Mapped and published routes and trails suitable for adventure bikes ➤ Maintenance Program ➤ Expanded TBFBP ➤ User Pays Model for all hub visitors ➤ Trail Bike Tourer marketing campaign ➤ Management Plan for the for the Manjimup Trail Bike Tourer Experience 	
<p>Policy and legislation requirements: Nil</p> <p>DPAW Trails Development Process: Determine suitable Trail Planning policies and processes with DPAW in recognition that the motorcycles are road registered, the riders hold a licence, and the activity takes place primarily on open public roads.</p> <p>Funding mechanisms: Royalties for Regions, South West Development Commission, sponsorships, tourism related funding, volunteer funding schemes, User Pays Model.</p>	
<p>Budgets:</p> <p>Volunteer program</p> <p>Evaluate and map routes and loops (Trails Consultant)</p> <p>DPAW environmental assessments</p> <p>TBFBP and marketing campaign</p> <p>Traffic counters</p> <p>Program Manager - 2nd year</p> <p>Total</p>	<p>\$ 2,000</p> <p>\$20,000</p> <p>\$50,000</p> <p>\$ 7,000</p> <p>\$ 5,000</p> <p>\$75,000</p> <p>\$159,000</p>

Stage 3. Create Private Property Family Use Facilities

Family riding represents a significant new opportunity, as longer distance (20km+) trails for families do not currently exist in Australia. Fully capitalising on this opportunity will require trail route planning and the establishment of these trails as Permitted Areas under the Control of Vehicles (Offroad Areas) Act, and this process will take time.

Trails and circuits on private property could cater for non-road registered vehicles and unlicensed riders as well as providing single trails.

As a precursor to this, and to more rapidly provide for local families as well as those from outside the area, and for non-road registered vehicles, private property owners could develop circuits and trails on their own properties and make these available on a commercial basis, as pay-per-use facilities and/or a component part of an accommodation package. The Manjimup Motorcycle Club could consider this segment as a potential evolution of the Cosy Creek circuit, however to date the Club has not expressed interest in this.

The process of securing the necessary permits for this type of land use can be onerous, so the Shire could recognise the value that such facilities would make to the trail bike trails hub positioning by providing planning and promotional assistance to private property owners.

Stage 3: Create Private Property Family Use Facilities [Year 1/2 2017-18 and 2018/19]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Provide initial experiences for non-road registered vehicles and unlicensed riders on private property. ➤ Establish supporting systems - private property, Shire and land manager partnerships. 	<p>User Segments:</p> <ul style="list-style-type: none"> - Mini riders - Motocross Simulators - Family Explorers - Single track explorers
<p>Key Tasks:</p> <p>Products & Services</p> <ol style="list-style-type: none"> 1. Work with potential private property owners and suitable accommodation providers to consider opportunities and options. 2. Shire to offer a sympathetic and streamlined Development Application approvals process. 3. Support applications for permission to use suitable DPaW land where adjacent (eg plantation estate), by restricted use lease, gazettal as Off Road Vehicle Area or other mechanisms yet to be determined. 4. Work with interested providers through the process, assist with information and advice on trails planning, management practices and grant submission support. <p>Marketing & Promotion</p> <ol style="list-style-type: none"> 5. Extend all marketing and promotional material to include private property commercial providers. 	<p>Resource:</p> <p>Foundation</p> <p>Shire</p> <p>Foundation / Shire</p> <p>Foundation</p>

Deliverables:

- Two private property owners with suitable riding experiences for families and motocross riders.
- Inclusion of these riding experiences into the overall Hub marketing and promotion.

Shire requirements: Shire land use approval processes and continued development of promotion support.

DPAW requirements: permission to use suitable DPaW land where adjacent (eg plantation estate), by restricted use lease, gazettal as Off Road Vehicle Area or other mechanisms yet to be determined.

Budgets: N/A as cost will be with property owners/commercial providers. Foundation cost will be the time spent by the Foundation Program Manager under existing role / contract.

Stage 4. Develop the Manjimup Single Track Explorer Experience

While a likely by-product of the trail bike trails hub will be a reduction in unsanctioned trail bike riding, there is no intent to attempt to ‘corral’ all riders into specific areas. However, by identifying tracts of land that can support more intensive use there is the opportunity to create attractive areas for riders to practice their enduro and single track skills. The logical site for such ‘play areas’ is pine plantations, as these are periodically harvested with associated soil disturbance. Harvesting obliterates any sign of prior trail bike use in the area.

The development of single trails can be done on public land and does not require the trails to be in a gazetted Permitted Area under the Control of Vehicles (Off-Road) Act if provided for road-registered vehicles. These sites would provide another option for weekend visitors and locals, and could be considered for gazettal as Permitted Areas for off road vehicles at a later stage.

Where access to the trails was easily accessible from the property of a commercial bike park provider this would provide an opportunity for a partnership approach where the private landowner could provide the trailhead, parking and additional facilities (presumably for a small fee) and DPaW would contribute access to the plantation land.

Local riders could be invited to develop single-track trails under conditions specified by DPaW. This would strengthen relations between riders and DPaW, reinforce the distinction between sanctioned and unsanctioned single-track, and engender a sense of stewardship amongst the local riders.

Stage 4: Develop the Manjimup Single Track Explorer Experience. [Year 2/3 2018/19 and 2019/20]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Expand the trail experience and trail inventory by adding single track. ➤ Establish first trailhead(s). ➤ Establish supporting systems - Signage Plan and Sign Standards 	<p>User Segments:</p> <ul style="list-style-type: none"> - Single track explorers - Trail bike tourers
<p>Key Tasks:</p> <p>Governance / Engagement / Funding</p> <ol style="list-style-type: none"> 18. Secure funding for known line items for this stage. 19. Establish Single Track Reference Group. 20. Commence enactment of the Control of Vehicles (Off-Road) Act either for the whole Shire or for the areas to be Permitted only¹⁸. <p>Trails and Trailheads</p> <ol style="list-style-type: none"> 21. Form Steering Committee - Foundation, Ref Grp, DPAW. 22. Identify most suitable area(s) for single trail development. 23. Commence DPAW Trail Planning Processes with development of the Framework and high level Site Assessment to identify constraints and potential areas within the broad area. 24. Map existing (possibly overgrown) logging tracks or former enduro loops - DPAW Concept Planning 	<p>Resource:</p> <p>Program Manager - FPM RTRA Shire / DPAW</p> <p>FPM Steering Committee Steering Committee Environmental consultant Trails Consultant</p>

¹⁸ As regards timelines, this should commence 12 months before approval is required to allow for regulatory / approvals timeframe. Ref Appendix 1 for details of this process.

<p>25. Detailed assessment of trail corridors.</p> <p>26. Detailed design of trails and trailhead(s).</p> <p>27. Construction -</p> <ol style="list-style-type: none"> Trails are ridden in to establish (or re-establish) them with narrowest possible footprint. Trailhead is developed Install trail counters. <p>28. Sign trails</p> <p>29. Maintenance program - develop program, schedule, roles, responsibilities, policies and monitoring.</p> <p>30. Publish routes and trails and add to website and the mobile app - maps, directory of services, latest conditions.</p> <p>Products & Services</p> <p>31. (In parallel) Expand Trail Bike Friendly Business (TBFB) Program with products and services aimed at Single Track Explorers.</p> <p>Marketing & Promotion</p> <p>32. Develop campaign and promote Manjimup as a destination to Single Track riders. Launch when trails and trailhead are constructed, App is updated and products and services are formed.</p> <p>Ongoing Management</p> <p>33. Develop documented Signage Plan.</p> <p>34. Develop Management Plan for the for the Manjimup Single Track Explorer Experience.</p> <p>35. Evaluation - research into Single Track Explorer rider satisfaction, favourite routes, segment needs, install trail counters.</p> <p>36. Continuous improvements - over time develop more routes, add to TBFB program, maps and marketing materials and develop an ongoing marketing program for this product and segment.</p>	<p>Environ consultant Trails Consultant and landscape architect</p> <p>Trails Consultant and Volunteers Construction contract</p> <p>Foundation Volunteers Foundation</p> <p>FPM</p> <p>Foundation</p> <p>Foundation with support from RTRA, Shire</p> <p>Foundation FPM FPM Foundation Committee</p>
<p>Deliverables:</p> <ul style="list-style-type: none"> ➤ Funding for this Stage ➤ Planned, designed, constructed, mapped and published single trails ➤ Constructed trailhead(s) ➤ Signage Plan and Sign Standards ➤ Single track explorer marketing campaign ➤ Management Plan for the for the Manjimup Single Track Explorer Experience ➤ Commence enactment of the Control of Vehicles (Off-Road) Act 	
<p>Policy and legislation requirements: Initially nil until catering for non-road registered vehicles and unlicensed riders then requires enactment of the Control of Vehicles (Off-Road) Act.</p> <p>DPAW Trails Development Process: Required.</p> <p>Funding mechanisms: LotteryWest trails grant, Royalties for Regions, South West Development Commission, sponsorships, User Pays Model.</p>	

Budgets:	
DPAW site and corridor assessments	\$ 50,000
Trail planning and design	\$ 40,000
Trail construction	\$ 75,000
Trailhead design & construction x 1	\$150,000
Signage	\$ 15,000
TBFBP, volunteer and marketing campaign	\$ 13,000
Traffic counters	\$ 2,500
Foundation Program Manager - 3rd year	\$ 75,000
Total	\$420,500
Maintenance:	
- Equipment	\$180,000
- Operating expenses	\$150,000

Stage 5. Develop the Manjimup Family Explorer Experience

Providing for the Family Explorer market by creating long distance trails designed for families, will be challenging. There are legal obstacles to be overcome, because riders under 16 years of age cannot hold a motor vehicle licence, and bikes suitable for junior riders cannot be road registered.

It is not currently being done anywhere else in Australia but many hundreds of families are already doing it, albeit illegally.

Providing for Family Explorers will open up a whole new market, give Manjimup families a local recreational facility and position Manjimup as innovative, creative and progressive.

Suitable trails would be serviced by a trailhead and be capable of being configured in a 'stacked loop' format with distances of approximately 10, 20 and 50 km. Loop trails for Mini Riders would be flat, smooth, firm stacked loop trails of up to 1.5km, adjacent to trail head.

A gazetted off-road vehicle area will also provide further opportunity for incorporating single trails for ORV registered vehicles and unlicensed riders.

Western Australia has the legislation to enable this concept in the Control of Vehicles (Offroad) Act and there is nothing in the Act that states a Permitted Area cannot be applied to a specific and described trail.

Stage 5: Develop the Manjimup Family Explorer Experience. [Year 3/4 2019/20 and 2020-21]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Expand the trail experience and trail inventory by adding gazetted off-road vehicle trails and areas. ➤ Establish additional trailhead(s). 	<p>User Segments:</p> <ul style="list-style-type: none"> - Family explorers - Mini riders - Single track explorers
<p>Key Tasks: Governance / Engagement / Funding</p> <ol style="list-style-type: none"> 1. Secure funding for known line items for this stage. 2. Establish Family Riding Reference Group. 3. Apply for enactment of the Control of Vehicles (Off-Road) Act either for the whole Shire or for the areas to be Permitted only¹⁹. <p>Trails and Trailheads</p> <ol style="list-style-type: none"> 4. Form Steering Committee - Foundation, Ref Grp, DPAW. 5. Identify most suitable long distance trails and area(s) for gazettal as Permitted Areas under the Act. 6. Commence DPAW Trail Planning Processes with development of the Framework and high level Site Assessment to identify constraints and potential areas within the broad area. 7. Develop Master Plan for the Area and map long distance ORV trails and trails (including single trail) - DPAW Concept Planning. 	<p>Resource:</p> <p>Program Manager - FPM RTRA Shire / DPAW</p> <p>FPM Steering Committee</p> <p>Steering Committee Environmental consultant Trails Consultant</p>

¹⁹ As regards timelines, this should commence 12 months before approval is required to allow for regulatory / approvals timeframe. Ref Appendix 1 for details of this process.

<p>8. Apply for Permitted Areas under the Act.</p> <p>9. Detailed assessment of trail corridors.</p> <p>10. Detailed design of trails and trailhead(s).</p> <p>11. Construction -</p> <p>a. Longer trails are cleared and single track are ridden in to establish (or re-establish) them.</p> <p>b. Circuits and loops are constructed for the mini riders.</p> <p>c. Trailhead is developed</p> <p>d. Install trail counters.</p> <p>12. Sign trails</p> <p>13. Maintenance program - develop program, schedule, roles, responsibilities, policies and monitoring.</p> <p>14. Publish area, routes and trails and add to website and the mobile app - maps, directory of services, latest conditions.</p> <p>Products & Services</p> <p>15. (In parallel) Expand Trail Bike Friendly Business Program (TBFBP) with products and services aimed at Family Explorers.</p> <p>Marketing & Promotion</p> <p>16. Develop campaign and promote Manjimup as a destination for Family riders. Launch when area, trails and trailhead are constructed, App is updated and products and services are formed.</p> <p>Ongoing Management</p> <p>17. Develop documented Signage Plan.</p> <p>18. Develop Management Plan for the for the Manjimup Family Explorer Experience.</p> <p>19. Evaluation - research into Family Explorer rider satisfaction, favourite routes, segment needs, install trail counters.</p> <p>20. Continuous improvements - over time develop more routes, add to TBFB program, maps and marketing materials and develop an ongoing marketing program for this product and segment.</p>	<p>Shire / DPAW Environ consultant Trails Consultant and landscape architect</p> <p>Trails Consultant and Volunteers Construction contract</p> <p>Foundation Volunteers Foundation</p> <p>FPM</p> <p>Foundation</p> <p>Foundation with support from RTRA, Shire</p> <p>Foundation FPM</p> <p>FPM</p> <p>Foundation Committee</p>
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Deliverables:

- Funding for this Stage
- Enactment of the Control of Vehicles (Off-Road) Act and Permitted Area(s) as required.
- Planned, designed, constructed, mapped and published ORV gazetted trails and area(s).
- Constructed trailhead(s)
- Signage Plan and Sign Standards
- Family explorer marketing campaign
- Management Plan for the for the Manjimup Family Explorer Experience

Policy and legislation requirements: Requires enactment of the Control of Vehicles (Off-Road) Act and gazetted Permitted Areas (can be trails).

DPAW Trails Development Process: Required.

Funding mechanisms: LotteryWest trails grant, Royalties for Regions, South West Development Commission, sponsorships, User Pays Model.

Budgets:	
DPAW site and corridor assessments	\$ 50,000
Master Planning, trail planning and design	\$ 30,000
Trail construction	\$ 75,000
Trailhead design & construction x 2	\$300,000
Signage	\$ 12,000
Traffic counters	\$ 2,500
TBFBP, volunteers and marketing campaign	\$ 13,000
Foundation Program Manager = 4th year	\$ 75,000
Total	\$557,500
Maintenance:	
- Operating expenses	\$175,000



Stage 6. Develop the Manjimup ATV Explorer Experience

The same legal mechanism as detailed in Stage 5 that would be used to allow Family Explorers could also permit quad bikes and side by sides. This segment has significant potential, as:

1. It is a very popular segment in the USA where quad and side by side touring originated as a means to an end (hunting / fishing) but now is recognised as an activity in its own right.
2. It is not legally catered for on public land anywhere in mainland Australia (Tasmania provides for it), therefore there is an unmet demand.

Because this segment doesn't yet exist in WA its introduction should be handled carefully and progressively.

Stage 6: Develop the Manjimup ATV Explorer Experience. [Year 4/5 2020-21 and 2021/22]	
<p>Objectives:</p> <ul style="list-style-type: none"> ➤ Expand the trail experience and trail inventory by adding gazetted off-road vehicle trails specifically designed for ATVs. 	<p>User Segments:</p> <ul style="list-style-type: none"> - ATV explorers
<p>Key Tasks:</p> <p>Governance / Engagement / Funding</p> <ol style="list-style-type: none"> 1. Secure funding for known line items for this stage. 2. Establish ATV Reference Group. <p>Trails and Trailheads</p> <ol style="list-style-type: none"> 3. Form Steering Committee - Foundation, Ref Grp, DPAW. 4. Identify most suitable long distance trails for gazettal as Permitted Areas under the Act. 5. Commence DPAW Trail Planning Processes with development of the Framework and high level Site Assessment to identify constraints and potential areas within the broad area. 6. Map ATV trails - DPAW Concept Planning. 7. Apply for Permitted Areas under the Act. 8. Detailed assessment of trail corridors. 9. Construction of ATV trails. 10. Sign trails 11. Maintenance program - develop program, schedule, roles, responsibilities, policies and monitoring. 12. Publish area, routes and trails and add to website and the mobile app - maps, directory of services, latest conditions. <p>Products & Services</p> <ol style="list-style-type: none"> 13. (In parallel) Expand Trail Bike Friendly Business (TBFB) Program with products and services aimed at ATV Explorers. 	<p>Resource:</p> <p>Program Manager - FPM RTRA</p> <p>FPM Steering Committee</p> <p>Steering Committee Environmental consultant Trails Consultant Shire / DPAW Environ consultant Construction contract Foundation Volunteers Foundation</p> <p>Foundation</p>

<p>Marketing & Promotion</p> <p>14. Develop campaign and promote Manjimup as a destination for ATV riders. Launch when trails are constructed, App is updated and products and services are formed.</p> <p>Ongoing Management</p> <p>15. Develop Management Plan for the for the Manjimup ATV Explorer Experience.</p> <p>16. Evaluation - research into ATV Explorer rider satisfaction, favourite routes, segment needs, install trail counters.</p> <p>17. Continuous improvements - over time develop more routes, add to TBFB program, maps and marketing materials and develop an ongoing marketing program for this product and segment.</p>	<p>Foundation with support from RTRA, Shire</p> <p>Foundation</p> <p>FPM</p> <p>Foundation Committee</p>
<p>Deliverables:</p> <ul style="list-style-type: none"> ➤ Funding for this Stage ➤ Permitted Area(s) as required. ➤ Planned, designed, constructed, mapped and published ORV gazetted trails for ATVs. ➤ ATV explorer marketing campaign ➤ Management Plan for the for the Manjimup ATV Explorer Experience 	
<p>Policy and legislation requirements: Requires enactment of the Control of Vehicles (Off-Road) Act and gazetted Permitted Areas (can be trails).</p> <p>DPAW Trails Development Process: Required.</p> <p>Funding mechanisms: LotteryWest trails grant, Royalties for Regions, South West Development Commission, sponsorships, User Pays Model.</p>	
<p>Precursor to introduce ATVs: Invite an ATV club to organise social rides on specified dates, and to permit (through a DPaW Event permit) the use of these vehicles only during those events and under event conditions. The frequency of events could be increased once a pattern of acceptable behaviour becomes established.</p>	
<p>Budgets:</p> <p>DPAW site and corridor assessments</p> <p>Trail planning and design</p> <p>Trail construction</p> <p>Signage</p> <p>TBFBP, volunteer and marketing campaign</p> <p>Traffic counters</p> <p>Foundation Program Manager = 5th year</p> <p>Total</p> <p>Maintenance:</p> <ul style="list-style-type: none"> - Operating expenses 	<p>\$50,000</p> <p>\$20,000</p> <p>\$50,000</p> <p>\$10,000</p> <p>\$13,000</p> <p>\$ 2,500</p> <p>\$40,000</p> <p>\$185,000</p> <p>\$200,000</p>

Financial Plan

In *Part 2: Economic Benefit Analysis* the potential economic benefit to Manjimup was explored. This indicated a possible figure of \$13.4 million per annum, excluding the flow-on effects of money circulating within the Shire.

In the previous section of this Implementation Plan a strategy of prioritising market segments in order of their ease of entry was proposed. This will enable the Trail Bike Trails Hub project to get underway with an outlay limited to the costs of promotion. As momentum builds, investment in trail maintenance and signage would be added, then the bigger-ticket items of trailhead and facilities design and construction.

Development funding will be required to extract the value of this market potential, and it will take some time for the full economic potential to be realised.

To model this and calculate the quantum and timing of development funding requirements a ten year cashflow forecast has been produced. Development funding of \$2.5 million over ten years is envisaged.

The cashflow analysis is summarised below. The line item details and notes corresponding to the expenditure for each stage described above are set out in Appendix 6, together with the underlying growth assumptions.

Ten Year Cashflow Forecast

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Development Funding	\$250,000	\$250,000	\$750,000	\$500,000	\$250,000	\$200,000	\$150,000	\$100,000	\$50,000
Total Expenses	-\$220,000	-\$169,000	-\$715,500	-\$583,500	-\$494,500	-\$259,000	-\$264,000	-\$271,500	-\$281,500
Direct Income	\$0	\$10,894	\$23,712	\$72,370	\$118,109	\$132,194	\$162,184	\$185,741	\$211,927
Net Inflow / Outflow	-\$220,000	-\$158,106	-\$691,788	-\$511,130	-\$376,391	-\$126,806	-\$101,816	-\$85,759	-\$69,573
Carried Forward	\$30,000	\$121,894	\$180,107	\$168,976	\$42,585	\$115,780	\$163,963	\$178,204	\$158,631
Economic Benefit ²⁰	\$1,057,897	\$2,390,468	\$3,967,676	\$6,648,324	\$8,607,417	\$9,373,935	\$10,140,453	\$10,853,572	\$11,566,691
ROI ²¹	4.8:1	15.1:1	5.7:1	13:1	22.9:1	73.9:1	99.6:1	126.6:1	166.3:1

²⁰ Refer Appendix 6 for calculations of economic benefit

²¹ Economic benefit divided by net outflow

Capital and Program Funding Sources

Capital investment for public works, and project-based funding is generally sourced from grants. There are a number of options in this space, including:

GRANT	AGENCY	SCOPE
Trails Grants	Lottery West	Planning (Master Plans), Construction, Upgrade (facilities, signage), Promotion and resources (websites, maps)
ORV Account	DLGC	Funding priorities include suitability of potential ORV areas, increased rider safety, information on ORV areas, management of existing permitted areas.
Events	Lottery West	Help communities stage festivals, fairs, awareness days and other occasions to celebrate and share who they are and what they value
Facilities	DSR	Develop basic infrastructure for sport and recreation.
Community participation	DSR	Projects to increase participation in sport and active recreation or develop the skills of the people involved in an organisation or local community.
Events	Road Safety	Encourage community groups to participate and include road safety activities within their event. \$50-\$1000. Limit of one application, per event, per year.
Crime prevention	SGIO	Projects that increase safety by reducing the opportunity for crime in local communities, in particular those that aim to reduce the incidence of break-ins or theft from homes, motor vehicles or of personal property
Safety projects	SGIO	Projects that seek to change behaviours and attitudes of drivers, pedestrians and other road users to reduce the likelihood and severity of road incidents
Environment	SGIO	On-ground activities that address local environmental issues
Volunteers	DLGC	Funding of up to \$1,000 is available for community organisations to host events/activities on Thank a Volunteer Day, December 5
Crime prevention	DotAG	Any other purpose in aid of law enforcement focussing on community safety and crime prevention initiatives within Western Australia.
Regional	DRD	Royalties for regions
Regional	SWDC	Regional Grants Scheme and Community Chest Fund.
Community Project Sponsorship	RAC	Up to \$20k sponsorship for eligible projects

Operational Funding Sources

Operational funding can present a financial challenge for the Shire, and even more so the land manager, generally DPaW, who are faced with the direct costs of maintaining the trails and infrastructure without a direct feed from the revenue. DPaW do not have any funding available for the development or maintenance of new trails so revenue generation and collection will be required.

Apart from grants, two obvious options present – both involving a form of ‘user pays’ model:

1. Extensive use of sustainable volunteer labour to monitor and maintain trails and infrastructure
2. A direct user-pays system by means of an annual trails pass and/or parking fees.

User Pays System

A user pays system in the form of an annual pass has been examined, and appears feasible if visitors to the area can see value in paying a small annual fee towards trail and facility maintenance.

The pass could be similar to the DPaW Park Pass and could be sold online, at local businesses and Shire offices. Revenue would go to the Foundation for distribution to projects and maintenance. Spot checks would occur by volunteers at trailheads to check that the pass is visible in vehicles and forms would be left on vehicles not displaying the pass requesting purchase of the pass. It is not considered cost effective or viable to have a resource on the “gate” as the areas will not be fenced and this will be difficult to enforce. On that basis this would be a semi-voluntary system with no ability to fine people without passes.

The market most likely to see the value in such a fee is the Family Explorers / Quad and non-road-registered bike riders (provided that Offroad Vehicle Trails are provided), as the legal status of these facilities would be a clear privilege. Adventure bike riders and to a lesser extent trail bike tourers could make the case that if they are riding on public open roads then their road registration and other fees should cover maintenance costs. The value-add of downloadable maps, a welcoming attitude and rider-specific services provided as part of the Hub concept may, however, leave them favourably disposed to making a contribution.

Given the greater service provided to the non-road-registered vehicles and their riders, it is logical that a differentiated pricing model could be applied. It is also likely that a greater compliance would be possible from this group as the trails have more value and the comparatively confined riding areas would make monitoring easier. A projection has been developed based on assumptions of rider and compliance growth over time. This indicates a long term potential revenue of over \$200,000 per annum. The growth curve of this income stream is provided in the cashflow forecast.

Annual Pass	Fee-paying Riders	Fee	Annual Revenue ²²
All Unreg / ATV / Family	1061	\$75	\$94,406
Adventure / Trail	2243	\$50	\$112,175
			\$206,580

The question of willingness to pay a fee was not asked in the Manjimup survey, but previous surveys have posed the question of paying for quality riding opportunities, with a positive response received. (The State Trail Bike Strategy survey asked riders whether they would pay \$25 *per day* for a quality experience at a commercial ride park. Over 85% said they would.). Commercial ride parks typically charge \$50 *per day* for adults.

²² Based on Year 10 of Cashflow Forecast

Sponsorship and Fundraising

DPaW allows for community groups operating trail systems to sell sponsorship and advertising and retain the funds for use in trail development and maintenance. The Foundation could undertake a sponsorship sales campaign for individual trails and trailheads (subject to DPaW approval).

Donations could be taken online, at participating businesses and secure donation bins at trailheads (York off-road vehicle area is a good example of this working well).

The Foundation could also undertake fund raising via events, campaigns and drives for specific projects.

No allowance for income from sponsorship or fundraising has been made in the cashflow forecast.

Risk Management

The overriding objective of any risk management strategy is to minimise the likelihood of misadventure or injury to a visitor.

All trail bike riding involves some risk. Most risk is within the control of the rider – ie the rider's responsibility to know the capabilities and limitations of the vehicle and to ride within his or her limits of strength, experience and skill. The land manager's duty of care is limited in this regard, as the participant is assumed to understand the risks of the activity and to be making his or her free choice to engage in it. In the case of minors, the decision – and responsibility – is deemed to be that of the parents or guardians.

There are other risks that are not inherent to the activity, but which derive from the nature of the environment. Some of these risks are obvious – such as the possibility of encountering a fallen tree across a forest trail – and it is not reasonable to expect a land manager to provide a totally sanitised and risk-free environment in natural places.

The degree to which a land manager can be expected to have acted to prevent a foreseeable incident is based on reasonableness in all the circumstances. The influences include the age and experience of riders expected to ride a trail, the ease with which the hazard could be removed or bypassed, the general and site-specific warnings given to participants.

For this reason, Family Explorer and mini-rider trails will require a higher degree of risk management than, say, long distance trails for road licenced riders.

The majority of minor hazards, and the non-specific risks are accepted, with risk transferred to the participant both implicitly through the participant choosing to engage in what is considered to be a dangerous recreational activity, and explicitly through appropriate general warning signage.

To support this risk transfer and to maximise the safety of participants an effective induction program should start with the earliest contact points through promotional material and be consistently reinforced through every subsequent communication up to and including trailhead signage.

The Civil Liability Act 2002 absolves liability where a Risk Warning is given in a manner that is 'reasonably likely to result in people being warned of the risk before engaging in the recreational activity' but without an obligation to establish that the risk warning was actually received or understood by an individual. This also means that written waivers are not required.

The key is to avoid 'reckless disregard' for the safety of participants, and the best way of achieving this is to ensure that there is a well considered, documented and monitored risk management plan that can be seen to be a reasonable approach to minimising the risk of incidents and injury.

Department of Parks and Wildlife has a well established Risk Management process which would be followed for the risk management of the trails.

Recommendation - *The Foundation to undertake a risk assessment with the land managers as part of each trail development project and incorporated into Inspection, Maintenance and Evaluation processes.*

Insurance and Liability

Riding on private property, ie commercial ride parks would be the responsibility of the ride park operators.

There are two requirements for insurance – liability for the land manager and indemnity for the volunteers.

As noted on the previous page the Civil Liability Act 2002 absolves liability where a Risk Warning is given and the key is to avoid ‘reckless disregard’ for the safety of participants. Any liability on public land managed by Parks & Wildlife would be covered by existing Parks & Wildlife insurance.

Volunteers working on Parks & Wildlife land would be covered by Parks & Wildlife’s OHS and public liability insurance, provided that the volunteers are appropriately registered, inducted and signed on.

In addition, incorporated volunteering groups would be expected to have their own volunteer insurance, induction procedures and safety practices.

Signage and Control

Signs are a recognised method for supervision of a remote location. In several cases where a litigant has succeeded in an action for breach of duty of care, the courts have considered that the failure to provide adequate warning or information signage lost the plaintiff the opportunity to consider their actions/reactions to the physical circumstances surrounding them²³.

Legally, the benefit of a sign is that it brings the foreseeable risk to the attention of the person at that location. If the person elects not to slow down, for example, when passing a Caution sign and suffers subsequent injury, then arguably the land manager had satisfied its duty of care and no liability will attach to it. However, the sign must be appropriate to the situation and placed in an appropriate position. If the sign is illegible, in poor condition, nowhere near the hazard being warned against or, due to the nature of the hazards, inappropriate, then it would be useless in bringing the risk to the attention of the person coming onto the land and serve no purpose in satisfying any duty of care.

Signage opportunities begin on first entry to the trailhead, and throughout the area where it is important to control participant behaviour or to draw specific attention to unexpected hazards. Beyond the content of the signage, the way in which signage is presented makes a statement about the management of the operation and the commitment to caring for the safety of – and controlling the behaviour of – participants.

Signage considerations are:

- General Warning Signage - placed at trailheads and in town
- Information signage – information about the area and information about specific trails.
- Control signage - eg stop, give way, speed, do not enter.
- Caution signage - to draw specific attention to unexpected hazards.
- Signage format
- Signage materials
- Signage inventory

A statement of signage principles is required, such as:

“The Manjimup Trail Bike Trails Hub policy is to not mark every hazard or obstacle on trails as it is the responsibility of each rider to be aware that unmarked hazards exist and to travel at a speed that allows response to changing trail conditions, obstacles and hazards. Specific hazards may be marked where, in our opinion, a hazard exists that represents a significant risk for a rider who is competent for the Difficulty Level of trail and is exercising due care and control of his / her vehicle. “

The determination of which hazards should be thus identified should be based on:

1. The Risk Register
2. Observing and consultation with riders of the skill level for whom the trail is intended, and those slightly below the recommended skill level. Members of “Friends Of.” would assist.
3. The Incidents Register

Recommendation - *The Foundation develop a Signage Plan for the first trail development project following Department of Parks and Wildlife standards as used in their Off-Road Vehicle Areas.*

²³ Nagle vs Rottnest Island

Inspection, Maintenance and Evaluation

Facilities and Infrastructure Maintenance

Any trailhead development and facilities would have to be in consideration of lifecycle costing, built to require minimal maintenance. Periodic grading of roads leading to trailheads (assuming that they are gravel) would be required and could be undertaken by the Shire.

Trails Maintenance

Trails maintenance is an inevitable and ongoing process. The open public roads used by adventure bike riders and trail bike tourers would be maintained according to current processes. The dispersion of these riders over a wide area should not result in major impact.

Trails within the nominated precincts will support a more intensive riding style and will therefore be likely to require more regular maintenance. Any trails gazetted for Family Explorers will also need to be maintained at a consistent standard.

Trails maintenance is best done regularly and lightly. If small problems such as ruts or water pooling are dealt with in a timely manner they do not become bigger erosion problems later on.

Trails maintenance would be identified, planned, managed and undertaken by the Foundation. DPAW would provide some overview for process and environmental priorities.

Improvements to trails, ie. beyond pure maintenance, could be separately funded and contracted out.

Inspection Schedule

For evaluation and risk management purposes all signed trails should be inspected on a regular basis. The frequency should be determined on a trail by trail basis, taking into account the trail traffic, demographic (a Family trail would need more frequent inspection) and consequences of hazards or missing signs.

The inspection schedule should be formalised and documented.

Evaluation

Evaluation is more than inspection and maintenance. Evaluation provides an assessment on how well the area is meeting its stated objectives. What's working and what isn't regarding trail design and location, rehabilitation efforts, signage, rider behaviour, rules compliance, rider satisfaction, maintenance, infrastructure and facilities, trailheads and level of demand.

Evaluation is an ongoing process through user, volunteer and land manager feedback - easy access needs to be made available to users to record any issues encountered. It is envisaged that the Manjimup Trails App would enable logging and geo-positioning of major issues encountered on the trails.

Quantifying trail traffic is also an important means by which to understand and ultimately predict trails impacts. Offroad Vehicle-specific counters use the magnetic field of a passing vehicle and time/date stamp each pass to provide valuable data on visitor patterns.

In addition a yearly online survey should be undertaken amongst area users, together with formal interviews of the volunteers, “Friends of ...” and land manager to determine development plans, changes to current practices, remediation plans and adaptive management strategies.

Recommendations -

- *Maintenance should be regular and ongoing to prevent small issues becoming bigger problems.*
- *Inspections should be formalised and documented. Regular exception reporting can occur through visitors and volunteers, but formal audits should also be undertaken at a pre-determined frequency*
- *Evaluation should include trail traffic quantification, visitor satisfaction and land manager interviews*

Behaviour Compliance

Education & Information

“A basic premise is that educated riders are responsible riders, and responsible riders keep riding opportunities open and reduce impacts.”

Management Guidelines for Off-Highway Vehicle Recreation, Tom Crimmins, NOHVCC

Compliance with rules and regulations is critical for this project to be sustainable, to keep and increase the goodwill of the community and to keep riders safe. It should also be recognised that many riders will not have ridden in existing off-road vehicle areas or private parks so there is scope for many visitors to have or claim ignorance of basic signage or vehicle etiquette principles that experienced riders take for granted.

This makes the process of rider induction and education all the more important. Rider education is undertaken to:

- Increase compliance with rules and required codes-of-conduct; and
- Reduce conflicts and resource impacts; and therefore
- Increase the quality of the rider experience; and
- Ensure safety and enjoyment for all.

Information and Messages

Visitors need to know:

General Risk Warning – including the fact that visitors (whether they are riding or not) may be injured and / or have their property damaged, and that such injury or damage may not be through any fault of their own (eg in the event of a collision with another rider)

Mandatory safety gear – current legislated minimum is helmet only, however a higher level of mandatory safety gear – eg boots, long pants and tops – could be imposed as a Local Hub rule. In addition to the mandatory level there should be a *recommendation of* supplementary protection such as gloves, goggles, body armour etc.

Trails Precincts and Trails Network – what riders can expect during their ride eg types of riding available, trail difficulty and other users they may encounter. A trails map should be developed indicating the Precincts, with colour coding to represent trails difficulty level, a numbering system to supplement trail names, and clear identification of any two-way trails. Providing information about riding loops and the trail network will encourage riders to ride further away from trailheads and unloading areas. Without this information riders who are unsure of the location will tend to ride in a smaller area located near the unloading area – creating congestion, disturbance and collision risk.

ORV Boundaries – clear delineation of any ORV gazetted boundaries is required via the main signage, and information brochures explaining why riders need to stay on the gazetted trails.

Explanation of Signage – It is important that every visitor understands the meaning of the signs used throughout the Hub. This can be included in the Trails Map and on the main information signage.

Speed Limits and Zones – Visitors need to understand where speed restrictions apply (for example through car parks and unloading zones), including the expectations that speeds will be reduced on Green trails to allow for the presence of novice riders.

Code of Conduct – a list outlining the required Code of Conduct for riders and their families and supporters. Would include safe riding measures, low environmental impact riding behaviour, mandatory and recommended safety gear and the no alcohol regulation. Includes a phone number to call to report hoon / illegal behavior.

Off-road vehicle registration – what it is, why the bike needs it, how to get it, where the money goes.

No rubbish dumping – message for both riders and potential rubbish dumpers including fines and phone numbers to call.

Emergencies – procedure for fire and accident emergencies and associated phone numbers. Nearest first aid facilities.

Minimising environmental impacts - riding behaviours that minimize environmental impacts such as staying on the trail, using toilet facilities, no rubbish.

Noise emissions - the level of noise emissions that are socially and legally acceptable.

Interpretive information - What is unique about the area including features, species, historical and cultural interpretative information.

Riders can be educated at the start of their ride by providing them with trail maps, interpretative information and the hub's rules and regulations. This can be done with printed materials, signage and online via websites and social media.

Code of Conduct

The RTRA's Code of Conduct should be adopted by the "Friends Of" group and the Management Committee to apply to the Hub. this would be included in all signage and informational material.

Recommendation - *develop an Education Program for the first trail development project and should follow DPaW standards as used in their other Off-Road Vehicle Areas.*

Enforcement

Visitors, riders and the general community need to know that rules and regulations will be enforced. Both police and ranger presence is required to indicate that "nuisance" and illegal behaviour will not be tolerated.

Effective enforcement results in:

- Increased compliance
- Increased land manager visibility
- Less vandalism (and less resources directed to damage impacts)
- Increased rider security
- Support for volunteers

Enforcement is required to address and stop:

- rubbish dumping
- car dumping
- Illegal riding such as unregistered motorcycles on public access road)

And to enforce compliance of:

- the wearing of mandatory safety gear
- ORV gazetted trail boundaries
- speed restrictions in applicable precincts
- off-road vehicle registrations
- noise emission levels
- alcohol restrictions

“Friends Of.”

Volunteer patrols would provide an on-the-ground presence for requesting visitors adhere to local area rules and the code of conduct but they are not an enforcement option. These patrols will be known to rangers and police and they would be provided with ranger and police numbers to call when they require support.

The “Friends of.” would establish a “Manjimup Trail Bike Hubline” for riders to report rubbish dumping by getting area users to text car license plates to an established number.

Recommendation - *develop an Enforcement Program with Manjimup Police, Shire and DPaW Rangers.*

Branding & Promotion

The Manjimup Trail Bike Trails Hub needs a memorable, relevant name and visual identity that reinforces the adventure / exploration positioning. Reference to the Southern Forests would be appropriate.

Both printed and electronic forms of promotion will be required.

Print Media

Trails Atlas

A printed 'Manjimup Atlas' will be something tangible that can be picked up at visitor centres in Perth and the region, as well as motorcycle and accessory shops, displays and even 'Men's Sheds'.

It would contain maps of major routes and precincts, but not detailed trails or other information that might become outdated.

Trail Bike Friendly Business Guide and Materials

A simple printed guide to being a Trail Bike Friendly Business could be produced and distributed to local businesses as part of the program. Participating businesses could receive a window sticker or other point of sale material identifying them as a Trail Bike Friendly Business.

Electronic Media

The major promotional and information focus should be via electronic media. Electronic media is cheaper to distribute, easier to keep up to date, shareable and customisable.

Mobile App

A world-class mobile app would make a very strong statement about the commitment of Manjimup to the adventure and trail bike market.

More than just an information tool, the App could help organise ride groups, log a rider's trips, deliver up to date route and trail information, sell annual passes, service a points-based loyalty program, enable accommodation and meal bookings, call for assistance, register to volunteer, log trail hazards or maintenance issues, and share experiences with other riders.

Web Site

An associated web site would serve as a repository for downloadable .GPX files and printable .PDF maps, as well as photo and video galleries. It could serve as a communications channel to the Trail Bike Friendly Business program and as a Portal for the Hub Management Committee.

Social Media

With most riders now connected via trail bike-related Facebook groups, the Manjimup Trail Bike Trails Hub should be actively engaged on the key social media platforms.

It is envisaged that rider communications would be a major aspect of the Trail Coordinator's role.

CONCLUSION

In assessing whether it is feasible for Manjimup to position itself as a trail bike trails hub three primary questions have been addressed:

1. Does an opportunity exist?
2. Is the vision compelling?
3. Can the vision be achieved?

Three factors suggest that a significant opportunity exists.

4. The size and growth of the broadly defined trail and fun bike market in Western Australia,
5. The enthusiastic response from riders and their families
6. The lack of competition for this market.

The economic modelling indicates that the trails hub could generate a substantial economic return to the Shire. Although necessarily involving many assumptions, the calculations of visitor numbers and associated expenditure show a substantial economic upside – a potential \$13 million annual economic benefit for an investment estimated at around \$2.5 million, spread over ten years.

In combination, the economic benefit and the important contribution the trails hub would make to addressing many of the issues raised in the State Trail Bike Strategy present a compelling vision for the project.

Can it be achieved? Certainly the realisation of this opportunity will require a degree of goodwill and commitment by a range of stakeholders, not least the Shire of Manjimup, the Department of Parks and Wildlife and the local community. However while Manjimup may become the first local government authority to target trail bikes as an economic driver, the principles involved are not unique.

The funding requirement is modest for the scope of the project, and there is good alignment with several strategic drivers for the South West generally and the Manjimup Shire generally, which will support the business case for investment.

However the project will need funding and resources without which it is considered that the Hub Concept as set out in this document would be unfeasible. Without a dedicated resource the Foundation and therefore the Hub, will not be sustainable and will not achieve the desired outcomes. Reliance on volunteers and committees to do all the work will not be successful.

On the basis of the above, it is concluded that with the stated funding it is feasible for Manjimup to position itself as a trail bike trails hub and that if successfully implemented the project would generate significant new opportunities for Manjimup.

APPENDICES

1. Alignment with Strategic Priorities
2. Control of Vehicles (Off-Road Areas) Act 1978 - Policy on Applications to Extend the Area of Operation of the Act and Policy on Applications for Permitted Areas
3. Stakeholder Consultation
4. Trails Hub Assessment Checklist
5. Rider Segments
6. Economic Benefit Analysis - Full Calculations
7. Financial Model and Cashflows
8. Abbreviations and Acronyms
9. Manjimup Rider Survey - Questionnaire
10. Manjimup Rider Survey - respondent comments

Appendix 1: Alignment with Strategic Priorities

Tourism Development Priorities – Australia’s Southwest

Tourism Western Australia segments the Tourism Australia ‘Australia’s South West’ tourism region into five sub-regions. Manjimup falls within the Southern Forest sub-region, which also includes Pemberton, Northcliffe and Walpole.

Observation	Implication
At a distance of around four hours from Perth, the region is not considered to be ideal for weekend getaways.	A more significant reason to visit may be needed to overcome the distance barrier.
Two broad categories of natural based attractions – coast & river, and inland activities. Many inland activities revolve around the old growth forests including ... numerous cycle and walking trails.	Trails are recognised as a tourist attraction.
There is a view that the South West region (particularly the Southern forests) could support an additional attraction of significance based around the forest theme and experience.	The uniqueness of a trail hub for trail bikes, with the associated network of quality trails, might be considered an attraction of significance.
Both the Munda Biddi Cycle Trail and the Bibbulmun Track traverse the region.	Pemberton is pursuing mountain bike trail hub status along with Dwellingup, Collie and Margaret River.
Recommended priorities include the development of ancillary services on the Munda Biddi Trail.	For Manjimup, ancillary services for trail bike riders would also be beneficial to mountain bike tourers and vice versa.
The current Strategy for Tourism in WA ²⁴ has Regional Travel as one of the seven pillars for tourism growth. Focus has been placed on self-drive experiences and providing extraordinary regional experiences including adventure and nature-based.	Motorised trails, intrastate market and trail bike hub as an adventure based “extraordinary regional experience” aligns with this strategy.

Sport & Recreation Priorities – SD6

The policies of the Department of Sport and Recreation are guided by the rotating Strategic Directions (SD) reports. SD6 was released in April 2016 and will remain current until 2020.

SD6 aims to provide vision and direction for Western Australia’s sport and recreation industry and to guide strategic planning processes. A number of challenges and opportunities with relevance to the Manjimup Trail Bike Trails Hub project are outlined, from which the following observations and implications are drawn:

Observation	Implication
Challenge 4 - Adventure and Outdoor Recreation: Western Australia is a destination point for numerous adventure and outdoor recreation pursuits. Stakeholders from the public, private and community sectors must engage collaboratively to deliver high-quality activities, services and facilities to satisfy and sustain the growing demand, while protecting the environments where these activities	Manjimup can play an integral role in supporting an outdoor recreation activity that is currently not adequately catered for, however the protection of the environment must be a key consideration.

²⁴ State Government Strategy for Tourism in Western Australia 2020, Tourism Western Australia

take place.	
Challenge 5 – Commercialisation: Public investment in sport and recreation organisations should factor in the capacity of these organisations to source commercial revenue.	Options for direct revenue generation should be considered, as well as indirect economic stimulus.
Challenge 8 – Leveraging Facilities and Investment: ...increasing visitor and local participation will add vibrancy to our communities and convert these places and spaces into business drivers, delivering extensive economic benefits to Western Australia.	Supports the principle of Manjimup creating and promoting a ‘facility’ that can encourage participation in an active recreation – for both local community and economic benefits.
Challenge 9 – Life Course and Life Stage Participation: The achievement of improved participation rates in sport and recreation, and more broadly active lifestyles, will require innovative responses to the life course and life stage circumstances of Western Australians. A combination of expanding pioneering initiatives and adapting successful concepts from other jurisdictions can stimulate healthier and socially beneficial outcomes for our community.	The Manjimup Trail Bike Trails hub is easily described as an ‘innovative and pioneering initiative’. The cross-gender and broad age range attraction of recreational trail bike riding provides participation opportunities, with potential via ATV or side by side touring to expand the activity to less able-bodied participants.
Challenge 10 – Monitoring, Evidence and Research: Research and evidence-based decision making are increasingly important for sport and recreation. Availability and utilisation of reputable information will be vital for future policy development and strategic planning.	Ongoing monitoring, including trail traffic counts, trail durability and maintenance requirements, participant satisfaction levels and economic impact should be factored in to the management plans of the Trail Hub concept.
Challenge 13 – Vital Volunteers: Sport and recreation organisations must devise responsive and accommodating approaches to recruit, support and retain the vital volunteer base which facilitates the delivery of sport and recreation activities.	Recruiting, supporting and retaining a body of volunteers will be important to reduce the cost of maintenance, help set and monitor visitor behaviour expectations and extend the Trail Hub product concept.

Environmental Priorities – Forest Management Plans

The Department of Parks & Wildlife’s State Forest management policy is guided by the Forest Management Plan 2014-2024. Section 8, Socio-economic benefits, outlines how the goals of conservation and recreation can be balanced:

Observation	Implication
The plan seeks to protect and maintain the range and quality of recreation and nature-based tourism opportunities and experiences.	Diversity of recreation opportunities is a management objective. Trail bike riding expands the recreational uses of the forests (from ‘traditional’ trail users such as walkers, cyclists and horses) and therefore can be supported in principle.
Degradation of natural areas is considered a threat.	Trails within the Trail Hub inventory must be monitored and protected. Management mechanisms must be available to limit access at an early stage if unacceptable damage is evident.
Opportunities need to be matched to community demand, and conflicts with other land and trails users avoided.	Rider survey quantifies the demand for the Trail Bike Trails Hub; existing walk and cycle trails need to be avoided wherever possible to avoid conflicts, but if demand exists it is reasonable to expect that land and trails should be made available for the trail bike

	activity.
Poor design of assets and facilities can lead to user dissatisfaction and / or safety risks.	Quality vs quantity considerations will be important. User satisfaction and risk must be calibrated to trail bike standards, not other trail activities.
Inappropriate behaviour can affect the enjoyment of other and lead to damage of facilities	Trail Hub management model must address a 'Code of Conduct' or other mechanisms for monitoring and guiding visitor behaviour.
Fire risk must be managed appropriately	Management model must address fire risk including trail / area closures, notifications and evacuation.
The Department will maintain understanding of visitor and recreation demand (101.1)	Management model must provide for ongoing reporting and dialogue with Department.
The Department will continue to support and plan for recreation and tourism, and provide and maintain safe and appropriate recreation and tourism facilities and services, in locations and in a manner that seeks to meet demand and minimise conflicts with other ecologically sustainable forest management values (101.2)	New areas for recreation can be developed to meet demand provided that conservation values are protected and other risks addressed.
The Department will consider possible additional areas for off-road vehicle use, in consultation with relevant stakeholders (101.3)	Opportunities exist and should be explored to develop areas for family riding as well as other non-road-registrable vehicle types such as quad bikes and side-x-sides.
The Department will provide for the expansion of camping and caravanning facilities (101.4)	Potential to incorporate camping at selected trailheads.
The Department will monitor and manage visitor use, including through regulating and licensing of appropriate commercial activities (101.6)	Need for trail monitoring equipment and data collection / interpretation processes as well as visitor surveys. Commercial operators to be appropriately regulated and licensed.
The Department will seek to enrich visitor experiences and develop and nurture lifelong connections between the community and natural areas, by providing opportunities to learn, explore and interact with the natural and cultural environment. (101.7)	Opportunities to incorporate environmental and cultural education and interpretation into trail hub facilities and trails. Importance of correct positioning and environmental respect communications.
Key Performance Indicators (KPI 22) are: <ul style="list-style-type: none"> ● Maintained or increased level of visitation ● Type and number of recreation and tourism facilities ● Visitor satisfaction levels 	The Manjimup trails and trailheads, where they occur in State Forest, can make a positive contribution to the Department's KPIs.
The Department will ... progressively rehabilitate redundant roads. The Department will consult with the FPC and other relevant agencies in preparing and revising its policy and guidelines, as appropriate. (108)	'Redundant roads' are keenly sought by trail bike riders. Dialogue should occur with the Department to ensure that options other than rehabilitation are considered wherever practical.
Leases and Licences can be granted to protect, develop and maintain recreation and tourism opportunities and experiences. The Department will issue and administer leases and licences for facilities, activities and uses in accordance with the provisions of the CALM Act (114)	The Trails Hub concept can envisage commercial or organised events or facilities in State Forests, in accordance with the requirements of the CALM Act.
The Conservation Commission will undertake mid-term and end-of-term performance reviews (130)	The Trails Hub Management model should anticipate these reviews and contribute metrics on the extent to which trails and facilities on Department land are contributing to the Department's KPIs.

Western Australian State Trails Strategy 2009-2015

At the time of this project the Western Australian Trails Strategy was in the process of being updated. The 2009-2015 Strategy is intended as a guideline for trails development, management, and programs.

The Strategy defines trails as areas used for active and passive pursuits; areas used for motorised and non-motorised activities; and defined (or formally recognised) and undefined trails.

The following observations are considered relevant to this project:

Observation	Implication
In 2003 individual users on major trails spent an average of \$72 (1 day) to \$737 (4 days) ²⁵	Provides a benchmark against which trail bike rider estimates can be tested.
Guiding Principles	
Sustainability: Develop trails that are sustainable in their own right.	Manjimup trails should be selected and developed with consideration for durability and minimal maintenance
Efficiency: Maximise the benefit from the application of government resources. Create and maintain trails with minimal human intervention. Provide best value for money.	By utilising existing trails (including old enduro trails and logging access trails), maximum trail length can be delivered for minimal cost. Many trails can be re-opened simply by clearing re-growth that is encroaching from either side of the original trail tread.
Preservation: Protect the cultural and environmental identity of local areas. Ensure long-term usage is possible, considering historical and future trail corridors.	Long term sustainability will require an evolving trails network, including the opportunity to 'rest' trails or invoke seasonal closures.
Access: Provide access for all ages and abilities.	Trails Hub concept should seek to provide immediate opportunities for all ages, expanding progressively to deliver longer trails and more diverse experiences. Use of the provisions of the Control of Vehicles (Offroad Areas) Act will enable both junior riders and disabled riders – eg on quad bikes or side-by-sides – to enjoy exploring the trails.
Adaptability: Provide trails that match current demands and plan for the future.	The Manjimup trails network should be planned for release in stages, for controlled management and long term demand matching.
Adventure and Challenge: Acknowledge some users seek challenge and adventure as a life experience.	Segmented trail difficulty levels should provide a variety of experiences along the challenge spectrum, to the extent that this is consistent with the long term sustainability of trails.
Acknowledgement: Acknowledge indigenous people and historical settlers.	Manjimup's indigenous and settler history – especially the timber industry – can be recognised and promoted via interpretive trails
Strategic Initiatives	
Community Capacity: Develop regional support for trail development and maintenance through small grants. Promote the benefits of trails construction and ownership to community.	By commissioning this feasibility study Manjimup Shire has already demonstrated a willingness to explore and build community capacity and benefits. It is assumed that this involvement would be expanded if the project progresses.
Encourage links with the community:	Several local businesses have expressed interest in

²⁵ Bibbulmun Track Foundation; Colmar Brunton. (2003). Bibbulmun Track User Research Report.

Increase private sector involvement in trails. Enable local tourism (commercial tour operators and accommodation providers) to link with trails. Support trail construction volunteers.	providing specific trail-related services. The management model must make provision for the recruitment and support of trail maintenance volunteers, from both the local community and elsewhere.
Encourage appropriate user access and use: Improve local community access to trails. Promote access to local trails for recreation and physical activity. Enhance the ability of users to appreciate environmental, indigenous and heritage significance of trails. Assist users to use trails consistent with research and best practice. Provide education to encourage best practice.	Engendering a sense of local ownership of the trails and facilities will help encourage appropriate behaviour – by local riders as well as visitors. The management model should include a ‘Code of Conduct’ and this should be effectively promoted to locals and visitors.
Improve the sector’s governance model: Enable creation of formal trails organisations in regional areas. Strengthen links between regional and state trail groups. Ensure greater linkages between the WA Trails Sector strategy, land management and user-specific strategies. Implement and monitor trails strategy initiatives. Formalise links with other policies and legislation. Incorporate a lead community entity for TrailsWA. Increase number of organisations with input to TrailsWA.	The management model should encourage and support the establishment of a local riders’ group, potentially under the auspices of the Recreational Trailbike Riders’ Association. This project aligns with the State Trail Bike Strategy and other relevant policies and legislation (<i>see references in this section</i>). The promotion model should utilise TrailsWA as a key information dissemination and promotion medium.
Explore different funding and resourcing models: Where necessary, implement a facilities contribution.	The option of a ‘user contributes’ model will be explored.
Encourage sharing of research and best practice: Hold forums for the sharing of trails knowledge and best practice. Package research and best practice into accessible kits.	As potentially the first trail bike trails hub in Australia, Manjimup will be pioneering the model and should capture the learnings to frame future best practice. This could be leveraged to deliver national and international promotion of Manjimup.
Promote WA trails: Promote priority Western Australian trails. Enhance the availability of information on trail conditions and options. Promote economic development opportunities available to communities through trails.	An effective communications strategy is required that recognises all local and non-local stakeholders, including businesses. Effective communications channels to riders will be necessary to ensure riders are kept up to date on trail closures and other management issues.
Educational programs: Enhance community understanding of environmental issues associated with trails. Improve trails signage to encourage appropriate use. Improve heritage appreciation through trails activity programs.	The Manjimup trails should be promoted as a quality opportunity that is a privilege. Education about environmental issues, including ‘minimal impact riding’ should form a key part of rider information.

World Class Trail Hubs Strategy

This 2012 project arose from the Trails Reference Group Strategic Implementation Plan. Its aims were to:

- research worldwide best practice in the development of Trails Hubs,
- create a blueprint that shows how towns in WA can become world class trails hubs, and
- develop recommendations for a strategy for trail hubs in Western Australia

A model was developed, and an assessment checklist. The key elements of a successful trails hub categorised as either “essential” or “desirable” by the original report as provided as Appendix 3. A modified, for trail bike relevance, and complete Manjimup assessment is included at Part 3 of this report.

State Trail Bike Strategy

The State Trail Bike Strategy was conceived by the Recreational Trailbike Riders’ Association, funded and auspiced by the Departments of Sport and Recreation, Environment and Conservation, Planning and Infrastructure, and Local Government in conjunction with the Western Australian Planning Commission and Motorcycling WA. It was delivered to the State Government in June 2008.

The Strategy contained eighty eight recommendations. Some of these have been partially implemented, however despite bipartisan support the full implementation of the Strategy has not yet occurred. Those listed in the table below have specific relevance for this project.

This could potentially create an opportunity for Manjimup to be funded by the State Government to develop some of the processes and materials needed to support the Trail Bike Trails Hub concept where they also fulfill recommendations of the State Trail Bike Strategy. The developed materials could then be rolled out into other Shires and regions.

Rec #	Recommendation	Implication
1.01	Develop a Master Risk Management Planning Kit that can be applied and tailored to individual ORV Areas and designated trails.	Not yet implemented. Could be developed for and piloted at Manjimup.
2.01	Develop a ‘trails inventory’ as the basis for a transition to the concept of designated trails to prevent proliferation of user-created trails	Not yet implemented. Could be developed for and piloted using Manjimup trails network.
2.023	Additional regional ORV Areas	Not yet implemented. One or more could be developed as part of the Manjimup Trail Bike Trails Hub.
2.026	Designated trail systems that include some sections open to Junior licence holders.	Not yet implemented. Could be developed for and piloted at Manjimup.
2.027	Trails and circuits within ORV Areas for quads only and consider areas or routes suitable for a ‘destination trail’ for quads.	Not yet implemented. Could be developed for and piloted at Manjimup.
2.028	Selected public trails as ORV areas so that they can be used by ORV-registered vehicles and junior riders to deliver the destination trail ride concept to family groups.	Not yet implemented. Could be developed for and piloted at Manjimup. This is an important product to enable Manjimup to effectively target the family riding market.
2.06	Establish a funding grant to assist commercial operators/local government in the development of commercial or ‘user-pays’ bike parks.	Not yet implemented. Most current grants are unavailable for commercial operators, however the role of commercial operators in reducing reliance on public lands should be recognised and incentivised. Could be developed for and piloted at Manjimup.
2.08	Encourage Local government authorities to include trail bike riding requirements in Master Trails Planning. This is to include collaborative planning with neighbouring LGAs.	Not yet implemented. It is anticipated that trails planned and developed for trail bikes would be included in any Master Trails Planning within the Manjimup Shire. If destination trails are likely to cross Shire boundaries – eg Nannup, Bridgetown, collaborative planning with neighbouring LGAs will be beneficial.
2.10	Establish key trial sites to demonstrate	Implementation underway. Pinjar Off Road

	principles of good design and management and assess impacts on rider behaviour.	Vehicle Area and the Metro Road Pilot Trail are current models, but the opportunity to develop a best practice case study around Manjimup is significant.
3.03	Create Local Management Committees to manage individual ORV areas. Develop a Terms of Reference and Management Guidelines for these Committees.	Partially implemented. DPaW currently has track adoption agreements and MOUs with the RTRA. A similar arrangement is anticipated with a local 'Friends of...' or rider group in Manjimup.
3.04	Develop guidelines for the use and management of tracks. DEC in conjunction with riders and associations such as RTRA and Motorcycling WA.	Partially implemented. Could be refined, deployed and assessed as part of the Manjimup Management Model.
3.05	Identify and designate certain trails as being for trail bikes only to reduce user conflict.	The Trails Concept Plan anticipates selected forest blocks being designated as trail bike zones. While not precluding other trails users this should satisfy the objective of reducing user conflict.
3.07	Adopt the International Trail Marking System and the Department of Parks and Wildlife's Signage Guidelines.	Implemented at Pinjar and Metro Road Piloted Trail and recommended for Manjimup Trails Network. <i>See Part 6: Management Plan - Signage and Control.</i>
3.09	Develop parking / unloading areas and create facilities to attract users into approved areas.	Implemented successfully at Pinjar. Trailheads are envisaged as part of the Manjimup trails concept plans.
3.10	Work with trail bike clubs and other groups to create volunteer programs to maintain trails and improve access.	Implemented successfully at Pinjar (RTRA) and envisaged as part of the Manjimup Management Model.
3.19	Develop a formal evaluation program to assess results and impacts of the various initiatives.	Not yet implemented. Could be developed and piloted at Manjimup as part of the Manjimup Management Model.
4.01	Produce ORV Registration Kit covering details about each ORV Area, safety, clubs and associations, minimal impact trail riding and the trail bike riding code of conduct.	Implemented by RTRA ('So Where Can I Ride' booklet. Could be updated and expanded to include Manjimup details or developed as a stand-alone Manjimup information package.
4.25	Trial a rider/ user volunteer program in one ORV area.	Partially implemented at the Pinjar Motorcycle Area. Could be expanded and adapted for Manjimup as part of the Management Model.
4.26	Involve local trail bike riders as members of Community Management Committees for each ORV area and trail system.	Not yet implemented. Would be developed as part of the Manjimup Management Model.
5.06	Clarify that ORV areas can be designated to include specified trails, (excluding the area either side of the trail) and not just land areas defined by administrative boundaries.	Confirmed, but yet to be piloted. This is the mechanism envisaged to enable family riding on selected State Forest trails. Note: This would still need to conform to the Road Traffic Act" and avoid crossing designated roads.
6.04	Expand the LotteryWest Trails grant funding to include motorised trails.	Implemented. Lotterywest trails grants are now available for motorised trails planning, construction, upgrades, associated facilities and promotion.
6.05	Introduce an 'area use' fee for those areas where facilities are provided and where trail maintenance is carried out on a regular basis.	Not yet implemented. Could be established as an annual 'Manjimup Trails Pass' or as a parking fee for trailheads.
6.07	Establish an ORV Grant Scheme that can be accessed by local governments, local communities and off-road vehicle bodies, managed by the ORV Advisory Committee.	Partially implemented. Off Road Vehicles account exists and has funds, but there is no obvious mechanism for funds distribution

South West Regional Blueprint

The South West Regional Blueprint 2014 from the South West Development Commission assesses the strengths and challenges of the region and seeks to provide guidance towards future prosperity through jobs and population growth.

Observations	Implications
Tourism in the South West is highly vulnerable to market downturns and changes in discretionary spending. New emerging products, including trails can help build resilience to manage future downturns.	The Blueprint refers to walk, cycle and equestrian trails, but trail bike trails could be seen to provide a 'new and emerging product' opportunity.
There will need to be a focus on both supporting clubs and volunteers in their capacity as well as the delivery of quality infrastructure through private sector, community and government.	The Trail Bike Trails Hub project will deliver new opportunities to foster volunteerism within the Manjimup community. The project involves collaboration between government, community and commercial operators.

Warren Blackwood Strategic Alliance – Strategic Plan 2016-2019

The Warren Blackwood Alliance of Councils was formed in 2001 following the restructure of the timber industry. The Strategic Plan works within South West economic development planning to prioritise sub-regional activities.

Observations	Implications
State Forest constraints impacting revenue was identified as a weakness of the region, while tourism growth was identified as an opportunity	The Trail Bike Trails Hub can generate new, non-extractive revenue from State Forests by using them to create new eco-adventure tourism opportunities.
Action Agenda proposes supporting tourism by creating new trails – equestrian and motorcycle, noting 'there is little point creating more walk trails when we already have the best in the world'	This supports the notion that there is greater opportunity in pursuing new and niche trails markets.

Manjimup SuperTown Growth Plan

The Manjimup SuperTown Growth Plan (2011) provides a high level strategic blueprint to facilitate the continued and sustained growth of Manjimup as a regional centre with a projected population of up to 11,000 people by 2031. It is being driven by the need to modernise and transform the Town to support long term economic activity, improve the quality of life for existing residents and to attract and retain new residents.

Manjimup SuperTown Economic Development Plan

The Economic Development Plan proposes a long-term foundation on which to achieve the goals of the SuperTown (now Regional Growth Centre) initiative.

Observations	Implications
Objective – take advantage of opportunities created by Western Australia’s population growth to 2050	Population growth (and urbanisation) in greater Perth area is eliminating many traditional trail bike riding areas close to the metropolitan area. Riders are becoming accustomed to travel further for quality riding experiences.
Target of doubling population by 2031 ‘will require significant proactive economic development activity’	New economic opportunities needed in a competitive market
Economic Opportunities: ‘Niche natural environment and lifestyle lead tourism activity’	Niche marketing principles benefit from finding ‘clear market space’ to differentiate.
‘Manjimup is often still perceived as a ‘Timber town’. Changing these perceptions and promoting the opportunities are Manjimup (both as a residential and business destination) will be important to achieving the future vision and aspirations of a SuperTown.’	Continue to promote the Southern Forests with timber linkages, just with a different <i>use</i> of that timber – ie to ride in. Leverage and extend the existing strength of the Southern Forests brand.
Conduct marketing campaign focused on attracting new residents. ... focus[ing] on specific target audiences ... to identify groups of people that would be attracted by the positive attributes	Residential communities have been built around ski slopes (eg Big White in Canada) and golf courses. Is there an opportunity for a trails focus?
Implementation plan – Tourism: ‘Undertake and implement a Local Tourism Strategy to attract and facilitate tourism development in the Shire including exploring opportunities in accommodation, agriculture / food tourist and other segments relevant to Manjimup.’	‘other segments relevant to Manjimup’ means effectively leveraging the brand and natural attributes.

Manjimup Corporate Business Plan 2015-2019

The Corporate Business Plan 2015-2019 translates the strategic direction of the Shire into outcomes at the operational level, setting the Shire’s priorities in the services and programs to be delivered.

Observations	Implications
Facilitate economic activity – Review, update and implement where possible the objectives and strategies outlined in the Shire of Manjimup Marketing Strategy. (Strategy 2.1: Strengthen and diversify our primary industries, including agriculture, forestry and tourism.)	Strengthening and diversifying the tourism strategy includes seeking new markets where Manjimup has a sustainable competitive advantage.

Manjimup Sport and Recreation Strategic Plan 2014-2024

The Sport and Recreation Strategic Plan provides recommendations for recreation infrastructure and direction for all stakeholders to address future needs, enabling Council to have a 'whole of Shire' perspective to guide decision making.

Observations	Implications
<p>Trails are important to each town in the Shire. The Shire recognises the importance of trails as significant contributors to the liveability of towns within the Shire.</p>	<p>The increased business, employment and recreational and hospitality benefits of trails and a Trails Hub are recognised.</p>
<p>The Strategy provides recommendations relating to obtaining a World Class Trail Hub status. The Shire of Manjimup is well placed to develop into a Trails Hub of international significance.</p> <p>Consideration of a range of activities including trail biking and a wide range of users - ages, experience, locals, tourists.</p>	<p>Strategy recommended a full time "trails coordinator" position. Shire has justification in seeking State Government resource assistance and initial discussions with DSR suggest there may be support for this position.</p>

Appendix 2: Control of Vehicles (Off-Road Areas) Act 1978

This information has been provided by the Department of Local Government.

Advisory Committee Policy on Applications to Extend the Area of Operation of the Act

The Advisory Committee has adopted a policy that any council applying to have the area of operation of the Act extended to its district must make a submission, which demonstrates that, the council:

1. Can identify that it has a significant problem²⁶ with vehicles off road and can provide details of the nature and extent of the problem.
2. Is aware of the provisions and intention of the Act.
3. Is able to indicate it has the capacity to enforce the Act and intends to do so.
4. Has given consideration to the effect of applying the Act. This includes the provision of permitted areas for the vehicles prevented from using the area brought under the control of the Act.
5. Can indicate whether consideration has been given to other methods of control – By-laws, or passive control of use of signs.
6. Is clearly able to identify the area to which the Act will apply.

Advisory Committee Policy on Applications for Permitted Areas

The Advisory Committee has adopted a general policy that any council which applies for a specified site to be declared a permitted area be requested to make a submission which supplies information on the following:

1. A description of the area requested, including a plan and details of ownership of the land.
2. Proposed management details for the site, including a sign posting provisions and safety provisions.
3. Required restrictions – justifications should be detailed.
4. Access available to site.
5. Environmental factors, including proximity of houses.
6. General noise level details for the area.
7. Terrain type.
8. What service utilities are likely to be affected?
9. What objections are there to the proposal?
10. Facilities currently on site.

When these details are available the Committee can proceed to meet the requirements of the Act such as advertising, consideration of submissions and preparation of reports on the site for the Minister.

²⁶ Consultant's Note - In our opinion, as the Act is a "beneficial" Act, demonstration of an opportunity instead of a problem should also qualify.

Appendix 3: Stakeholder Consultation

This Feasibility Report is the product of extensive research and consultation.

Project Steering Committee

A Steering Committee was formed to guide the project and its deliverables. The committee met monthly and held a total of 4 meetings. The committee membership included representatives from the following organisations:

- Shire of Manjimup
- Department of Sport & Recreation
- Recreational Trail Bike Riders Association
- Manjimup Community Member
- Department of Parks and Wildlife
- South West Development
- Manjimup Chamber of Commerce & Industry

Community and Stakeholder Consultation

Community and stakeholder input was an integral component of the process to determine the appetite and concerns around the trail bike hub concept. Public consultation thus far has consisted of a number of activities.



General Public Information Session (8 June 2016)

The information session was advertised in the Manjimup Bridgetown Times and the Shire's Facebook page and website. 28 people attended to hear about the project, the trail hub concept and the opportunity for Manjimup. All attendees were provided details for the general public survey and to register their interest in the project.

Stakeholder Database (throughout project)

Stakeholders were able to register their interest in the project via the Shire's website. The register had 121 entries and these people were emailed all of the events and opportunities to provide feedback.

Focus Group: Perth Riders and Families (20 June 2016)

The focus group was promoted via the RTRA and the Shire Facebook page and websites. Over 24,000 people were reached by the RTRA and this communication introduced the project to the wider Perth market. The purpose was to prompt discussion, gain input and feedback, gather rider aspirations and establish a preliminary sense of demand. This was run in Perth to attract the potential riders coming from the metropolitan area. "What would trail bike riders see as "welcoming"? What would make Manjimup trail bike friendly? What sort of trails and facilities needed?". 9 attendees

General Public Survey (1-21 July 2016)

An initial survey / public comment form was made available for the local community to provide feedback. The survey was promoted via a direct link on Shire Website, promoted in Facebook and Newspaper Articles. 51 responses were received.

Focus Group: Manjimup Riders and Families (4 July 2016)

A focus group was held for local riders and their families to get their views on the project, understand what the local riders want, their suggestions for riding facilities, what they think the town of Manjimup can offer visiting riders by way of products and services and what the area can offer in trails and areas. Riders on the stakeholder database were invited and 7 people attended.

Focus Group: Manjimup Local Business (5 July 2016)

A business opportunities workshop was held to explore how local Manjimup business owners could generate new income from trail and adventure bike riders. Businesses on the stakeholder database were invited, the Manjimup Chamber of Commerce and Industry promoted the workshop as did the Shire. 4 people attended.

Presentation at the Manjimup Chamber of Commerce and Industry (6 July 2016)

The consultants and Project Manager attended the Chamber's "business after hours" event and provided a briefing on the project and facilitated a discussion about potential business opportunities.

Rider Demand Survey (20 July to 5 August 2016)

An extensive online survey was conducted targeting riders in each of the segments of interest. The survey was advertised in the Manjimup Bridgetown Times, Walpole Weekly and Karri Pigeon and was widely promoted via the RTRA and Shire Facebook pages (the RTRA reports over 64,000 reached via Facebook with over 400 shares and more than 160 comments). The RTRA also emailed all members and promoted via their website and the survey was promoted and shared through over 20 trail bike related organisations and businesses. Hard copies of the survey were also made available from Shire offices and libraries.

As a result 2,272 responses were received, making it arguably the largest trail bike rider segmentation survey undertaken in Australia (Refer Appendix 9 for the questionnaire and Appendix 10 for comments from this survey).

Stakeholder Interviews (throughout project)

Telephone and / or in-person interviews were conducted with key stakeholders:

- Manjimup Chamber of Commerce and Industry
- Manjimup-Bridgetown Times
- Potential commercial operators
- Department of Parks & Wildlife
- Department of Sport & Recreation
- Recreational Trailbike Rider's Association
- Local Motorcycle Dealer
- Motorcycling WA
- Community Emergency Services Manager, Shire of Manjimup
- Manjimup Police
- Convener, Horizons Unlimited events
- Federated Chamber of Automotive Industries
- West Coast Trail Bike Safaris



Appendix 4: Manjimup Trails Hub Assessment Checklist

	Priority	Current Status	Comments and Assessment
Good views	4	3	
Undulating riding - hills and valleys	4	2	land fairly flat - esp in east
Water features to cross - creeks, rivers	4	2	no significant water features (except Donnelly river which is uncrossable)
Good in all seasons	4	3	
Unique or unusual natural setting?	3	3	
'Managed' vegetation - eg pine or bluegum plantations	4	3	
Attractive natural vegetation - native trees and bushes	4	3	
Loamy soil / firm trails	4	3	
Score			91.4%

Cultural Factors	Priority	Current Status	Comments and Assessment
Sites of historical interest or significance?	3	3	
Score			100.0%

Aesthetic Factors - Hub Town	Priority	Current Status	Comments and Assessment
Noise buffering (eg distance from residences) where required	4	3	
Motorcycle-friendly town - welcoming feel	5	2	Preparedness is there, not yet developed
Sense of remoteness, uniqueness or naturalness, vastness?	3	3	
Significant visual values?	3	3	
Sites or special features of awe, mystery or contemplation due to the setting or component visual elements?	3	3	
Inspirational places/features that demand or encourage exploration or personal discovery?	2	2	Some more inspirational places exist but perhaps not where the trails will be
Lack of discordant visual elements – architecture, industry, rubbish tips, etc?	2	3	
Score			89.4%

Existing routes, tracks and trails	Priority	Current Status	Comments and Assessment
Critical mass of looped trails	5	3	Trails exist
Trails effectively identified and signed?	5	1	But they're not identified or signed
Trails effectively mapped?	5	1	or mapped
Downloadable .GPX or .KML files of trails	5	1	or downloadable
Facilities for trail users- parking, toilets	4	1	And they don't have parking or trailheads
Trails of suitable standard/quality?	5	3	But they're good quality
Areas for intensive trail bike use - eg single-track	4	2	Potentially exists, but not currently available as such
Trails for unregistered bikes & quads / unlicensed riders	4	1	Potentially exists, but not currently available as such
Special themed trails or tours such as heritage, agriculture, industrial, wildlife, fishing, craft or wine?	3	1	
Organised tours – self guided or tag along?	4	1	
Score			51.5%

Access	Priority	Current Status	Comments and Assessment
Sealed or well-graded gravel road from trails hub town to trailheads?	4	3	
Availability of good maps and travel information – online and brochure formats?	5	1	
Availability of transport services – fuel, maintenance and supply?	4	3	
Access to routes, signed, promoted	5	1	
Score			63.0%

Attractions (and Product)	Priority	Current Status	Comments and Assessment
Natural attractions and features of significance?	3	3	
Destinations (with fuel) within 100km	5	3	
Destinations (with fuel and accommodation) within 200km	5	3	
Tourist offerings- for non-riders	4	3	good offerings, but own transport required
Score			100.0%

Services and Amenities	Priority	Current Status	Comments and Assessment
Staffed visitor centre or information hub in a central location with maps and trail information available 7 days/week.	4	3	
Signage (directional and Informational)	4	1	
Signage - interpretation and education	3	1	
Services geared for trail users: Eg hooks for helmets, jackets and backpacks, bike wash facilities, drying rooms, secure bike parking, repair hardstands?	4	1	Some businesses have indicated a willingness to provide these
Support services – laundry, pharmacy, grocery, internet café, ATM?	4	3	
Public toilets	5	3	
Car parking / trailer facilities	5	3	
Health services - clinic, hospital, doctor, nursing centre, ambulance depot?	4	3	
Mobile phone coverage at trailheads	4	1	Further testing required
Mobile phone coverage on trails	3	1	Further testing required
Public Showers	3	2	available at caravan parks and Manjimup AquaCentre
Score			69.8%

Accommodation	Priority	Current Status	Comments and Assessment
A range of accommodation styles and prices meeting needs of target market – caravan / camping, bunkhouse, home stay, motel, hotel, chalet, hostel?	5	3	
Trail bike friendly accommodation providers?	5	2	
Score			83.3%

Activities	Priority	Current Status	Comments and Assessment
Organised tours or guided activities	4	1	
Specialist services – local crafts, local produce, gifts, souvenirs?	2	3	
Activities for non-riding family members	4	3	

Annual (or otherwise) festivals or events linked to Trails Hub theme?	4	1	
Score			61.9%

Planning Factors	Priority	Current Status	Comments and Assessment
Established or proposed strategic or management plans that support hub activities/services?	5	3	Shire of Manjimup Sport & Rec Strat Plan
Compatibility with established land uses?	5	3	
Support from key local and state government agencies?	5	3	
Score			100.0%

Organisation and Management	Priority	Current Status	Comments and Assessment
Existence of formalised organising coordinating committee for trail hub (can be same as supporter group)?	4	1	to be established
Existence of formalised trail management schedule/agenda?	4	2	incomplete but progressed via Feasibility Study
Known sources of financial support?	5	2	incomplete but progressed via Feasibility Study
Existence or potential for agreement regarding responsibility for hub trails construction, maintenance and management?	5	2	incomplete but progressed via Feasibility Study
Evidence of trail group cooperation and effective trail maintenance?	5	1	to be established
Score			53.6%

Community Engagement	Priority	Current Status	Comments and Assessment
Community support?	4	2	
Existence of formalised supporter group (eg enduro club or adventure riding group) to provide source of volunteers & passionate leaders/influencers?	5	2	
Score			66.7%

Engagement of Supporting Businesses	Priority	Current Status	Comments and Assessment
Evidence of business engagement with the Trail Hub concept and trail user markets?	5	2	
Food services – restaurants, cafes and other providers? Open 7 days? Providing night-time meals? Provision of food suitable for trail users? Themed menus?	5	3	Limited at present, but could be anticipated to grow to meet demand
Supply and service suppliers for target user groups Eg. gear sales, repair services, equipment hire, emergency support.	4	2	Capability and preparedness to offer services as required
Tour operators offering packages to suit trail users?	3	1	
Companies providing bag transport from point of departure to next destination?	3	1	
Companies providing mid-point refuelling services by arrangement	3	1	
Secure parking facilities for bikes, cars, trailers? Secure storage?	4	1	
Score			56.8%

Marketing	Priority	Current Status	Comments and Assessment
Existence of suitable promotional material, pre-visit pamphlets and maps?	5	1	Shire is supportive to develop

Evidence of identification and understanding of target market and communication methods?	5	3	
Deliberate planning of trail and visitor services to meet target market needs?	5	2	
Effective marketing strategy, including branding, website, appropriate promotional maps and communication modes?	5	1	
Score			58.3%

Brand	Priority	Current Status	Comments and Assessment
Existence of a well established trails- linked brand?	3	2	Manjimup has strong brand association with target market.Total Trails (see website), Genuinely Southern Forests produce, Southern Forests region
Capacity to leverage brand	5	2	Manjimup or Southern Forests branding could be leveraged
Score			66.7%

Scoring

Priority Rating [1-5]	Current Status Rating [1-3]
5 = High: essential, must have.	3 = Fully or partially developed; exceptional or good & improving quality.
4 = Moderate: preferred, should have.	
3 = Low- moderate: desirable, beneficial.	2 = Partially developed & near adequate; or incomplete but planned & progressing.
2 = Low: local area specific, semi-optional.	
1 = Very low: not a core requirement, bonus to the area.	1 = Inadequate, of poor quality; under consideration; or absent & unplanned.



Appendix 5: Rider Segments

Adventure Riders



- Overview** Long distance day or multi-day on-road / off-road rides on larger road registered motorcycles.
- The Bikes** Adventure Bikes are road registered, typically between 650cc and 1200cc four stroke engines and are designed to be ridden long distances on a mix of sealed and unsealed roads.
- They have higher ground clearance than road motorcycles and use off-road or semi off-road tyres and long travel suspension. They tend to have fuel range of > 300km and a luggage-carrying capacity for camping gear, clothing and food that enables a high degree of self-sufficiency.
- Unlike smaller offroad bikes, many adventure bikes are capable of carrying pillion passengers.
- Bikes in this category include Kawasaki KLR650, Suzuki DR650, KTM Adventure 690 and 990 and BMW R80 and R1200GS. The smaller (650cc) bikes are often ridden on many of the less technical types of trails as trail bike tourers (below), whereas the larger 1200cc bikes tend to be ridden on more open trails and gravel roads.
- The Riders** Tend to be 40+ male
- The Experience** This category was given renewed recognition by Ewen McGregor and Charley Boorman’s television series, ‘The Long Way Round’. Adventure, exploring and socialising are the essence of the experience, fuelled by the freedom and closeness to nature of the motorcycle. While some challenging riding is seen as part of the adventure, the activity is more about the scenery and navigation, not speed. Self-sufficiency is an attraction, so camping out is often desired, but there is also a market for more comfortable accommodation.
- An adventure bike rider may cover around 300 km per day eg Walpole and back. Bikes would almost always be ridden to the trails hub. These riders are

most likely to follow a map (44%), use an on-board GPS (43%) and over 70% report creating their own GPX files from maps.

This is the segment most likely to have multi-day rides and to travel for a ride with 55% having travelled interstate and 25% travelled overseas for a ride²⁷.

The Trails There are many thousands of kilometres of dirt, sand, gravel and rocky roads and tracks that are open and available to Adventure Riders.

Combination of sealed road (as little as possible), gravel road, logging trails and rail forms (good condition for the larger bikes), twin-track and minor trails. Heading predominantly towards the destination. Alternative routes for each destination to provide variety.

The Services Critical services include fuel and food. Camping outside of designated campsites is often sought (and preferred over more formal camp sites). Motel or lodge style accommodation is also required for the premium end of this segment, and it should have secure parking for bikes and ideally a 'mud room' or secure drying area for gear.

Maps and information, ideally in downloadable .GPX format. Physical route signage could be useful, particularly for newcomers to Adventure riding, but creating a reliance on signs would be dangerous, given the risk of signs becoming removed or destroyed. On-ground signage is therefore not recommended.

An after-hours mechanical service and bike breakdown recovery service would be a significant offering. Wineries and coffee shops are desirable, as the experience for this group is about more than just the riding.

Most important services required from the Manjimup Rider Demand Survey:

- A welcoming attitude from local businesses and the community (72%)
- App with downloadable trails and route information and service directory (42%)
- Route signage (41%)
- Secure overnight storage for your bike at accommodation (39%)

Adventure Bike Riders report budgeting \$252 per day for a riding trip.

The Numbers

- Average annual new bike sales 2013-2015: 335²⁸
- Estimated current number of bikes: 1,673²⁹
- Riders represented 20% of the Manjimup Rider Demand Survey.

Potential Value to Manjimup \$2.7 million per annum – refer Economic Modelling for details

Key Opportunity Host one or more annual Horizons Unlimited events, targeting a state, national and international market. Refer Appendix 1 for details.

Publish a variety of routes between Manjimup and destinations in a 300km radius, together with a Trail Bike Friendly Business directory – ideally as an App.

²⁷ Manjimup Rider Demand Survey.

²⁸ FCAI Bike Sales Data, Western Australia

²⁹ Conservative estimate based on five year practical lifespan

Trail Bike Tourers



Overview Day or overnight point to point rides on road registered trail / enduro style motorcycles.

The Bikes Trail or enduro motorcycles are able to be road-registered, typically between 250 and 450cc and can have two or four stroke engines. They are often derived from motocross bikes, and are smaller, lighter and more nimble than adventure bikes, have smaller fuel tanks and lower gearing.

They are often ridden in a standing position for better control and are not designed for long distance road use.

Trail / enduro motorcycles have long travel suspension, knobby off-road tyres and usually have road equipment such as mirrors and indicators removed to avoid damage during inevitable falls. Fuel range is between 80 to 120 km on standard tanks, although some riders install larger fuel tanks. They are not designed to carry pillion passengers or equipment, although small saddlebags can be fitted. Consequently riders tend to wear backpacks with water, tools and snacks.

Bikes in this category include KTM EXC 200, 250, 350, 450, Yamaha WR 250, 450, Suzuki DRZ400, Honda CRX250 and 450 as well as more niche models such as Husqvarna, Sherco, Beta.

The Riders Trail bike tourers tend to be male 25-54, but this is probably the widest demographic category and extends from 16 years (L plates) to over 60 years. It is also a popular category amongst the more accomplished female riders.

The Experience Trail bike tourers enjoy the satisfaction of reaching a destination via a mix of open and technical trail sections. The nature of the bikes enables them to navigate overgrown, rough or very minor trails. Four wheel drive 'twin-track' tracks are popular, as is single-track, but a good destination ride is likely to include every kind of trail from the tightest single track to sealed roads. In the south-west, old logging roads and disused railway alignments provide much of the quality trails sought by this type of rider.

Technical challenge is provided by hill climbs and descents, river crossings and rough terrain.

Trail bike tourers seek adrenalin via these challenges and from pushing their speed, particularly in the tighter sections, but the 'challenge' component of a destination ride may only be 10% of the distance travelled or time elapsed. Typically, the 'challenge' sections are linked by longer sections of more flowing, cruisy riding. This is age dependent as older riders will want more cruisy "rest breaks". Overgrown tracks are useful and interesting for riders, as they have a single-track feel and they provide risk mitigation as they need to be ridden more slowly due to obstacles.

Up to 60kms of twin-track / logging track / forest trail loops were requested rides (70%) by riders of road-registered bikes closely followed by longer "out and back" rides with fuel available eg to Nannup and return (65%).

Trail bike touring is generally experienced in groups of three to twenty riders (78% normally ride with 2-5 other riders). Routes longer than 60-80km would require some riders (particularly on 2 stroke bikes) to either carry spare fuel or would require a backup vehicle carrying fuel for one or more *en route* stops.

Navigation is an important element of trail bike touring, with the ride leader responsible for planning and following the route. Unlike Adventure Bike Riders, trail bike tourers are less likely to use maps or GPS and most likely to follow another rider (43%).

A one day ride is around 140kms and typically involves riding to a destination, refuelling, lunch and return to origin in the afternoon preferably via a different route to form a loop.

Two day rides are also common in the southwest, with overnight accommodation and refuelling at the destination and potentially two other mid-point stops for refuelling and food. 33% of road registered riders have travelled interstate for a ride.

Bikes would almost always be trailered to the trails hub town. Bikes may be ridden (58%) or trailered (42%) from overnight accommodation to the trailhead.

The Trails

There are hundreds of kilometres of minor roads, old logging roads, old enduro trails and railway forms that can legally be ridden by road registered trail and enduro bikes. There are, however, many constraints such as conservation estates and disease risk areas which must be avoided. Many routes already exist and just need mapping to open up this type of riding. Other, potentially more interesting routes are old logging boundary trails that have become overgrown but which could be cleaned up relatively easily.

Sections of single-track along a route provide interest and challenge and are keenly sought by riders. There is a safety consideration as well, in that the slower speeds relative to open fire trails reduces both the probability and severity of collisions with trees or oncoming riders.

Trails should head generally in the direction of the destination, but a route can include deviations or doubling back in order to include a particularly good

section of trail.

Shorter destination rides can be undertaken solely within forest areas and on forest trails, while the longer rides will almost certainly require an element of on-road riding to connect sequences of trails.

The Services

The critical services at a one day destination are fuel and food. Accommodation for multi-day rider is necessary, and motel, chalet or lodge-style is preferred as riders will not generally be carrying camping equipment unless a support vehicle is involved.

Secure bike storage is important, as trail and enduro bikes often do not have ignition keys or steering locks. A drying room for clothing at accommodation would be desirable.

Midpoint refuelling would be an attractive service, with pre-arranged meeting points for a group of riders.

Maps and downloadable routes would open up this type of riding to more groups.

Some riders would be prepared to pay for bag cartage from point of origin to destination and return (for overnight rides).

Tour guides and contracted ride leaders and 'sweep' riders with mechanical and first aid experience could deliver a service to groups who lack the local knowledge or confidence in navigating.

Most important services required from the Manjimup Rider Demand Survey:

- A welcoming attitude from local businesses and the community (67%)
- Secure overnight storage for your bike at accommodation (52%)
- Route signage (48%)
- App with downloadable trails and route information and service directory (46%)

Road Registered Bike Riders report budgeting \$255 per day for a riding trip.

The Numbers

- Average annual new bike sales 2013-2015: 1,026³⁰
- Estimated current number of bikes: 5,130
- Represented 66% of the Manjimup Rider Demand Survey.

Potential Value to Manjimup

\$7.9 million per annum – refer Economic Modelling for details

Key Opportunity

Define and develop a series of half, one and two day rides based from Manjimup. Destinations eg Nannup, Northcliffe, Pemberton, Quinninup, Walpole, Denmark, Greenbushes etc, together with a Trail Bike Friendly Business directory. Publish a recommended routes guide, with .GPX files

³⁰ FCAI Bike Sales Data – Trail and Enduro categories, Western Australia

SingleTrack Explorers



Overview	Challenging riding centred around a particular area
The Bikes	<ul style="list-style-type: none">c) Road registered trail / enduro bikes (and licensed riders) as per Trail Bike Tourers - legal if ridden on public open road or trailsd) Non road registered trail bikes and motocross bikes - not legal unless ORV registered and operating in a gazetted ORV area.
The Riders	Typically male 15-55 years.
The Experience	<p>“Single trail” sections where the track is literally only the width of a motorcycle tyre tread and winds its way through the bush are highly valued as these test the skill of the rider and can be especially satisfying to ride.</p> <p>Single track exploring is more about the fun and challenge than the destination. Gnarly hills and tight single-trail provide the challenge these riders crave.</p> <p>Technical challenges were the most requested ride (76% by riders of road-registered bikes and by 68% of non-road registered riders) closely followed by 20kms of single-track loops (66% road-registered bikes and 71% non-road registered).</p> <p>The bikes are usually trailered to the trailhead or area, however they may be ridden there if the area is close to accommodation. They are ridden within a radius rarely exceeding 20km. Single track sections are rarely more than a few kilometres in length, and a 10-20km loop incorporating sections of single track is typical.</p> <p>There is often an elevated level of risk associated with the challenging terrain, and the loops are often repeated multiple times. This can create issues of noise for nearby residents and can have more impact on the trail itself.</p>

The Trails	<p>Tight, technical single track is preferred, along with hills for challenge and other ‘technical terrain features’ such as log crossings.</p> <p>Stacked loop format is generally preferred for this type of trail. Plantations are ideal as they can withstand a more intensive use, and the trail mileage can be maximised within a confined area.</p> <p>Single trail is often incorporated into a longer ride with twin track and open trails.</p>
The Services	<p>The long history with enduro events in the area means that many suitable trails exist and could be mapped and / or sign-posted. There are environmental constraints that would need to be considered in this process.</p> <p>Opportunities for product development include:</p> <ul style="list-style-type: none"> ● Guided tours with terrain selected to suit the desired challenge level and skills level of the group. ● Self-guided trail tours with signed, graded trails ● Trailhead parking facilities ● Bike washdown facilities at accommodation, trailer storage. ● Possible private properties providing a more extreme experience.
The Numbers	<p>Road-registered bikes included and inseparable from Trail Bike Tourers.</p> <p>Non road-registered bikes not separately quantified, however riders of non road-registered bikes represented 47% of respondents to the demand survey.</p>
Potential Value to Manjimup	<p>Not separately identified.</p>
Key Opportunity	<p>Identify, develop and promote one or more areas, probably plantations, as suitable for developing for intensive trail bike use.</p> <p>Include in any ORV gazetted area for use by unregistered bikes and unlicensed riders (eg children/youth).</p>

Motocross Simulators



Overview

Circuit-style riding, non-competitive

The Bikes

Motocross bikes and quads are designed for high-speed racing. Two and four stroke, 125cc to 500cc. Not able to be road registered as not ADR compliant.

These bikes are lighter and have smaller fuel tanks so have less fuel range. Are typically ridden on circuits, but when ridden in the bush are for shorter rides or loops.

Bikes in this category typically include Yamaha YZ, Honda CR and KTM SX ranges.

The Riders

Typically male 15-30

The Experience

Motocross simulators enjoy jumps, berms and the challenge of a motocross circuit. They may race competitively, but most competitive racers belong to a club and use a club circuit for practice.

The group described here is less likely to race competitively, either to avoid the costs of licences and club fees, the cumbersome process of obtaining the circuit keys and arranging an observer, the age and / or unsuitability of their bike, or due to a genuine disinterest in competitive racing.

They will trailer or ride (illegally) to a specific destination and base themselves there, riding existing and generally user-developed circuits.

Often these impromptu circuits are built on degraded or waste land such as old quarries, abandoned settlement sites or cleared former plantations.

48% of non-road registered bike riders said they do not need to navigate as they

ride a circuit so have no need to navigate.

66% of non-road registered bike riders would usually/always ride an area with some trails and information circuits and 39% would like access to the Manjimup motocross circuit for a fee.

The Trails 1 – 1.5km constructed circuit with bermed corners and jumps.

The Services Given the availability of motocross-oriented commercial ride parks, and gazetted off-road vehicle areas such as Pinjar and York, it is not anticipated that many riders would travel to Manjimup solely for this type of experience, although it would add diversity to the mix of experiences. Therefore local riders are the main target.

The requirement is one or more adequately maintained practice circuits with parking facilities.

Non-road registered bike riders report budgeting \$261 per day for a riding trip.

The Numbers Average annual new bike sales 2013-2015: 3,898

Estimated current number of bikes: 6,500. Note: there are currently 2,000 active motocross competitors in WA which means a large number of motocross bikes are being used for non-competitive purposes.

Potential Value to Manjimup Not separately identified.

Key Opportunity Likely to be met by private landowners seeking to develop a motocross facility as a commercial operation. Could then be promoted as part of the Manjimup 'package'.

It may be possible to the Manjimup Motorcycle Club to further develop the Cosy Creek facility to include a less daunting version of the circuit and streamline rider access processes to cater for this market.

Family Explorers



Overview Trail bike touring, on a smaller scale, for family groups.

Note: This segment doesn't yet officially exist. There are no gazetted off road vehicle areas large enough to support it and therefore all such riding on Parks and Wildlife managed land is currently in contravention of the CALM Act³¹.

The Bikes A combination of trail / enduro and mini / fun bikes. The adults are likely to ride trail or enduro bikes, while the children will ride smaller versions, typically 50 – 150cc bikes or quads.

4-12 years old typically 50-100cc bikes (see also mini-riders), whilst youth to 16 years ride 100cc-150cc or even full size adult bikes. These bikes are becoming increasingly sophisticated with 125cc and 150cc geared bikes with sophisticated suspension. Fuel range up to 60kms.

The Riders Between 8 and 80 years of age, both genders

The Experience The experience is identical to that of trail bike touring, scaled down to suit the youngest member of the group.

Participants enjoy the freedom of exploring bush trails, quality family time and an element of challenge.

Family groups usually have a parent as Lead rider and Sweep, with children in the middle of the convoy. Often experienced in groups of families.

Camping is commonly associated with this experience.

The Trails Ideally, as per Trail Bike Tourers, noting that any promoted trails on public land would need to be Permitted Areas under the Control of Vehicles (Offroad Areas) Act.

Many suitable trails already exist and could be compiled into routes of 20, 40 or

³¹ Section 52

60km. Shorter trails are required as smaller bikes have less range. Providing loops or trail options of varying difficulty levels allow family members of different riding capability to take different lines/routes but still reconnect. Survey respondents said 40kms per day was an ideal ride with younger children.

The highest requested family riding experiences from the Manjimup Rider Demand Survey were:

- A series of 10-20km signed forest trail loops legally available for free family riding (eg not requiring a registered bike and license) - 76%
- Up to 20km single-track loops - 57%
- A free, publicly available, short, safe, one-way circuit for small children (like the Pinjar peewee trail) - 84%
- A ride park with junior circuits and trails (fee paid) - 58%
- Technical challenges, hills, creeks - 34%

The Services Trails would need to be clearly signposted, with difficulty gradings, and would need regular inspection and maintenance.

Trailheads would require parking, picnic and toilet facilities.

Longer trails should have occasional rest areas, ideally with some local, cultural or historical significance and interpretation.

Family-friendly lodge or chalet style accommodation would be suitable as it can be expected that multi-family groups would travel together.

Most important services required from the Manjimup Rider Demand Survey:

- A welcoming attitude from local businesses and the community (65%)
- Secure overnight storage for your bike at accommodation (52%)
- Route signage (48%)
- After hours medical (41%)

Family riders report the highest budgeting of all segments at \$430 per day for a riding trip. Accommodation was highest for this group at \$162 per day and food at \$104 per day.

The Numbers

- Average annual new bike sales 2013-2015: 1,663³²
- Estimated current number of bikes: 16,630 – based on an average ten year usable life, and excluding parents’ bikes which would be covered in other categories.
- Represented 28% of the Manjimup Rider Demand Survey and 96% of riders whose children ride want to ride with them.

Potential Value to Manjimup \$1.5 million per annum. Refer economic modelling for details.

Key Opportunity The opportunity to lead Australia in the development and promotion of a series of ‘family friendly’ trails on a combination of private and public land. Public land trails would need to be gazetted as Off Road Vehicle trails, using the Permitted Area provisions of the Control of Vehicles (Offroad Areas) Act.

³² FCAI Data – Fun Bike category

ATV Tourers



Overview Trail touring on ATVs (quad bikes) and Side x Sides

Note: This segment doesn't yet officially exist, as there are no gazetted off road vehicle areas large enough to support it and therefore all such riding on public land is in contravention of the Road Traffic Act.

The Vehicles 4 wheel vehicles, farm and sport quad bikes and Side by Sides, eg Yamaha Grizzly, Raptor, YXR1000. Not able to be road registered as not ADR compliant.

The Riders Predominantly male 18+, although also popular with women.

The Experience ATV Touring with quad bikes and more recently side by sides is a large market in the USA. For some the riding is a secondary activity to access fishing or hunting areas, but for many the riding itself is the primary activity.

This segment excludes ATV riders who seek the simulated motocross experience (as those riders are covered in that segment), and has considerable overlap with family riding.

Side by side owners often invest heavily in their equipment. New vehicles cost around \$20,000 and the mature US market has resulted in a plethora of after-market accessories. Many side by side owners tour and camp illegally on routes such as the Holland Track.

The highest requested ATV riding experiences from the Manjimup Rider Demand Survey were:

- Up to 60km twin track / logging track / forest trail loops - 62%
- Up to 20km single-track loops - 60%
- An area with some trails and informal circuits - 57%
- Technical challenges, hills, creeks - 54%

The Trails As per Trail Bike Tourers but less distance. Survey showed an average 75kms per day as an ideal ride for ATVs and 145kms per day for side by sides.

The Services As per Family Explorers. Legally, could share gazetted Off Road Vehicle areas, however risk of collision (especially head-on) suggests that trail separation is preferred.

Other services as per Family Explorers.

Most important services required from the Manjimup Rider Demand Survey:

- A welcoming attitude from local businesses and the community (62%)
- Secure overnight storage for your bike at accommodation (41%)
- Route signage (39%)
- App with downloadable trails and route information and service directory (37%)

ATV Tourers report budgeting \$297 per day for a riding trip.

The Numbers Average annual new bike sales 2013-2015: 1,519³³

Estimated current number of bikes: 7,595

Represented 12% of the Manjimup rider Demand Survey.

Potential Value to Manjimup \$1.1 million per annum – refer economic modelling for details

Key Opportunity Develop a series of ‘ATV friendly’ trails on a combination of private and public land. Public land trails would need to be gazetted as Off Road Vehicle trails, using the Permitted Area provisions of the Control of Vehicles (Offroad Areas) Act.

³³ FCAI were not able to provide data for this category, so this estimate relies on the proportion of sales in 2006 attributable to the ‘Sports ATV’ category in WA, applied to overall 2013-2015 data. It should be interpreted as loosely indicative only.

Mini Riders



Overview Junior riders not yet ready to hit the trails and / or children with non-riding parents

The Bikes Typically small lower powered 50-100cc mini-bikes. Not able to be road-registered as not ADR compliant. Smaller fuel capacity provides a range of up to 60kms.

The Riders Predominantly 5-12 years.

The Experience These riders are just happy to be on their bikes. They want a smooth, short circuit or trail where they can ride at their own pace without feeling intimidated by faster riders and bigger bikes.

Parents want to be able to maintain visual contact for at least most of the circuit and be able to gain access to the trail to pick up a fallen rider.

Few parents would travel to from Perth to Manjimup just for this experience, but it could be part of the overall riding experience mix having done a family explore the day before. Such a circuit would cater for young/novice local riders.

A circuit / trail could be in the same area/zone as single trail loops and / or provided by commercial property owners.

The Trails Beginners: One-way trails / circuits of 200m to 1.5km length, smooth, firm and free of obstacles.

Experienced Minis: One-way trails and circuits with small technical features

such as jumps and opportunities for exploration. Focus on fun, not speed.

The Services

Trailhead with parking adjacent to the trails / circuits.

Trailhead as per Family Explorers

Accommodation and other services as per Family Explorers

The Numbers

Data is inseparable from Family Explorers.

28% of survey respondents had children that ride, 34% were under 8 years of age, 31% were 8-12 years and 30% were 13-16.

Potential Value to Manjimup

Included within Family Explorers category.

Key Opportunity

Likely to be met by private landowners for commercial return, and could also be part of a trailhead for family trails so that younger riders could gain skills on a circuit the enjoy a true trail adventure with their parents.

Appendix 6: Economic Benefit Analysis - Full Calculations

The calculations which are detailed below have provided an estimated **potential annual economic benefit of \$13.4 million.**

Here's how that figure was derived:

1. Project the value based on responses to the rider survey

Riders were first asked to estimate how much per day they would typically budget when riding:

Average \$/day	Adventure	Trail / Enduro	Unreg.	ATV	Family
<i>Number of respondents</i>	333	1199	870	263	555
Fuel ¹	\$55	\$46	\$47	\$61	\$74
Accommodation ²	\$85	\$93	\$86	\$98	\$162
Food	\$53	\$56	\$59	\$68	\$104
Snacks	\$25	\$23	\$26	\$28	\$59
Alcohol	\$34	\$37	\$43	\$42	\$31
	\$252	\$255	\$261	\$297	\$430

¹ Fuel will include bike and tow vehicle

² Assumes a multi-day ride, the likely scenario for most Manjimup riding

Riders were then asked how probable it was that they would visit Manjimup to ride quality trails. Response options were: definitely would, probably would, possibly would and definitely would not.

Those responding definitely or probably would were then asked how many days each visit would be on average and how many times each year they would be likely to visit.

Probably or Definitely would visit	Adventure	Trail / Enduro	Unreg.	ATV	Family
<i>Number of respondents</i>	324	1172	847	258	545
Average days per visit	3	2	2	3	3
Average visits per year	4	5	7	5	5

Those respondents were also asked to estimate how much they would budget for each visit. This second version of the budget question was included to provide an alternative, more holistic perspective on likely expenditure. It was observed that the calculated budget (ie the sum total of estimated budgets above) was on average 67% higher than the overall trip estimate.

\$ per visit	Adventure	Trail / Enduro	Unreg.	ATV	Family
Calculated trip budget from sum of estimated line items ¹	\$756	\$510	\$522	\$891	\$1,290
Respondent-estimated overall trip budget	\$417	\$474	\$485	\$446	\$552

¹ Itemised daily budget x average number of days per trip

Consistent with our stated conservative approach, we have used the lower respondent-estimated overall trip budget for all revenue calculations going forward.

By multiplying the estimated overall trip budget by the number of trips anticipated we can derive a potential value from our survey respondents:

Probably Definitely visit n	or would	Adventure	Trail / Enduro	Unreg.	ATV	Family
		324	1172	847	258	545
Average visits per year		4	5	7	5	5
Respondent-estima ted budget per trip		\$417	\$474	\$485	\$446	\$552
Annual expenditure per respondent		\$1,668	\$2,370	\$3,395	\$2,230	\$2,760
Annual expenditure – all respondents		\$540,432	\$2,777,640	\$2,875,565	\$575,340	\$1,504,200

This projection delivers a total across all rider categories of \$8,273,177. However this represents only those riders who responded to the survey.

Our next task is to project this data to the total number of riders in WA.

2. Extrapolate Survey Responses to Total Market

In this step we calculate the proportion of bikes in Western Australia that is represented by the survey respondents.

This gives us an ‘upweight’ factor which can be used to multiply the values derived from the survey responses.

We have previously estimated a total number of bikes in Western Australia as 58,000. Using our response number of 2,272 would yield us an upweight factor of 25.5.

Clearly such a simplistic projection would be an overestimation of the market. The overriding objective of this economic analysis is to arrive at a credible set of figures, so the following factors have been considered:

Factors supporting upweighting

Survey respondents are only a small percentage of total riders

Other revenue opportunities such as local attractions, wineries etc have not been considered, but would add to the revenue potential

Potential national and international market interest has not been considered

Eliminating all respondent duplication may not properly account for riders of multiple bike types

Factors supporting downweighting

Survey respondents were self-selecting – ie motivated to respond – and therefore more likely to have positive intentions towards a Manjimup trail bike hub
Survey respondents may over-estimate their spending.

Some spending will not happen in Manjimup – eg fuel and some food may be purchased prior to the trip

Some survey respondents may have predicated their intentions on expectations that won’t or can’t be met by the Shire of Manjimup

Up to 29% duplication exists in the survey, where respondents answered about multiple bike types
Economic impact may be constrained by capacity in accommodation

Based on the above considerations, and recognising that there is no perfect model, the following weighting is proposed:

Bike Type	5 year sales	Survey Respondents	Upweight factor	Notes
Mini / Fun	8,315	n/a	1	Not distinguishable from Family Riders
ATV	7,595	263	2.0	Probably underestimated, but data not reliable
Motocross	6,497	n/a	1	Not distinguishable from unregistered category
Trail	1,702	870	2.0	Trail and Enduro are overlapping, but projection is relevant
Enduro	3,428	1,199	2.9	
Adventure	1,673	333	5.0	Relevant projection

Five year sales data is extrapolated from the average of the past three years annual new bike sales multiplied by an assumed five year lifespan. It should be noted that a very conservative five year practical bike life has been used, instead of the previous assumption of ten years. This is based on the assumption that the more serious trail bike touring is likely to be done earlier in a bike's life. Older bikes may be less reliable and their owners less inclined to travel to remote places.

The effect of this weighting is as follows:

	Adventure	Trail / Enduro	Unreg.	ATV	Family
Value all respondents	\$540,432	\$2,777,640	\$2,875,565	\$575,340	\$1,504,200
Weighting Factor	5	2.9	2	2	1
Weighted Annual Value	\$2,715,684	\$7,942,182	\$5,624,429	\$1,150,680	\$1,504,200

This yields a total of \$18,937,175.

The final step is to account for the duplication in survey responses. Respondents to the survey were asked to answer each section with respect to the type of bike described in that section. In other words if they owned both an adventure bike and a quad bike they were to consider separately questions like "how often would you visit Manjimup with your Adventure bike?" and "how often would you visit Manjimup with your quad bike?". There are some situations where a rider may bring more than one type of bike on a single trip, but there are also situations where, say, an adventure bike rider would visit Manjimup with a group of other adventure bike riders on some occasions, and with his or her family on other occasions.

To avoid trying to justify a determination on this point and to be consistent with the conservative approach it was considered easier to simply discount all duplication. This has the effect of reducing the final figure by 29%.

The final estimate of economic benefit, therefore, is **\$13,361,882**.

No attempt has been made to quantify the secondary economic benefit or multiplier effect which reflects the way money circulates through an economy.

Appendix 7: Financial Model and Cashflow Forecast

	Target	Item	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
1	Capital Inflow	Seed Funding	\$25,000								
2	Capital Inflow	Capital Injection	\$250,000	\$250,000	\$750,000	\$500,000	\$250,000	\$200,000	\$150,000	\$100,000	\$50,000
	EXPENSES										
3	Establishment	Program Management	\$75,000	\$75,000	\$75,000	\$75,000	\$40,000	\$40,000	\$30,000	\$30,000	\$30,000
4		App development	\$40,000		\$5,000	\$5,000	\$5,000				
5		Marketing & promotional printed materials	\$10,000	\$5,000	\$5,000	\$5,000	\$5,000				
6		Web site development / Social Media	\$10,000								
7		Trail Bike Friendly Business Program	\$5,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
8		Volunteer Program		\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
9	Adventure Riders	Route submission and assessment	\$10,000								
10	Trail Bike Tourers	Route planning, assessments & negotiation	\$20,000								
11		DPaW Environmental Assessments	\$50,000								
12		Traffic counters		\$5,000					\$5,000		
13	SingleTrail Explorers	Route planning, assessments & negotiation		\$30,000	\$10,000						
11		DPaW Environmental Assessments		\$50,000							
14		Trailhead design & development			\$150,000						
15		Trails Development			\$50,000	\$25,000					
16		Route signage production, installation, maintenance			\$15,000	\$3,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
12		Traffic counters			\$2,500					\$2,500	
17	Family Explorers	Route planning, assessments & negotiation			\$20,000	\$10,000					
11		DPaW Environmental Assessments			\$50,000						

14		Trailhead design & development				\$150,000	\$150,000				
18		Trails Development				\$50,000	\$25,000				
16		Route signage production, installation, maintenance				\$10,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
12		Traffic counters				\$2,500					\$2,500
19	ATV Tourers	Route planning, assessments & negotiation				\$20,000					
11		DPaW Environmental Assessments				\$50,000					
20		Trails Development					\$50,000				
16		Route signage production, installation, maintenance					\$10,000	\$2,000	\$2,000	\$2,000	\$2,000
12		Traffic counters					\$2,500				
21	Maintenance Unit	Equipment			\$180,000						
22		Operating expenses			\$150,000	\$175,000	\$200,000	\$210,000	\$220,000	\$230,000	\$240,000
TOTAL EXPENSES			\$220,000	\$169,000	\$715,500	\$583,500	\$494,500	\$259,000	\$264,000	\$271,500	\$281,500
INCOME											
23	Annual Pass Revenue		\$0	\$9,994	\$20,056	\$66,966	\$113,040	\$130,917	\$158,710	\$180,822	\$206,580
24	Interest @ 3%		\$0	\$900	\$3,657	\$5,403	\$5,069	\$1,278	\$3,473	\$4,919	\$5,346
TOTAL INCOME			\$0	\$10,894	\$23,712	\$72,370	\$118,109	\$132,194	\$162,184	\$185,741	\$211,927
25	Net Outflow		-\$220,000	-\$158,106	-\$691,788	-\$511,130	-\$376,391	-\$126,806	-\$101,816	-\$85,759	-\$69,573
26	Balance		\$30,000	\$121,894	\$180,107	\$168,976	\$42,585	\$115,780	\$163,963	\$178,204	\$158,631
27	Economic Benefit		\$1,057,897	\$2,390,468	\$3,967,676	\$6,648,324	\$8,607,417	\$9,373,935	\$10,140,453	\$10,853,572	\$11,566,691
28	ROI		4.8:1	15.1:1	5.7:1	13:1	22.9:1	73.9.1:1	99.6:1	126.6:1	166.3:1

Notes to Accompany the Cashflow Forecast:

1	Seed Funding	Initial funding to get the program underway, establish Foundation and mechanisms, secure Program funding
2	Capital Injection	The Cashflow Forecast is predicated on total funding of \$2.5 million which can either be injected at startup or on a scheduled basis as shown here.
3	Program Management	This budget allocation would fund a person or a contractor to coordinate and drive the overall program. The role of Program Manager would shrink over time, as establishment tasks are completed and more of the ongoing management is transferred to volunteer groups
4	App Development	A sophisticated mobile App is considered essential as a marketing tool. It would contain and accommodation and services directory, route maps, current conditions, events and other information of importance to riders. It would be the responsibility of the Program Manager to maintain currency of content.
5	Marketing & Promotional printed materials	Includes a physical printed map / directory, necessary as a promotional tool, for example in motorcycle shops and visitor centres. An initial print run would be updated periodically as new trails, trailheads and services are added to the mix.
6	Web Site / Social Media Development	The web site is necessary to provide current information and as a central source of information for prospective visitors prior to them downloading the App. The Program Manager would have responsibility for maintaining currency of this and an engaged and active Social Media presence
7	Trail Bike Friendly Business Program	This budget allocation is for materials to support the Trail Bike Friendly Business Program. The Program Manager would be responsible for coordinating this program and liaising with local businesses.
8	Volunteer Program	To be coordinated by the Program Manager, this budget allocation is to cover support materials, software etc
9	Adventure Riders	Route submission and assessment would involve the Program Manager inviting and collating route suggestions from riders, and negotiating with DPaW.
10	Trail Bike Tourers – Route Planning, assessment and negotiation	The planning and assessment of routes for trail bike tourers would commence in Year 1, concurrent with the rolling out of the program for Adventure Bike Riders. The Program Manager would follow a similar process to that used for collating and assessing Adventure Bike routes, liaising with DPaW and rider groups.
11	DPaw environmental assessments	External costs of flora, fauna surveys for area and corridor assessments

12	Traffic Counters	Assumes 10 x TRAFx counters to be installed at key trail locations. Data retrieval to be undertaken by Program Manager, Signage Contractor or Maintenance unit (TBA)
13	Single Track Explorers – Route Planning, assessment and negotiation	Where the trail bike tourers segment follows predominantly unambiguously open public trails, planning for single track explorers, even on road registered motorcycles, will require more intensive work. It is assumed that the trails inventory would be progressively increased, subject to demand and successful impact monitoring. Work would be coordinated by the Program Manager.
14	Trailhead development	Design and construction of parking / unloading, signage and facilities. Trail Bike Visitor Areas in Victoria are a model that could be followed. Victorian budget was between \$60k and \$110 per Visitor Area. DPaW estimated \$250k each. Consultant estimate, used here, is \$150k each. Assumes three trailheads to be developed progressively over a three year period.
15	Trails Development	It is anticipated that much of the trails development will be via re-establishing old enduro special test stages and routes, however some new trail segment development will be needed where existing trails are not aligned with modern best practice. Assumed to be progressively developed over three years in parallel with trailhead development. Maintenance unit can be engaged on trails development as available, with greater availability likely in the earlier years of the program.
16	Route signage	Allocation to allow for planning, sign design and production, purchase of posts and fittings, installation. To cover specified trail bike touring routes. Subsequent year budgets for inspection and maintenance potentially, but not necessarily, to be undertaken by Program Manager
17	Family Explorers – Route Planning, assessment and negotiation	The family-oriented nature of these trails suggests that they will be based on existing trails cleared as necessary. The process of ratifying and gazetting them for Off Road Vehicle use can be expected to be more complex than similar trails for road registered vehicles.
18	Trails Development	No special treatment should be required of trails developed for the family market, however best practice principles of water shedding and alignment should be utilised.
19	ATV Tourers – Route Planning, assessment and negotiation	Trails and routes for ATVs and Side by Sides may or may not be shared with two-wheeled motorcycles, depending in part on the outcomes of the ATV convoy tours.
20	Trails Development	The ATV market is potentially lucrative and demand is expected to be high. Trails development, if it happens at all, would need to be designed specifically cater specifically to the touring aspects of this market.
21	Maintenance Unit Equipment	A dedicated Maintenance Unit is recommended so that maintenance can be constant on rotation throughout the trails. Equipment is based on capital cost of a Positrack or similar, a small excavator and an appropriate truck for transport.
22	Maintenance Unit operating expenses	An annual provision to cover the cost of an operator, depreciation, repairs, insurance and running costs. Note that this and item 21 above may alternatively be achieved by contracting the delivery of required services to a third party.
23	Annual Pass Revenue	Calculated on the assumption that both visitor numbers and compliance rates will increase progressively. Refer Assumptions Tables 1, 2 & 3

24	Interest Received	Assumes that project funding is parked in a trust to be drawn down (ref WA Parks Foundation model).
25	Net Outflow	The change in cash position from year beginning to year end
26	Balance	Projected funds remaining at year end
27	Economic Benefit	Based on the Economic Benefit Analysis outlined earlier, adjusted to reflect progressive growth in visitor numbers. Refer Assumptions Table 1
28	ROI	The multiplier effect of the Economic Benefit related to the annual net cost of the program.

Assumption Tables:

Assumption Table 1: Growth Rate

Growth Rate	Adventure	Trail / Enduro	Unreg.	ATV	Family
2017-18	25%	5%	5%	5%	5%
2018-19	35%	20%	10%	10%	10%
2019-20	50%	40%	10%	10%	25%
2020-21	75%	65%	20%	25%	50%
2021-22	80%	80%	35%	50%	70%
2022-23	85%	85%	40%	60%	80%
2023-24	90%	90%	45%	70%	90%
2024-25	95%	95%	50%	80%	95%
2025-26	100%	100%	55%	90%	100%

In the above table, 100% reflects the full value as estimated in the Economic Benefits Analysis (Refer Appendix 5).

The timing reflects staging of facilities, trails and promotion to the different segments, plus an estimate of how compelling the Manjimup product would be to each segment (and therefore how quickly it could be expected that the market would achieve its full potential).

Assumption Table 2: Compliance with Annual Pass

Annual Pass Compliance	Adventure	Trail / Enduro	Unreg.	ATV	Family
2017-18	0%	0%	0%	0%	0%
2018-19	20%	25%	0%	0%	0%
2019-20	20%	30%	0%	0%	0%
2020-21	25%	35%	50%	75%	65%
2021-22	30%	50%	60%	75%	70%
2022-23	35%	50%	65%	75%	75%
2023-24	40%	60%	65%	75%	80%
2024-25	45%	65%	70%	75%	80%
2025-26	50%	70%	75%	75%	85%

Compliance timing reflects the challenges in enforcing compliance in a setting where there is no single gate or collections point and where there are no physical barriers to entry. In the case of Adventure Bike riders and to a lesser extent, Trail Bike Tourers, the predominant use of roads which are open to the public, and the low reliance on built facilities such as parking and trailheads will present an additional obstacle to the notion of paying for access.

Assumption Table 3: Annual Pass Fee

	Adventure	Trail / Enduro	Unreg.	ATV	Family
Annual Pass Fee	\$50	\$50	\$75	\$75	\$120

The higher fee for non-road-registered vehicles reflects the additional value provided to this market, and the higher costs of servicing this market with trails, signage and Off Road Vehicle gazettal processes.

Appendix 8: Abbreviations and Acronyms

ABBREVIATION / ACRONYM	FULL DETAIL
ATV	All terrain vehicle - usually a quad bike.
CALM	Conservation and Land Management (previous name for DPAW - Department of Parks & Wildlife)
DPAW	Department of Parks & Wildlife
DRA	Disease Risk Area
FCAI	Federated Chamber of Automobile Industries
FPM	Forest Products Management
ORV	Off-road vehicle: a vehicle that is not able to be road registered
PDWSPA	Public Drinking Water Source Protection Area
RPZ	Reservoir Protection Zone
TBFB	Trail bike friendly business program

Appendix 9: Manjimup Rider Survey - Questionnaire



Department of
Sport and Recreation



Manjimup Trail Bike Rider Demand Survey

About the Feasibility Study

About this Project

The South West of Western Australia is well known for its natural beauty, picturesque landscapes, tall trees, unique wildflowers and flowing rivers. The region already offers world class trails for cycling, walking and kayaking.

The Shire of Manjimup recognises the importance of trails as significant contributors to the liveability of local residents and as a tourism drawcard. With a rapid increase in motorised trail bike use state and nation-wide, the Shire has identified an opportunity to explore Manjimup as the first trail bike trail hub destination in WA.

The concept would aim to meet the needs of recreational trail bike participants who seek the freedom to explore, appreciate the outdoor environment and socialise with family and friends. The trails would ideally offer a variety of riding environments and destinations to suit different styles of riding and bikes. The region of the hub would be a welcoming tourist environment that will cater for riders' needs in trails, access, accommodation, hospitality, services and other family and recreational opportunities.

After the feasibility study is complete the Shire of Manjimup will investigate opportunities presented by the study.

For more information on the project or to contact the Shire please visit www.manjimup.wa.gov.au/trailbikehub

About this Survey

This survey is a critical element of the feasibility study. It is designed to test market demand (to see if enough riders are interested to warrant proceeding) and to uncover the needs and desires of a range of different riders, based on the types of bike(s) they own and the types of riding they enjoy.

The survey is quite detailed and will probably take between 10 and 20 minutes to complete, dependent on the number of different types of bikes that you own.

For riders, this is a rare opportunity to ask for what you want and be heard by a Local Government that is genuinely interested in creating a welcoming environment for you where possible.



Manjimup Trail Bike Rider Demand Survey

* 1. Where do you live?

- Perth
- Shire of Manjimup
- South West Region
- Great Southern Region
- Other within Western Australia
- Outside Western Australia

If Other or Outside Western Australia, please enter City / Town, State and Country



Manjimup Trail Bike Rider Demand Survey

Adventure Bikes

Adventure Bikes are typically larger capacity (650cc +) on-road / off-road motorcycles designed for long distance touring.

Examples include Yamaha Tenere, Honda Africa Twin, KTM 690, Suzuki DR650, Kawasaki KLR650 and BMW GS650 GS to R1200GS.



* 2. Do you ride one of these types of bikes?

Yes

No



Manjimup Trail Bike Rider Demand Survey

Adventure Bikes

* 3. How many times a year would you ride an Adventure Bike for each of the following types of ride?

	Less than once a year	About once a year	A few times a year	About once a month	Most weeks	Once a week or more
Half day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3-5 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5+ day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 4. How many kilometres per day is an ideal ride on your Adventure Bike?

* 5. Approximately how many years have you been riding an Adventure Bike?

* 6. Have you ever travelled for an Adventure Bike ride?

	Yes	No
Interstate	<input type="radio"/>	<input type="radio"/>
Overseas	<input type="radio"/>	<input type="radio"/>

* 7. How many riders do you normally ride with on your adventure bike rides?

- I ride solo
- 2-5
- 6-10
- 11+

* 8. How do you navigate on your rides?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a commercial guide	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

9. If you follow a GPS, where do you get your .GPX files for your GPS? (leave blank if you don't use a GPS)

- Mates
- Plan it myself via Google Earth or other maps
- From a ride group or forum
- Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Adventure Bike Accommodation

* 10. On your Adventure Bike trips, what accommodation do you seek?

	Never	Sometimes	Usually	Always
Self-sufficient, nature-based camping – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – onsite van, cabin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – hotel/pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B&B	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 11. Thinking about your needs as an Adventure Bike rider, how important to you are each of the following potential services:

	No Interest	Nice to Have	Preferred	Essential
Secure overnight storage for your bike at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A secure drying room for riding gear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours bike recovery and / or mechanical service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikewash at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pre-arranged on-trail re-fuelling service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bag transport to next destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours medical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable maps (.PDF files) for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable .GPX files for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route signage at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided rides with support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interesting places to visit – wineries, galleries, museums etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A welcoming attitude from local businesses and the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Staffed visitors' centre with maps and information open 7 days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An App with downloadable trails and route information and service directory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 12. If you were budgeting for a riding trip, approximately how much would you budget for each of the following per day:

Fuel

Accommodation

Food

Coffee and snacks

Alcohol

* 13. If Manjimup were to provide a range of one and two day loops, starting at Manjimup and riding through quality terrain and forests and with destinations like Walpole, Albany, Busselton, Margaret River, how likely is it that you would visit to ride your Adventure Bike?

- Definitely would
- Probably would
- Possibly would
- Definitely would not



Department of
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Manjimup Trail Bike Rider Demand Survey

Would not visit on an Adventure Bike

* 14. You said you definitely would not visit Manjimup to ride your Adventure Bike. Why is that?



Manjimup Trail Bike Rider Demand Survey

Would possibly visit on an Adventure Bike

* 15. You said you possibly would visit Manjimup to rider you Adventure Bike. What would encourage you to visit Manjimup?



Manjimup Trail Bike Rider Demand Survey

Would probably or definitely visit on an Adventure Bike

* 16. If you were to visit Manjimup to ride your Adventure Bike...

Approximately how many days would you stay on each visit?

Approximately how many visits might you do each year?

Approximately how much might you budget to spend on each visit?



Department of
Sport and Recreation



Manjimup Trail Bike Rider Demand Survey

Season on an Adventure Bike

* 17. What time of year would you consider visiting Manjimup?

- Spring
- Summer
- Autumn
- Winter



Manjimup Trail Bike Rider Demand Survey

Road Registered Trail and Enduro Bikes

Road-registered trail / enduro bikes are typically 250 – 600cc and designed for primarily off-road trail and enduro use. Examples include Suzuki DRZ400, Yamaha DR250 and WR250 / 450, KTM 250 / 350/ 450, Honda CRF250 and 450 and various other european makes. They are fully road registered (not 'B Class') and ridden by licenced riders.



* 18. Do you ever ride one of these?

Yes

No



Manjimup Trail Bike Rider Demand Survey

Road Registered Trail and Enduro Bikes

* 19. How many times a year would you ride a road registered trail / enduro bike for each of the following types of ride?

	Less than once a year	About once a year	A few times a year	About once a month	Most weeks	Once a week or more
Half day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3-5 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5+ day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 20. How many kilometres per day is an ideal ride on your road registered trail / enduro bike?

* 21. Have you ever travelled for an road registered trail / enduro bike ride?

	Yes	No
Interstate	<input type="radio"/>	<input type="radio"/>
Overseas	<input type="radio"/>	<input type="radio"/>

* 22. How many riders do you normally ride with on your road registered trail / enduro bike rides?

- I ride solo
- 2-5
- 6-10
- 11+

* 23. How do you navigate on your rides?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a commercial guide	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

24. Where do you get your .GPX files for your GPS? (leave blank if you don't use a GPS)

- Mates
- Plan it myself via Google Earth or other maps
- From a ride group or forum
- Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Road Registered Bike Accommodation

* 25. On your road registered trail and enduro bike trips, what accommodation do you seek?

	Never	Sometimes	Usually	Always
Self-sufficient, nature-based camping – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – onsite van, cabin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – hotel/pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B&B	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 26. Thinking about your needs as a rider of a road registered trail / enduro bike, how important to you are each of the following potential services:

	No Interest	Nice to Have	Preferred	Essential
Secure overnight storage for your bike at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A secure drying room for riding gear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours bike recovery and / or mechanical service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikewash at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pre-arranged on-trail re-fuelling service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bag transport to next destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours medical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable maps (.PDF files) for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable .GPX files for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route signage at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided rides with support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interesting places to visit – wineries, galleries, museums etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A welcoming attitude from local businesses and the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Staffed visitors' centre with maps and information open 7 days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An App with downloadable trails and route information and service directory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 27. Would you ride your road registered trail / enduro bike from your accommodation to the trailhead each day (say up to 10km from town) or trailer your bike there?

- Ride
- Trailer / van / ute and park at trailhead

* 28. If you were to come to Manjimup to ride, how often would you ride the following types of rides?

	Never	Sometimes	Usually	Always
Up to 20km single-track loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical challenges – hills, creeks etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 60km twin-track / logging track / forest trail loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Longer 'out and back' rides with fuel available at 60-80 km distances – eg Nannup and return	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-day rides with overnight accommodation at places like Northcliffe, Nannup, Walpole, Albany	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Day or multi-day guided rides (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>			

* 29. If you were budgeting for a riding trip, approximately how much would you budget for each of the following per day:

Fuel	<input type="text"/>
Accommodation	<input type="text"/>
Food	<input type="text"/>
Coffee and snacks	<input type="text"/>
Alcohol	<input type="text"/>

* 30. If Manjimup were to provide the types of riding experiences you want, how likely is it that you would visit to ride your road registered trail / enduro bike?

- Definitely would
- Probably would
- Possibly would
- Definitely would not



Department of
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Manjimup Trail Bike Rider Demand Survey

Would not visit on road registered bike

* 31. You said you definitely would not visit Manjimup to ride your road registered trail / enduro bike. Why is that?



Manjimup Trail Bike Rider Demand Survey

Would possibly visit on road registered bike

* 32. You said you possibly would visit Manjimup to ride your road registered trail / enduro bike. What would encourage you to visit Manjimup?



Manjimup Trail Bike Rider Demand Survey

Would probably or definitely visit on road registered bike

* 33. If you were to visit Manjimup to ride your road registered trail / enduro bike...

Approximately how many days would you stay on each visit?

Approximately how many visits might you do each year?

Approximately how much might you budget to spend on each visit?

* 34. What time of year would you consider visiting Manjimup to ride your road registered trail / enduro bike?

Spring

Summer

Autumn

Winter



Manjimup Trail Bike Rider Demand Survey

Non Road-Registered Bikes

Non-road-registered bikes include motocross bikes, unregistered trail or B Class registered enduro bikes, mini bikes and pit bikes. This group also includes bikes registered as Off Road Vehicles.



* 35. Do you ever ride one of these?

Yes

No



Manjimup Trail Bike Rider Demand Survey

Non Road-registered bikes

* 36. How many times a year would you ride a non road registered bike for each of the following types of ride?

	Less than once a year	About once a year	A few times a year	About once a month	Most weeks	Once a week or more
Half day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3-5 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5+ day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 37. How many kilometres per day is an ideal ride on non road registered bike?

* 38. How many riders do you normally ride with on your non road registered bike rides?

- I ride solo
- 2-5
- 6-10
- 11+

* 39. How do you navigate on your rides?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride a circuit, property or area - no need to navigate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

40. Where do you get your .GPX files for your GPS? (leave blank if you don't use a GPS)

- Mates
- Plan it myself via Google Earth or other maps
- From a ride group or forum
- Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Non Road Registered Bike Accommodation

* 41. On your non road registered bike trips, what accommodation do you seek?

	Never	Sometimes	Usually	Always
Self-sufficient, nature-based camping – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – onsite van, cabin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – hotel/pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B&B	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 42. Thinking about your needs as a rider of a non road-registered bike, how important to you are each of the following potential services:

	No Interest	Nice to Have	Preferred	Essential
Secure overnight storage for your bike at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A secure drying room for riding gear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours bike recovery and / or mechanical service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikewash at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pre-arranged on-trail re-fuelling service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bag transport to next destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours medical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable maps (.PDF files) for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable .GPX files for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route signage at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided rides with support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interesting places to visit – wineries, galleries, museums etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A welcoming attitude from local businesses and the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Staffed visitors' centre with maps and information open 7 days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An App with downloadable trails and route information and service directory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 43. If you were to come to Manjimup to ride your non road-registered bike, how often might you ride the following types of rides?

	Never	Sometimes	Usually	Always
An area with some trails and informal circuits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to the Manjimup motocross circuit (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A ride park with circuits and trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 20km single-track loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical challenges – hills, creeks etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 60km twin-track / logging track / forest trail loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 44. If you were budgeting for a riding trip with your non road-registered bike, approximately how much would you budget for each of the following per day:

Fuel	<input type="text"/>
Accommodation	<input type="text"/>
Food	<input type="text"/>
Coffee and snacks	<input type="text"/>
Alcohol	<input type="text"/>

* 45. If Manjimup were to provide the types of riding experiences you want, how likely is it that you would visit to ride your non road-registered bike?

- Definitely would
- Probably would
- Possibly would
- Definitely would not



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Manjimup Trail Bike Rider Demand Survey

Would not visit - non road-registered bike

* 46. You said you definitely would not visit Manjimup to ride your non road-registered bike. Why is that?



Manjimup Trail Bike Rider Demand Survey

Would possibly visit - non road-registered bike

* 47. You said you possibly would visit Manjimup to ride your non road-registered bike. What would encourage you to visit Manjimup?



Manjimup Trail Bike Rider Demand Survey

Would probably or definitely visit on non road-registered bike

* 48. If you were to visit Manjimup to ride you non road-registered bike...

Approximately how many days would you stay on each visit?

Approximately how many visits might you do each year?

Approximately how much might you budget to spend on each visit?

* 49. What time of year would you consider visiting Manjimup to ride your non road-registered bike?

- Spring
- Summer
- Autumn
- Winter



Manjimup Trail Bike Rider Demand Survey

Family Riding



* 50. Do you have children that ride?

- Under 8 years
- 8-12 years
- 13-16 years
- No



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Manjimup Trail Bike Rider Demand Survey

Ride with Children

* 51. Do you, or would you, like to ride with your children?

Yes

No



Manjimup Trail Bike Rider Demand Survey

Facilities for children

* 52. Whilst you don't ride with your children, to which of these facilities might you take *them* to ride?
(select all that apply)

- A free, publicly available, short, safe, one-way circuit for small children (like the Pinjar PeeWee trail)
- A series of 10-20km signed forest trail loops legally available for free family riding (eg not requiring a registered bike and licence)
- Access to the Manjimup motocross circuit (for a fee)
- A ride park with junior circuits and trails (for a fee)
- Up to 20km single-track loops
- Technical challenges – hills, creeks etc
- Up to 60km twin-track / logging track / forest trail loops
- Guided family-friendly convoy ride through forest trails (for a fee)



Manjimup Trail Bike Rider Demand Survey

Family Riding

* 53. How many kilometres per day is an ideal ride with your children?

* 54. How many riders do you normally ride with when you ride with your children?

- 2-5
- 6-10
- 11+

* 55. How do you navigate on your rides with your children?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a commercial guide	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride a circuit, property or area, no need to navigate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

56. Where do you get your .GPX files for your GPS? (leave blank if you don't use a GPS)

Mates

Plan it myself via Google Earth or other maps

From a ride group or forum

Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Family Riding Accommodation

* 57. If you go away for a family riding trip, what accommodation do you seek?

	Never	Sometimes	Usually	Always
Self-sufficient, nature-based camping – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – onsite van, cabin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – hotel/pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B&B	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 58. Thinking about your needs as a parent of kids who ride (whether you ride with them or not), how important to you are each of the following potential services:

	No Interest	Nice to Have	Preferred	Essential
Secure overnight storage for your bike at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A secure drying room for riding gear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours bike recovery and / or mechanical service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikewash at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pre-arranged on-trail re-fuelling service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bag transport to next destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours medical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable maps (.PDF files) for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable .GPX files for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route signage at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided rides with support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interesting places to visit – wineries, galleries, museums etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A welcoming attitude from local businesses and the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Staffed visitors' centre with maps and information open 7 days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An App with downloadable trails and route information and service directory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 59. If you were to come to Manjimup to ride with your children, how often would you ride the following types of rides if they were available?

	Never	Sometimes	Usually	Always
A free, publicly available, short, safe, one-way circuit for small children (like the Pinjar PeeWee trail)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A series of 10-20km signed forest trail loops legally available for free family riding (eg not requiring a registered bike and licence)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to the Manjimup motocross circuit for a fee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A ride park with junior circuits and trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 20km single-track loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical challenges – hills, creeks etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 60km twin-track / logging track / forest trail loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided family-friendly convoy ride through forest trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 60. If you were budgeting for a riding trip with your children, approximately how much would you budget for each of the following per day:

Fuel	<input type="text"/>
Accommodation	<input type="text"/>
Food	<input type="text"/>
Coffee and snacks	<input type="text"/>
Alcohol	<input type="text"/>

* 61. If Manjimup were to provide the types of riding experiences you want, how likely is it that you would visit to ride with your children?

- Definitely would
- Probably would
- Possibly would
- Definitely would not



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Manjimup Trail Bike Rider Demand Survey

Would not visit - family riding

* 62. You said you definitely would not visit Manjimup to ride with your children. Why is that?



Department of
Sport and Recreation



Manjimup Trail Bike Rider Demand Survey

Would possibly visit - family riding

* 63. You said you possibly would visit Manjimup to ride with your children. What would encourage you to visit Manjimup?



Manjimup Trail Bike Rider Demand Survey

Would probably or definitely visit for family riding

* 64. If you were to visit Manjimup to ride with your children.

Approximately how many days would you stay on each visit?

Approximately how many visits might you do each year?

Approximately how much might you budget to spend on each visit?

* 65. What time of year would you consider visiting Manjimup to ride with your children?

- Spring
- Summer
- Autumn
- Winter



Manjimup Trail Bike Rider Demand Survey

Quad Bikes and Side by Sides

Quad bikes and side by sides include farm and sport varieties and can be used as utility vehicles and for recreation.



* 66. Do you ever ride a quad bike or side by side?

- Yes - Quad Bike - farm / utility
- Yes - Quad Bike - sport / racing
- Yes - Side by Side - farm / utility
- Yes - Side by Side - sport / racing
- None



Manjimup Trail Bike Rider Demand Survey

Quad Bikes and Side by Sides

* 67. How many times a year would you ride a quad bike or side by side for each of the following types of ride?

	Less than once a year	About once a year	A few times a year	About once a month	Most weeks	Once a week or more
Half day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3-5 day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5+ day ride	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 68. How many kilometres per day is an ideal ride on a quad bike or side by side?

* 69. How many riders do you normally ride with on your quad bike or side by side rides?

- I ride solo
- 2-5
- 6-10
- 11+

* 70. How do you navigate on your rides?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride a circuit, property or area - no need to navigate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

71. Where do you get your .GPX files for your GPS? (leave blank if you don't use a GPS)

- Mates
- Plan it myself via Google Earth or other maps
- From a ride group or forum
- Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Quad Bike and Side by Sides Accommodation

* 72. On your quad bike or side by side trips, what accommodation do you seek?

	Never	Sometimes	Usually	Always
Self-sufficient, nature-based camping – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – tent / swag	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Caravan park – onsite van, cabin	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – hotel/pub	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Budget accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – chalets / farmstay	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality accommodation – motel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B&B	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 73. Thinking about your needs as the rider of a quad or side by side, how important to you are each of the following potential services:

	No Interest	Nice to Have	Preferred	Essential
Secure overnight storage for your bike at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A secure drying room for riding gear	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours bike recovery and / or mechanical service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bikewash at accommodation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pre-arranged on-trail re-fuelling service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bag transport to next destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After hours medical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable maps (.PDF files) for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downloadable .GPX files for day trip loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route signage at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided rides with support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interesting places to visit – wineries, galleries, museums etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A welcoming attitude from local businesses and the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Staffed visitors' centre with maps and information open 7 days	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An App with downloadable trails and route information and service directory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 74. If you were to come to Manjimup to ride your quad bike or side by side, how often would you ride the following types of rides if they were available?

	Never	Sometimes	Usually	Always
An area with some trails and informal circuits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to the Manjimup motocross circuit (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A ride park with circuits and trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 20km single-track loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical challenges – hills, creeks etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 60km twin-track / logging track / forest trail loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided convoy ride through forest trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 75. If you were budgeting for a quad or side by side riding trip, approximately how much would you budget for each of the following per day:

Fuel	<input type="text"/>
Accommodation	<input type="text"/>
Food	<input type="text"/>
Coffee and snacks	<input type="text"/>
Alcohol	<input type="text"/>

* 76. If Manjimup were to provide the types of riding experiences you want, how likely is it that you would visit to ride your quad bike or side by side?

- Definitely would
- Probably would
- Possibly would
- Definitely would not



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Manjimup Trail Bike Rider Demand Survey

Would not visit - quad bike or side by side

* 77. You said you definitely would not visit Manjimup to ride your quad bike or side by side. Why is that?



Manjimup Trail Bike Rider Demand Survey

Would possibly visit - quad bike or side by side

* 78. You said you possibly would visit Manjimup to ride your quad bike or side by side. What would encourage you to visit Manjimup?



Manjimup Trail Bike Rider Demand Survey

Would probably or definitely visit - quad bike or side by side

* 79. If you were to visit Manjimup to ride your quad bike or side by side.

Approximately how many days would you stay on each visit?

Approximately how many visits might you do each year?

Approximately how much might you budget to spend on each visit?

* 80. What time of year would you consider visiting Manjimup to ride your quad bike or side by side?

- Spring
- Summer
- Autumn
- Winter



Manjimup Trail Bike Rider Demand Survey

Local Manjimup Riders

* 81. Approximately how many times a year would you ride each of the following types of ride?

	Less than once a year	About once a year	A few times a year	About once a month	Most weeks	Once a week or more
On your own property	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On someone else's property	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At the Manjimup MX circuit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In local forest close to Manjimup	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Day rides from Manjimup to nearby towns eg Quinninup, Nannup etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Multi-day rides	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

* 82. What type(s) of bike do you ride (tick all that apply):

- Adventure Bike
- Road Registered Trail / Enduro Bike
- Unregistered trail / MX bike
- Quad Bike
- Side by Side
- Other (please specify)

* 83. How many kilometres per day is an ideal ride?

* 84. How many riders do you normally ride with?

- I ride solo
- 2-5
- 6-10
- 11+

* 85. How do you navigate on your rides?

	Never	Sometimes	Usually	Always
I don't need to navigate - I already know my way around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I don't navigate – just explore	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow trail signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow a map	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow an on-board GPS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Follow another rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ride a circuit, property or area - no need to navigate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)



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Manjimup Trail Bike Rider Demand Survey

Manjimup Family Riding

* 86. Do you have children that ride?

- Under 8 years
- 8-12 years
- 13-16 years
- No



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Manjimup Trail Bike Rider Demand Survey

Manjimup Ride with Children

* 87. Do you, or would you, like to ride with your children?

Yes

No



Manjimup Trail Bike Rider Demand Survey

Manjimup children's facilities

* 88. Whilst you don't ride with your children, to which of these facilities might you take *them* to ride?
(select all that apply)

- A free, publicly available, short, safe, one-way circuit for small children (like the Pinjar PeeWee trail)
- A series of 10-20km signed forest trail loops legally available for free family riding (eg not requiring a registered bike and licence)
- Access to the Manjimup motocross circuit (for a fee)
- A ride park with junior circuits and trails (for a fee)
- Up to 20km single-track loops
- Technical challenges – hills, creeks etc
- Up to 60km twin-track / logging track / forest trail loops
- Guided family-friendly convoy ride through forest trails (for a fee)



Manjimup Trail Bike Rider Demand Survey

Manjimup Family Riding

* 89. How many kilometres per day is an ideal ride with your children?

* 90. How many riders do you normally ride with when you ride with your children?

- 2-5
- 6-10
- 11+

* 91. How often would you ride the following types of rides with your children if they were available?

	Never	Sometimes	Usually	Always
A free, publicly available, short, safe, one-way circuit for small children (like the Pinjar PeeWee trail)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A series of 10-20km signed forest trail loops legally available for free family riding (eg not requiring a registered bike and licence)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to the Manjimup motocross circuit (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A ride park with junior circuits and trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 20km single-track loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Technical challenges – hills, creeks etc	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Up to 60km twin-track / logging track / forest trail loops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Guided family-friendly convoy ride through forest trails (for a fee)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Volunteering

Like many other trail networks such as the Munda Biddi and Bibbulmun, maintaining trails is not possible without a strong volunteering network.

* 93. Might you be prepared to volunteer: (select all that apply)

- With occasional trails maintenance (e.g. setting up signs, clearing trails, drainage management etc.)
- With environmental management programs
- To help organise events and activities
- Member of a Manjimup Trail Bike Trails Hub committee or foundation
- To supply trail routes (GPX files)
- As a ride guide or trail patrol
- As a young riders mentor (for children with parents who don't ride)
- Not able to volunteer
- Other (please specify)



Manjimup Trail Bike Rider Demand Survey

Demographics

Finally, just a couple of questions about you.

* 94. What is your gender identity?

* 95. How old are you?

* 96. Approximately how many years have you been riding?

97. Are you a member of a motorcycle riding, event or social club or association? (leave blank if you're not a member of any clubs or associations)

Club 1

Club 2

Club 3

Club 4

Club 5

98. Are you a member of any rider-focused internet based group or forum (including Facebook Groups)?

Group or Forum 1

Group or Forum 2

Group or Forum 3

Group or Forum 4

Group or Forum 5

Group or Forum 6

Group or Forum 7

Group or Forum 8

Group or Forum 9

Group or Forum 10



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Manjimup Trail Bike Rider Demand Survey

Final Comments

Thank you for your valuable input for this important project - do you have any final comments?

99. Please write any comments, concerns or suggestions here.

100. If you would like to be kept informed of the progress of this project please leave your email address:

Thank you for taking the time to complete this survey. Click the 'Done' button below to finish.

RIDER DEMAND SURVEY:

FINAL COMMENTS

Manjimup Trail Bike Trails Hub



August 2016



Department of
Sport and Recreation



TRAIL BIKE MANAGEMENT AUSTRALIA
PRAGMATIC, SUSTAINABLE TRAIL BIKE SOLUTIONS

This Project

The South West of Western Australia is well known for its natural beauty, picturesque landscapes, tall trees, unique wildflowers and flowing rivers. The region already offers world class trails for cycling, walking and kayaking, setting an ideal location for WA's first trail bike trail hub.

The Shire of Manjimup recognises the importance of trails as significant contributors to the liveability of local residents and an experiential tourism drawcard for visitors. And with a rapid increase in motorised trail bike use state and nation-wide, the Shire has identified an opportunity to explore Manjimup as the first trail bike trail hub destination in WA.

This project is designed to explore the potential and opportunities to position Manjimup as Australia's first trail bike trails hub. The aim of the feasibility study is to provide recommendations on the feasibility and viability of a new trail bike trails hub, and thus to ensure the project is 'shovel ready' and the hub will be long term sustainable.

There are three main groups of beneficiaries if such a project were to be successful:

1. Those recreational trail biking participants who seek the freedom to explore, appreciate the outdoor environment and socialise with family and friends.
2. Local businesses who would gain from the positive economic benefits of a substantial increase in tourism.
3. Land managers who would benefit from more effective management of the trail bike riding activity.

This Survey

The Manjimup Trail Bike Rider Demand Survey was undertaken to:

- Test rider interest in the Manjimup trail bike trail hub concept
- Discover rider requirements across different rider categories
- Obtain data for economic modelling for the feasibility report

Survey Details

Date: 20 July - 5 August

Total Responses: 2272

Final Comments: 621

Manjimup Trail Bike Rider Demand Survey

Q99 Please write any comments, concerns or suggestions here.

Answered: 621 Skipped: 1,651

#	Responses	Date
1	Get it done ?????	8/10/2016 11:51 AM
2	It's good to see more unlicensed riding areas are being created. It always seems that over the years; we have been riding in areas that are not "permitted" and getting punished for it then having the areas closed down. But they have not looked at the need for good areas for riders to use (until now). If we have good areas to ride (that we are allowed to ride), the amount of "street screaming" (riding an unlicensed bikes in the local neighbourhood) will reduce and we can enjoy our ride in a safer environment. Most of the people I ride with are pretty self sufficient with regards to the motorbike maintenance, we bring our own tools and are usually prepared for minor issues. We always seem to have a counter meal with a couple pints afterward, It's definitely a great part of riding in these areas as you get to see the nature in our state then finish it off with a country pub meal.	8/5/2016 6:39 AM
3	Awesome work, awesome concept, will fully and financially support.	8/5/2016 12:09 AM
4	Good work shire of manji. maybe include a couple of scenic or historic spots (old bridges, fire towers) or follow old logging railway lines. Camping huts like the munda biddi.	8/4/2016 8:19 PM
5	A fabulous idea from Manjimup. Bring the \$\$ in and the well behaved normal riders who like going off road and at the same time discourage the idiot louts that give us a bad image.	8/4/2016 11:25 AM
6	Looking forward to seeing this all go ahead. Great job :-)	8/3/2016 10:40 PM
7	Keep up the great work, really appreciate all the hard work you guys do.	8/3/2016 9:38 PM
8	would be very good to see this type of promotion and acceptance of the dirt biking community as too many people who have never ridden write us off We have just a much right to use and enjoy the bush as anybody else and 99% of people want to co operate and secure a future and place to ride, not be abused by horser riders and mountain bikers who have just decided the bush is a cool place to hang out and claim they now own own it us dirt bikers have been doing it for years way before mountain bikes were cool and the new trend and have tried to take over the bush where i live in margaret river	8/3/2016 7:51 PM
9	Well done for doing this & thanks to Recreational Trailbike Riders' Association of WA Inc for referring me to this survey.	8/3/2016 2:42 PM
10	Recently rode in Spain. Amazing cultural acceptance of dirt bikes in their wilderness areas. Excellent mutual respect between user groups. e.g. dirt bikes turned engines off and coasted past horse riders and the like. Generates mutual respect and everyone gets along just fine. I am borne and bred Aussie, but in my experience, Australian culture is not so tolerant, and WAY too much nanny state interference / over-policing / safety-crat / litigious element will make your mission difficult. As will the bogan element that will insist on riding up and down cycle ways no matter how much effort is put into creating dedicated dirt bike areas. Having said that, congratulations on the direction you are taking. I wish you the best of luck.	8/3/2016 2:19 PM
11	I thank you for taking the initiative to look at trail bike riding areas. I believe it is very important especially for our young people to have somewhere legal and relatively safe to ride.	8/3/2016 12:11 PM
12	It would be grate to have more ride places and events , thanx	8/2/2016 12:39 AM
13	I fully support all and any attempts to ride my bike in the most ecologically sustainable and responsible manner as possible and applaud the Shire of Manjimup's proposals.	8/1/2016 2:52 PM
14	Great idea as Manjimup has a great history in supporting MX (Manjimup 15000) would be great to get the international endure to Manjimup aswell	8/1/2016 9:26 AM
15	We desperately need places where kids can ride without copping huge fines!	7/31/2016 8:59 PM
16	Having recently moved to south west WA from Victoria, I haven't heard of anything like this before and think it is such a fantastic idea! I really hope this kicks off and i can get out there on the trails with some friends :)	7/30/2016 9:13 PM
17	Great idea. Deserves support from all Perth based riding groups.	7/30/2016 4:54 PM
18	It would be just Great to have a place in which to ride endure bikes were you are not hassled, I do deliver the bike's needs to have a full A class Licence so to allow people to ride on roads. as there are no official area's in which to ride your bike. especially seeing all of the push bike trails were once old endure trails from the 70 tees and 80 tees and we are know not allowed to ride them would be just great to still be able to go back in and ride the old tracks	7/30/2016 12:53 PM

Manjimup Trail Bike Rider Demand Survey

19	Sounds like a great idea to have a structured facility for riders to use. I hope something can be worked.	7/30/2016 12:22 PM
20	Hope it gos a head	7/30/2016 12:59 AM
21	This would be a fantastic project and would align perfectly with the Munda Bididi trail as a access route to this destination. But even as a stand alone project, "build it and they will come"	7/29/2016 10:13 PM
22	This would be a very good attraction for the entire Manjimup region.	7/29/2016 6:30 PM
23	Fantastic concept. I wish you well, it will be very well received. 1 to promote the region 2 to provide a constructive outlet for energies of the younger people 3 to provide a great family experience 4 to enjoy the simple pleasures that the rural communities and nature provide in abundance. 5 provide an economic alternative close to home. Most of my adventure riding has been on the east coast and in New Zealand 6 it will enable us to convince east coast based mates to come and ride in the west, they think it is all sand here which generally they hate and can't handle.	7/29/2016 2:26 PM
24	This would be a great asset to the west Australian riding community, these types of riding areas are few and far between it about time we do some more to help out with the constant demand for new areas	7/28/2016 9:13 PM
25	Good Luck ????????	7/28/2016 8:38 PM
26	Around Pemberton would be great ????	7/28/2016 8:24 PM
27	great initiative	7/28/2016 6:20 PM
28	Defiantly go ahead with it!!!!!! Would come all the things me as I live just down the road Look at the south went trail bike park for ideas as that's a good ride park	7/28/2016 5:59 PM
29	Would like to start a business in Manjimup catering for motorbike riders	7/28/2016 5:42 PM
30	All answers are the minimum as time frames and costing changes as does allowable limits change	7/28/2016 4:28 PM
31	Great inovational idea! Would be good to see linking dirrectional trails with a mixture of difficulties and length that allow riders ride from town to town. Possibly with the pubs etc providing a gear collection service so that you can ride from town to town without karting clothes etc.	7/28/2016 4:21 PM
32	Only that quads and 2 wheelers are kept separate for safety and the condition of the trails	7/28/2016 12:26 PM
33	This a good thing for non registered riders as we do not have a lot of places to ride in the south west.	7/28/2016 11:18 AM
34	Great idea, very forward thinking for a Shire. Maybe Pardelup prisoners could help (they are involved with the Bibbulmun). Good luck and I hope it gives you the rewards you deserve.	7/27/2016 11:01 PM
35	If this was to go ahead there would need to be a one way policy and no tracks which cross. There are already ride parks around but i will not use them as people ride anyway they want. Use arrows to mark direction and hazards.	7/27/2016 10:45 PM
36	I have an unlicensed MX bike that I mostly ride at club events. I would buy a licensed bike if it was required to ride on trails within a trail hub.	7/27/2016 10:01 PM
37	To note . With a good family friendly place to ride I would spend more time in the region and spend more money with local businesses . My partner enjoys riding as much as I do . We like to free camp in the south west and frequent local wineries , restaurants and pubs when we do but she only likes to free camp so often .We spend time and money at other non riding based local attractions . I will ride as often as I can but is restricted by the number of times my partner wishes to come . Provide a nice place to ride with good amenities and she will be a lot happier to come which in turn means the whole family gets out to ride more often . Currently the only places we are in the middle of no where free camping with few amenities	7/27/2016 9:27 PM
38	Great idea!!! hope it works. if it all comes together we will see you soon??	7/27/2016 9:22 PM
39	Sounds great hope it happens I have ridden the Kirup trail bike park and loved it but it would be better if there tracks for two wheel and tracks for quad bikes thanks and good luck with it	7/27/2016 9:19 PM
40	Would love to go riding on signposted (ie one way) maintained single track and forest trails. Toilets, Food/drinks kiosk and maybe bike washdown. Nearby pub/canteen and camping grounds would also be great	7/27/2016 6:38 PM
41	Wish u all the best of luck in getting some land put aside for a family of riders of dirt bikes	7/27/2016 5:40 PM
42	We need places to ride safely.	7/27/2016 5:18 PM
43	Sounds great	7/27/2016 5:07 PM

Manjimup Trail Bike Rider Demand Survey

44	Manjimup is a fair drive away - good riding areas would make me more likely to go there.	7/27/2016 4:49 PM
45	We have a property in Bridgetown so having trails for our Side by Side would be very encouraging to make more trips to manjimup	7/27/2016 3:33 PM
46	Very worried about the impact on flora and fauna and bringing uncontrollable hoonos into the area. There is no way you will control the ratbag element of the riders.They are already a big problem everywhere and you will not change them by marking out a few tracks. They will disturb wildlife and bring more dieback into the area. Some people will be affected by the noise that travels incredibly far. So please do not go ahead and ruin all the attributes that make this area so special.	7/27/2016 2:19 PM
47	Thanks for undertaking this project - it's exciting to see action on making trail bike riding more accessible and mainstream accepted!	7/27/2016 1:42 PM
48	please open manjimup up, theres not many places to ride and it will allow the new generation of kids to be able to go somewhere like pinjar riding area but for down south i vote this 100 % and hope it all goes through thankyou Shire of manjimup for supporting PERTH Wa Riders	7/27/2016 12:55 PM
49	I think this is a great idea , hope it goes ahead. well done	7/27/2016 12:38 PM
50	Sounds like a progressive idea from Manjimup	7/27/2016 11:48 AM
51	This is a great initiative. With dwindling locations to ride in and around perth, I feel this would beba great alternative. Turn it into a weekend get away.	7/27/2016 11:05 AM
52	Survey is too long. Might impact on how many responses you get.	7/27/2016 9:55 AM
53	It would be great to see more trails set up, to keep the youth occupied and off the streets, and riding in a safe environment	7/27/2016 8:59 AM
54	I hope you get enough interest to do something positive	7/27/2016 8:53 AM
55	Sign posted loops and trails with different degree of difficulty would be great. Interested in bringing the family down for camping and riding. Prepared to spend our money in your community to help this cause. We think it would be fantastic!	7/27/2016 8:46 AM
56	Im concerned about the commercialization of the trails. As a rider i enjoy the freedom on my bike and im worried that this feeling will be lost for many riders if there is a high concentration of trail management through rider policing patrols and land conservation actions. For example, i dont want to be stopped from going down a trail because some one else has told me a log fell across the track and no one's been there with a chainsaw to remove it... it would be more fun and rewarding to overcome the obstacle than avoid it. Im all for the trail hub but dont take away the freedom of a dirt bike and the ability to explore and find challenges	7/27/2016 4:08 AM
57	Would love to see something like this get off the ground as riding areas are getting fewer and fewer.	7/26/2016 11:43 PM
58	Only concerns is dumping of rubbish like most track and parks people dumping rubbish is very dangerous to the rider and environment I would hope tracks would be locked off at night and unlock in the morning. Also a water tape for rider to use for drinking water as we often run out.	7/26/2016 11:17 PM
59	I hope this goes through guys. Thumbs up for the initiative, there are lots of riders over Esperance here whom travel frequently to ride different terrain around the state. Though, I do think even just being able to ride around whichever town you live, without fear of blanket persecution from certain authorities, would go a long way. Most of us grew up like that, it's the next generation who are suffering due to the lack of privacy these days. I wish you well all the same. It's a good survey	7/26/2016 11:13 PM
60	I wish you all the luck with this project I think this is what the state of WA needs	7/26/2016 10:47 PM
61	I believe this initiative is to be commended as there is a growing demand for places to legally ride and drive side by sides without the clowns that are spoil lying it for all do the right thing	7/26/2016 10:14 PM
62	It would be good for local businesses in the southwest area.	7/26/2016 10:13 PM
63	No	7/26/2016 10:07 PM
64	WA has been needing to invest in our biking community instead of the lack of areas to show the family spirit that only biking can bridge with any colour, age , genter or 'class , good luck.	7/26/2016 9:21 PM
65	Sounds like a great idea. Go 4x4ing down this way a lot and love spending time around manji and pemberton.	7/26/2016 8:48 PM
66	Great for the community	7/26/2016 8:46 PM
67	People who remove the baffles from their bikes exhaust do absolutely nothing for public relations. I am quite happy that there is not a lot of other bikes on the trails around Manjimup.	7/26/2016 6:50 PM

Manjimup Trail Bike Rider Demand Survey

68	I guess I just hope for more responsible riding areas so us riders don't get a bad name, I've always respected and grown up outdoors and I think it's the only way to live otherwise I'd move to England! There really is only a small minority that wreck it for all us respectable riders. I really hope this goes through, cheers Clayton	7/26/2016 5:48 PM
69	Safe family areas for ride off road vehicles are in desperate need in WA, we as a family of 4 riders, would be happy to pay entry fees to access areas if they were made available.	7/26/2016 5:34 PM
70	This would be a great thing for the off road community !!	7/26/2016 5:06 PM
71	Single trail is KING!	7/26/2016 3:05 PM
72	Definitely keen to see this happen. For me, I don't join mx tracks because I can't give the time to both race and volunteer on weekends at tracks. Places to ride DURING the week are nice to have. This is also the reason I struggle to commit to more enduro/offroad races	7/26/2016 2:28 PM
73	i believe that a Trail Bike friendly areas are impotant both economically and social and it is a good place to educate young riders for both safety and environmental impacts	7/26/2016 1:58 PM
74	Great project, hopeful that it is successful as particularly for young riders there are few legal options out there. Fantastic to see Manjimup shire taking the lead on this	7/26/2016 12:48 PM
75	Would love to see some designated off road trails down south!	7/26/2016 11:13 AM
76	I think this is a great idea We have lots of family and friends that would use this service as some of the family come from this area and love this place Regards Geoff	7/26/2016 10:57 AM
77	I feel this is an excellent idea to bring safe riding areas to manjimup	7/26/2016 10:14 AM
78	The family friendly aspect is the main attraction. Being able to take your kids with you to enjoy the area together as a family would be wonderful	7/26/2016 9:58 AM
79	I live in Walpole so any role in assisting in the project would need prior warning for travel and time logistics. I think this is an excellent concept and will be happy to support where possible.	7/26/2016 9:45 AM
80	Great initiative, would be fantastic to have more designated trails down south	7/26/2016 9:13 AM
81	Disgusted with the hipocrisy of Dpaw and water corp allowing mining and logging but shutting out dirt bikes with their "environmental" reasons.	7/26/2016 8:54 AM
82	WA needs more places to ride regod or not .I like esperances approach with ride at own risk signs everywhere albanys sucks it's like a retirement village	7/26/2016 8:37 AM
83	This is a great idea	7/26/2016 8:15 AM
84	Why not cater for a healthy and pollution free form of Mountian bike trails. It's one of the fastest growing sports.	7/26/2016 7:31 AM
85	Would be great to see trails with caravan access and affordable for the family	7/26/2016 7:00 AM
86	Unregistered irrespinsible bikers will ruin this great initiative, concerned that you are also surveying them without really considering their needs essentially as they are too difficult to manage and provide for. On that basis I feel if you try to cater for this group of riders any proposal should be very clear that this is not an open welcome of unregistered bikes to head to the Manjimup area. RTRA you cannot be all things to all riders.	7/26/2016 6:37 AM
87	We desperately need decent tight and gnarly single trail. Hill climbs, rocks, mud, sand, trees would be perfect around Manjimup. I would happily travel down for a couple of days to ride single trail. Keep up the good work, I hope this pulls through!	7/25/2016 11:53 PM
88	A casual ride park closer the the west coast would be greatly appreciated and used by many recreational, weeked hobby riders and even series riders very regularly	7/25/2016 11:50 PM
89	As a regular off road rider it is hard to find quality trail rides that would provide a safe and fun environment without the worry of coming across four wheel drives. I fully support the Manjimup trail idea and happy to help in any way possible to make this plan come to fruition.	7/25/2016 11:49 PM
90	Fantastic initiative, and well done to the Shire of Manjimup for supporting a feasibility study. I am really keen to be involved in any future stakeholder groups as a rate payer (Crystal Springs), trail bike rider and with an interest in future consideration of possible service businesses for recreational riders in the southern portion of the Shire.	7/25/2016 11:24 PM
91	Nice idea as riding areas are limited for children in most areas.	7/25/2016 11:06 PM
92	I have been tagged in for this survey by a friend, And glad to offer my input, I would love for something to happen with large scope for trails / adventure and facilities, to enjoy the great outdoors with purpose built trails would be incredible, I hope something happens..	7/25/2016 10:17 PM

Manjimup Trail Bike Rider Demand Survey

93	although a large parcel of land with designated trails mainly for m/cycles would be appreciated by all riders, the essence of trail riding is variety of terrain. Our club runs a state round enduro each year and alternate the location between Walpole & Denmark to avoid over-use & erosion of trails. Although these events attract 100+ riders which obviously has greater impact than 20 or so riders spread over a weekend. My point being,Larger area means less erosion damage & less density of riders.	7/25/2016 10:07 PM
94	Our family and many others would benefit from an initiative such as this	7/25/2016 9:45 PM
95	Best idea for WA yet. Look forward to having a safe fun riding area for me and my girls	7/25/2016 9:02 PM
96	Fantastic idea. Best of luck with the project.	7/25/2016 8:31 PM
97	If you build it they will come It's a step further than anything we have in SA	7/25/2016 8:24 PM
98	Great idea...	7/25/2016 7:57 PM
99	keep up the good work	7/25/2016 7:50 PM
100	More shires need to get involved in this rather than just banning motorbikes	7/25/2016 7:34 PM
101	great idea and what better place to have it	7/25/2016 7:25 PM
102	Make sure you place lots of rubbish bins about as people are lazy if they have to look for bins. If they are there they get used.	7/25/2016 7:16 PM
103	I think that this is a great idea that will be well accepted by the trial riding community. There is nowhere like it in the state and the will be endless use.	7/25/2016 6:27 PM
104	Great idea May have to control/limit numbers to protect environment & safety	7/25/2016 5:29 PM
105	Great idea. We need more places we can leagally ride	7/25/2016 4:47 PM
106	Would be a great opportunity for the motorcycling community. Having lived and ridden in WA for a number of years I think this is a great initiative. If I was still there I would definitely use this service. Closed directional loops would reduce possible head on injuries/fatalities also. Great work!	7/25/2016 4:46 PM
107	Great idea for all MC riders in the South West and the Perth metro area's	7/25/2016 4:43 PM
108	What a great idea.	7/25/2016 4:19 PM
109	Never been to WA but would go if there was a great place to ride my bikes and some of the facilities mentioned in this survey.	7/25/2016 3:08 PM
110	This would be awesome and I would pay good money to have a good place to ride possibly even hold international enduro events. Come on guys you need to do it	7/25/2016 2:23 PM
111	This would be fantastic- hope it goes ahead	7/25/2016 2:19 PM
112	Would be happy to pay some sort of access fee on an annual basis to help contribute towards to costs of maintaining trails. Similar to say the landing fee that boats owners pay annually to go to Rottnest or a Recreational Fishing Licence.	7/25/2016 2:19 PM
113	This sounds like a fantastic idea and i would love to be apart of it.	7/25/2016 2:18 PM
114	Great information hope u build it. Gives people somewhere safe and legal to ride.	7/25/2016 2:02 PM
115	I feel that this is a great step forward in keeping the sport alive and hopefully keeping people from doing their riding illegally,	7/25/2016 1:49 PM
116	Have a look at the Wharncliffe mill - http://www.wharncliffemill.com.au/ . Whilst this was setup for mountain bikes , not trail bikes it is a very popular destination and events organised for people to compete in on some weekends. I am sure the owners/management of Wharncliffe mill would be happy to share some information with you.	7/25/2016 1:17 PM
117	Great initiative. Hope this takes off!	7/25/2016 12:54 PM
118	Well done to the Shire of Manjimup for taking a proactive roll in promoting responsible and sustainable use of the Shires Natural resources. Managed well this could be a valuable source of income to all businesses in the region.	7/25/2016 11:02 AM
119	great idea... bring it on!	7/25/2016 10:48 AM
120	Great idea Manjimup	7/25/2016 10:38 AM
121	A recreational centre for motorcycles would be a great opportunity for the Manjimup community.	7/25/2016 10:37 AM
122	Having different areas for different riding groups is essential . Learners areas should be encouraged . Large loops for younger riders that cannot obtain a license is critical to getting children and familys involved for extended periods	7/25/2016 10:31 AM

Manjimup Trail Bike Rider Demand Survey

123	Glad to see this initiative as facilities and riding areas for trail bike riders are few and far between. Providing areas for riding will make the sport safer and more enjoyable.	7/25/2016 9:31 AM
124	What a fantastic idea I wish more shires would do this, a safe and enjoyable way to ride. Really hope this happens! Thank you shire of Manjimup	7/25/2016 9:16 AM
125	great idea!!	7/25/2016 9:16 AM
126	I think this is a great indea, myself and my son will defernatly come down ride and support this progect.	7/25/2016 9:08 AM
127	Great idea look forward to following yhe progress and hopefully being able to ride down there some time soon	7/25/2016 8:26 AM
128	This is an amazing initiative and a positive step forward for our sport and recreation. I wish manjimup and everyone involved the best of luck with this, and thanks for your hard work! We'll be down.	7/25/2016 7:47 AM
129	I think having some registered trails will bring a lot of people to the area and contribute money to local businesses. It's a great idea in my view and will help people understand our needs as road registered enduro bike riders Thanks	7/25/2016 7:01 AM
130	Best idea I have seen in a long time	7/25/2016 6:45 AM
131	This sounds like a great idea as riding areas are so amall and poorly kept in perth	7/24/2016 11:27 PM
132	There are a few like clubs and tracks which we visit such as west coast, dirt heaven, ducks nuts and Trail and enduro events	7/24/2016 11:25 PM
133	Excellent idea for a safer and controlled riding environment	7/24/2016 10:34 PM
134	It would be great to be able to go some where with the family and ride and relax for a couple of days and thats legal and safe	7/24/2016 9:58 PM
135	Congratulations on some forward thinking Manjimup. This form of recreation will be set to grow over the following years.	7/24/2016 9:44 PM
136	Thank you for the opportunity!! Finally Western Australia doing something positive for dirt bike riders!	7/24/2016 9:33 PM
137	Make it happen please	7/24/2016 9:22 PM
138	This is a great idea ??	7/24/2016 9:20 PM
139	Thanks for considering motorbike users of parklands. We need places that cater to or welcome bikers, and would, I think, support such initiatives financially and philosophically. For the bad elements, such initiatives provide a place for police presence to make the most impact and keep the rest of us safe and creating those good memories that make us come back.	7/24/2016 8:55 PM
140	I think a safe directional trail riding park would be a great asset the wa	7/24/2016 8:08 PM
141	I really enjoy riding in your area and although I think this is a great idea. I worry about the clowns that ride bikes and the kind of damage they would do. People who look after these types of facilities are few and far between. I see more people who ride bikes destroy things rather than look after them. I would hate to see such a prestine area ruined. Thanks	7/24/2016 8:07 PM
142	Great initiative. I hope this gets up.	7/24/2016 7:25 PM
143	While riding with unlicensed teenage children may be illegal, the vast area of forest in WA means it is easy to do this without undue risk or detection. We ride with a group of about 8 families deep in national forest, approx 1.5 hours drive from Perth. The cost is minimal, we have base stations or swags, we have campfires, and we can continue to do this and have great enjoyment. We have been doing this now for approx 7 years with no significant injuries and no problems with authorities which I believe is because we are so far away from population centres. Due to distance we would only travel to manjimup on long weekends, and only for a change, and only if it offered something different and attractive compared to our current riding. If it was costly members of our group could not afford to join in. We have previously ridden at Kirup riding park, and while we loved it, there was not the variety of trails and the cost was prohibitive, and the travel was much much more than heading out Brockton Highway to the forest. This is what the Manjimup concept will need to consider and understand. We understand it is illegal for unlicensed teenage children to ride unlicensed motor bikes in the national forest, but as they say, enough stupid laws will make criminals out of honest men, and so we knowingly break this rule.	7/24/2016 7:10 PM
144	Love to see this happen.	7/24/2016 6:58 PM
145	This is a great initiative. Will get well used	7/24/2016 6:55 PM
146	WA needs this type of activity	7/24/2016 5:59 PM
147	The whole idea of a ride park, long loop trail and day access to the MX track without having to be a member like in the UK would be awesome!	7/24/2016 5:41 PM

Manjimup Trail Bike Rider Demand Survey

148	For me I don't know too many people who like the style of riding I like, which is single track bush riding, sometimes at a high pace. If there was an area with varying length loops and maybe point to point tracks that had either maps or GPS waypoints, that would be so awesome. My concerns are the careless people who only want to thrash their bikes and drink too much and trash the place. I can't imagine too many people would visit a nice facility for those activities.	7/24/2016 5:09 PM
149	Excellent idea to have more riding parks and areas suitable for families, and trails specifically for enduro riders	7/24/2016 4:34 PM
150	Publicly advertised circuits with signage and accurate fire trail maps would encourage more visitors to the area Camping neat water and bikes Great fun Just hope the users all do the right thing ONE WAY CIRCUITS ARE CRUITIAL FOR RIDER SAFETY. You can't hear other riders coming at you around bends!	7/24/2016 4:31 PM
151	This is a fantastic idea and great oppertunity there are so few places around to take kids to learn to ride in a safe environment. I have 4 kids at the perfect age to start riding but its difficult to find places for them to learn.	7/24/2016 3:57 PM
152	Good luck with the project.	7/24/2016 2:29 PM
153	This would be a great initiative to get parents and children more active and enjoying motor bikes in good area	7/24/2016 1:45 PM
154	hope it goes ahead, nice to see something positive happening for a change	7/24/2016 12:25 PM
155	I think it would be great to have similar areas to that of the West Coast safaris Ride park that offers various trails and challenges for both kids & parents.	7/24/2016 11:22 AM
156	Manjimup is a great place to visit and every year more things to do and see. Shire have done a great job with the new playground for kids. Local land owners have been also great some allowing us to ride on thier private property. Hope to see the area enjoyed by more riders and thier families with the support of the local community and shire. looking forward to my next trip.	7/24/2016 11:15 AM
157	Fantastic idea. I hope you decide to go ahead with it.	7/24/2016 11:12 AM
158	I think this is a awesome concept and really hope it goes ahead! There needs to be more councils and shires looking into this	7/24/2016 10:34 AM
159	Great idea guys! Really great. This needs to happen all over the country. With organised ride areas for both registered and unregistered bikes and catering for junior riders you will be encouraging family involvement and creating a benign environment that gets dirt bike riding out of the gutter and into acceptance. The very best of luck to you!	7/24/2016 9:57 AM
160	I think this project will be a massive step forward for not only the community of manjimup but also for the rest of W.A. Hopefully this will encourage other community's to do something similar in areas of which have a high concentration of off road motorcycles.	7/24/2016 9:51 AM
161	I wish all states could do this more people could travel to visit for holidays	7/24/2016 8:30 AM
162	What a great initiative. Motorcycle riders tend to have a large disposable income and towns that attract them will benefit from that. Knowing that lots of different experiences can be had by visiting a single region/town makes that location an attractive destination. Also, planning for motorcycle tourism and the associated environmental impacts and on having to do some rehabilitation works will serve Manjimup well.	7/24/2016 8:03 AM
163	I sincerely hope you go ahead with this. There is simply not enough safe riding options in WA to ride trails with your kids. In Auckland we had a council supplied area, Woodhill forrest, that was run by the local club and it was a great facility. There were also a number of trail ride events run by Steve Powers who organised them via local councils/famers/communities. They were hugely popular with 3-500 regularly attending. We normally ride at John and Georgina Staines bike park at Kirup which is a fantastic facility, and normally booked out,but unfortunately its future is now in doubt because of lease issues. My son races but still prefers riding and camping with his dad and his mates and their Dads. We all love it. It would be fantastic to have another safe place for us to ride with our kids. We ride at Kirup normally but will ride in Harvey or Metro rd on occassion when kirup is closed. If the option is available then we will always prefer to ride legally on maintained, arrowed tracks. And we are happy to pay for that privaledge. Ots great to see a council finally having a proper look at this. Good on you!	7/24/2016 2:15 AM
164	.	7/24/2016 1:31 AM
165	Great project. I applaud the efforts of RTRA in managing this process. Many people benefit from it. THANK YOU!	7/24/2016 12:20 AM
166	Thank you for considering this idea and our thoughts and look forward to see which way this goes.	7/23/2016 11:52 PM
167	Good survey, hope it all happens	7/23/2016 11:05 PM
168	Looking for long adventurous trails to ride on quads with the family	7/23/2016 10:55 PM
169	It would be fantastic to see some progress in this sport. Its a great idea and will benefit all parties (police, govt, land owners, public, clubs, athletes, community's etc)Once implemented it would also be great to use manjimup's plans and implementation process as a guide for other potential locations across WA.... Capel, donnybrook, brunswick, kirup etc....	7/23/2016 10:12 PM

Manjimup Trail Bike Rider Demand Survey

170	There are limited places to legally ride I. Perth and surrounding areas so anywhere new to legally ride is exciting and encouraged greatly	7/23/2016 10:08 PM
171	good luck great to see some positive moves to help riders	7/23/2016 9:53 PM
172	This is a great idea as areas to ride are slowly disappearing due to development and environmental factors. It would be great for the local area. Needed for the future of our sport.	7/23/2016 9:23 PM
173	thank you	7/23/2016 9:01 PM
174	Training courses for riders starting later in life would be a good suggestion for a business in this area! An example is the Honda centre in Wales, UK as follows: https://www.youtube.com/watch?v=QXWDZTKMsgY	7/23/2016 8:42 PM
175	Hi, I hope this helps out locally, even though I am interstate. Very well thought out survey, good job. All the best.	7/23/2016 8:37 PM
176	This is a great idea...my kids love motorbikes but unless its a properly well run scheme we tend not to bother. We need more parks like this Pinjar becomes very crowded.	7/23/2016 8:25 PM
177	Would be great for the riding community to have somewhere that accepts riders and families as well.	7/23/2016 8:25 PM
178	I don't think this concept has been circulated enough through the various motorcycle clubs and associations and also through the motorcycle media I also think more businesses outside Manjimup should be approached eg accomodation suppliers in say Walpole or Nannup with a view to riders doing overnight trips	7/23/2016 8:23 PM
179	This is a great idea and lots of people i know will be onboard with this also!	7/23/2016 8:10 PM
180	Well regulated trail system is a tough thing to do maintenance wise and politically with the greenys. My father owned a motorcycle shop in rockingham and tried with calm to achieve this for years. I think bike parks are becoming more and more popular due to the safety factor and a large well regulated system in manjimup would be a winner for the town in my opinion, alongside the motocross it could become dirt bike heaven. More people are trailriding and enduro nowadays, and due to manjimups distance from Perth, with enough accommodation people would spend 3 days in town , which as you know would be amazing for the town and completely set it apart from the rest of the south west which tries to be too fancy. Hey why not 4wd and camping spots too	7/23/2016 7:38 PM
181	All riders just want somewhere we can ride, the love of our sports is growing and the need for this kind of commitment is required. Thankyou	7/23/2016 7:36 PM
182	More trails open to the public the better. Especially dedicated motorcycle trails where the risk of oncoming traffic is minimized to limit risk to riders safety.	7/23/2016 7:13 PM
183	We need this down south.. every where is getting shut. This is a great idea looking forward to hearing more. Plenty of mates that will be keen for this to!!	7/23/2016 6:14 PM
184	Post this to advrider and via the RTRA. Your target market are people that are members of those.	7/23/2016 5:58 PM
185	This would be an awesome idea.. its so hard to ride in places now without breaking a law.. a definate must and well worth the money	7/23/2016 5:54 PM
186	great concept. we often ride at the private kirup facility which is fantastic. the more options the better. i also regularly legally trailride in the manji area and rate the experiences highly. ive always found local businesses very helpful and friendly	7/23/2016 5:49 PM
187	I think this is a great initiative and wish you the best in your endeavours, and if this is successful I feel that there would be other riders from Albany who would also be supporters of such a riding area.	7/23/2016 5:39 PM
188	definitely make this happen, pribate property is the only place you can currently ride trail bikes and atvs and such, needs to happen	7/23/2016 4:53 PM
189	Great to see positive movement from the shire of Manjimup. In the future a coastal shire or town closer to the coast would be advantageous.	7/23/2016 4:48 PM
190	I think this is a fantastic idea, I would love to see a 70km enduro loop through tight twisting single trail. Also at the main car park area have an Extreme Enduro course with big logs, tyres , obstacles as this is getting popular .	7/23/2016 4:22 PM
191	Would love to have more tracks to ride on I hope all of Manjimup agree because the family will love it	7/23/2016 4:05 PM
192	Great initiative. I think a large majority of people would camp, so focus on that for accommodation wise and no need to over-capitalise on that.	7/23/2016 3:41 PM

Manjimup Trail Bike Rider Demand Survey

193	Keep tracks minimal or no fee to use, otherwise we will end up with people riding out in the bush elsewhere. You shouldn't have to pay ridiculous amounts to do something that you can already do (illegally) out in nature reserves and state forest and rarely get in trouble for. There would be 10 fold more participation in motocross if it wasn't for the 350 dollar a year licence fee to MWA and 100 dollar (for MMCC which is one of the cheapest mind you) membership fee. This is a great step in the right direction for encouraging participation and keeping the sport safe. Don't put so much effort into doing so and then make it unaffordable for anyone who isn't 100% committed to the sport or has time constraints not allowing them to get out every weekend.	7/23/2016 3:10 PM
194	Would be great to have more access for non regested off road bikes/buggies	7/23/2016 2:49 PM
195	Any improvements additions to riding in wa would be much appreciated there's not enough quality riding around, these types of initiatives will give all people a healthy option instead of taking drugs and abusing alcohol	7/23/2016 2:15 PM
196	Would be awesome to see some dedicated areas for riding that are maintained and am happy to pay a small fee for the use of such areas.	7/23/2016 2:12 PM
197	A setup like this is important so that the thousands of bike riders in WA have somewhere safe to ride and stay. Motor bike riding will always be a popular sport but will less and less places to ride people are forced to ride in areas that are illegal or dangerous. Too many people ride on the roads because there is no where to ride offroad. For years we have traveled up to 5 hours just to go rising for the weekend. A long distance track would increase people staying in the area and there for bring vital income into small WA towns. The WA gov. Is happy to spend millions on sports like football but provide little to no support usually for popular sports like bikes and cars. These sports are usually family orientated and allow whole families to participate.	7/23/2016 1:57 PM
198	Great idea!!! Thanks in advance Manjimup	7/23/2016 1:41 PM
199	It would be really nice if our voice gets heard, day by day places are shutting down for us to ride and have a fun day out with friends and family.	7/23/2016 1:39 PM
200	About time someone built a purpose built venue to ride for riders of all levels, hope you get it off the ground but please don't make the tracks too lame, yeah make some tracks for beginners but also make some tracks for experienced riders.	7/23/2016 1:33 PM
201	Would be fantastic to see a council understand the positives of dirt bikes and support their use safely rather then just the standard control methods of banning all use.	7/23/2016 1:31 PM
202	I believe alot of riders would support this concept and back the shire with their time and money	7/23/2016 1:20 PM
203	make this happen!	7/23/2016 1:11 PM
204	Just build the damn trails.	7/23/2016 12:58 PM
205	Any progress wold be great. Lack of areas to ride is causing angst and stress between non riders and riders. Any initiative like this to add riding area is welcome and would love to help and be apart of the project in any way I can	7/23/2016 12:55 PM
206	This would be a great initiative for the Mx , trail bike , Moto and manjimup communities	7/23/2016 12:49 PM
207	I think this is a great idea and would hopefully not be limited to the Manjimup shire	7/23/2016 12:45 PM
208	Good work. Keep it up. My wife and I would love to come down and ride some new trails without fear of being fined or told to pack up and go home because we ride Quad Bikes, even though we have OVR for both quads.	7/23/2016 12:37 PM
209	Would love to see it happen	7/23/2016 12:28 PM
210	It would be great to be able to freely ride through the southern region forests and explore all that there is on offer.	7/23/2016 12:02 PM
211	Great idea and I support initiative	7/23/2016 12:01 PM
212	I am wrapt at the idea. And it is really not the point, But issues in Perth, with all these kids riding the streets on "dirt bikes" is directly related with not having anywhere close or legal to ride. We usually ride a Metro rd or at a few friend's farms, but still a long way to travel either way...Safety for my kids is my main concern and distance is certainly an issue.	7/23/2016 11:25 AM
213	Thank you for this survey and good luck with your aims, this will enhance the use of motor cycles in the southwest	7/23/2016 11:20 AM
214	Well done Manjimup, for recognizing the popularity of dirt bikes and not vilifying the recreation, such is the case in the Perth Metro area. One can only hope this project bears fruit. Good luck!	7/23/2016 10:51 AM
215	This is something Western Australia has needed for a long time.	7/23/2016 10:39 AM
216	Glad to see this is being planned. Many responsible riders feeling as though they are outcast with limited legal options to ride in a responsible manner	7/23/2016 10:30 AM
217	This is a great idea. This would be awesome for the towns and businesses	7/23/2016 10:24 AM

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218	Good luck. I hope it goes ahead. I know what you are up against as I organize MTB events around Dwellingup and with the Perth MTB Club.	7/23/2016 10:17 AM
219	Keep it open and organs some long 1 - day rides / races for trail and non retested bikes plus 200km and watch the riders come. Brookton held an event last week and had over 200 riders who all paid an entry fee and all brought stuff at servo and pub.... it's 200km from perth, people will travel make a Friday night camp and ride Saturday Sunday where wife's GF and BFG husbands and kids can go and watch the money roll into town.	7/23/2016 10:14 AM
220	This is a great idea, will be used a lot by riders. This is something wa is missing. Not only it would be great for riders. It will surport the local community bringing in buisness	7/23/2016 10:09 AM
221	Think that it is wonderfull idea and hope that it gets of the ground, looking forward to the not too distant future.	7/23/2016 10:06 AM
222	Make some legal trails, awesome idea!	7/23/2016 9:54 AM
223	Thank you for all those involved to make this survey happen! Im a new rider and something like this project is a dream come true and i am sure so many of the community out there would be on board to make this project happen. Regards Ricardo.	7/23/2016 9:25 AM
224	Riders need more safe, family friendly places to ride - a great initiative. Hope you get it up and running ☺☐	7/23/2016 9:23 AM
225	Please shorten down a bit next time	7/23/2016 9:17 AM
226	I have experienced Rosing areas like in other places in Europe and South Africa, and the USA. They work great.	7/23/2016 9:14 AM
227	Let this happen really hard to find legal places to ride that are interesting. Beautiful part of the country really excited to hear about this development part of survey with budgets honestly never really budget just go ride and bush camp..No doubt business will profit as it will attract riders from all over even International riders non competitors like myself..	7/23/2016 9:03 AM
228	I am involved with a group of friends that do a annual blokes trip to ride We have regularly traveled to the high country in Victoria and Alice Springs We usaly spend upwards of 15 k to do our annual ride we would definately come especialy if there is winnery stops and restrauents available As we get older we sre appreciating the finer things in life	7/23/2016 8:26 AM
229	Manjimup is a fantastic spot to look into this and could see this as being very positive not only for bike riders but a huge plus for local business and the Manjimup community. Great work by all involved to look at getting this off the ground.	7/23/2016 8:21 AM
230	Sounds great Hope it gets up and running	7/23/2016 8:19 AM
231	This is an excellent idea and would most definitely use regularly	7/23/2016 8:15 AM
232	Place set up specifically for trials bikes riding would be great	7/23/2016 8:11 AM
233	Good luck, I hope this catches on and We can go riding without having to break the law!	7/23/2016 7:58 AM
234	Would love this to go ahead and have a motor cross track to be able to access as well would be great	7/23/2016 7:54 AM
235	This is a Gr8 idea I would be interested in some financial backing to help this project along Cheers Richard French	7/23/2016 7:51 AM
236	Simple, build and they'll come the rest will fall into place, but the location has to be right.	7/23/2016 6:45 AM
237	Great initiative, wish we had proactive government in NSW.	7/23/2016 6:24 AM
238	Definitely need more family friendly safe riding areas catering for all skill levels.	7/23/2016 6:02 AM
239	I believe correct signage and as much single direction trail as possible is going to have to be a major aim in terms of preventing accidents and injuries due to head ons and crashes (especially if side by sides and quads are present). I think this will be one of the biggest challenges to keeping this sort of project alive. Exciting stuff	7/23/2016 6:00 AM
240	A great initiative I hope is backed by the community and businesses	7/23/2016 5:05 AM
241	Any place riders can go with some control over direction the bike travel would be great.	7/23/2016 3:57 AM
242	Having done hiking and cycling trails before, having motorbike trails audible separated from quieter trail use would be highly recommended.	7/23/2016 2:24 AM
243	It will be a great asset for the region. Get it done crew. I'd be happy to pay a small fee for usage of trails. Cheers Andrew	7/23/2016 1:22 AM
244	this is a very good idea and many people would also want this to happen	7/23/2016 1:13 AM
245	I wholeheartedly believe this state absolutely needs a dedicated and safe area for offroad motorbike riding.	7/23/2016 12:23 AM
246	I think this is an excellent plan... Myself and friends who do adventure rides are always struggling for decent long off road places to ride. Same goes for the more enduro type riding I do.	7/23/2016 12:22 AM

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247	This is would be amazing if legal areas in Manjimup were made!! Would deffinetley be keen to help out an I'm sure it would bring a lot of money to the local community	7/22/2016 11:39 PM
248	The family and I look forward to riding down in Manjimup and sending more time in that great part of the world	7/22/2016 11:37 PM
249	Having dedicated riding areas in WA is essential to the safe growth of trail riding. It will also enable safe practices and environmental conservation. This initiative is brilliant and although may be hard to implement will be beneficial in the longer term	7/22/2016 11:19 PM
250	Great to see something like this happening. Look forward to some adventure riding in the future. Hope camper van accommodation is taken into account also.	7/22/2016 10:53 PM
251	I would be a strong supporter of the project you propose, as would be my friends & family. It would become a popular venue & with the long years of motor cycle experience in the shire it would be professionally run.	7/22/2016 10:40 PM
252	Awesome project! Congratulations Manjimup	7/22/2016 10:35 PM
253	If an meetings come up i would like to attend i would propose a similar setup as a ski feild with maps an trail legends for expertise level cheers ash eastcott	7/22/2016 10:33 PM
254	I think this is a great idea. We ride the 4x4 tracks thru the manji shire often and if there were tracks that were linked together we specially for enduro riders would b great. The manji shire should set this up. If you build it... They will come.	7/22/2016 10:25 PM
255	It is about time a organization formed to give people male and female of all types the privilege to ride and enjoy the sport we love	7/22/2016 10:24 PM
256	I would love to have a planned trail ride area around Manji. We already ride there from time to time but prior knowledge of available tracks would be fabulous.	7/22/2016 10:10 PM
257	Well done to the Shire of Manjimup for having the fore site to give this idea ago. Thanks again	7/22/2016 10:02 PM
258	Great Idea. I mountain bike and like their trail ideas. Look at what they are doing for trails and adapt for motor bikes. I like the idea of self guided rides based around the town with different grades to challenge riders.	7/22/2016 9:59 PM
259	If using the same questions for kinds of riding integrate them	7/22/2016 9:58 PM
260	This is a grest initiative and should be fully supported by the local community and local state and federal government this has the potential to create many jobs and inject some much needed funds into the south west i congratulate you on standing up and taking the firs step	7/22/2016 9:53 PM
261	Great idea I hope it goes ahead. Motorcyclists need more access to areas, its vital the local community is welcoming and appreciates the money the average biker spends in my experience it's alot more than most. The grey nomads are the worst, spending minimal I say this having many friends in the grey nomad demographic. Manjimup needs to embrace all motorcyclists cheers	7/22/2016 9:48 PM
262	Top idea. I put once per year for riding frequency. Obviously, living on the other side of the continent I wouldn't be visiting regularly, or even yearly. However, if I lived in southeast WA, I would. When I next travel to WA, I would definately visit if it is up and running. My riding preference is solo, or groups of 3 or less. Always self contained camping and isolated bush camping whenever possible. Avoid busy caravan parks/campgrounds like the plague. Will use campgrounds in isolated national parks etc if few or no people are there. If busy, I move on. I will use a pub if pushed - read bucketing rain for days on end. A major reason for my motorcycle riding is to get away from people and enjoy isolated, 'untouched' Australia and its natural beauty, as much as possible. On the other hand, I do like to visit small remote communities, meet locals, soak up the history and generally experience what is left of the 'real' Australia. I grew up in one - probably why I like them. The more you can organise your ride routes to be as natural and untouched looking as possible, the more I would like it. I have no need or desire for signs, arrows, 'don't touch, sit here, park here, do as I say' signs. I practice 'leave no trace' travelling and camping as much as possible, and believe I have enough sense and respect for a place to do the right thing, and leave as little evidence of my visit as possible. I do not like being herded here or there like a sheep. I believe I'm not alone in this, and ride loops designed along the above lines would be very popular with me, and other like minded individuals I know. Unfortunately, I do not know how you deal with the idiots who would spoil these routes without putting up signs etc and other forms of remote supervision. I hope the idea gets up, and is a success. I will definately visit when next over on a trip.	7/22/2016 9:09 PM
263	i really like what you trying to do here. i would love to ride more in area between Albany and Busselton and that bottom corner of the state	7/22/2016 9:02 PM
264	I think this should be for full licensed bikes only. [personal opinion]	7/22/2016 8:57 PM
265	Ridings all we got in winter, it beets going out and pissing coin up the wall and getting in fights	7/22/2016 8:51 PM
266	Camping in the bush enhances the whole riding weekend , with some amenities eg fire pits , free standing shelters, toilets would help	7/22/2016 8:48 PM

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267	I would absolutely love to have a great bike specific place that i could ride in.	7/22/2016 8:38 PM
268	Sounds like a great idea, lets hope it all works, well done	7/22/2016 8:30 PM
269	Having seen how much tourism mountain biking has brought to the South West, I can only imagine that a trail bike hub where people can ride legally without fear of harassment on directional trails would be hugely popular.	7/22/2016 8:18 PM
270	Would love to come explore trails and be able to stay in town for the evening with secure storage for bikes	7/22/2016 8:04 PM
271	As you are aware it is getting harder and harder to find places to ride legally and if this project was to go ahead i would do anything within my abilities to support it and help make it work. Also would make use of the trails and facilities as often as i am possible.	7/22/2016 7:40 PM
272	Camp sites would be good and I recommend bins and toilet facilities	7/22/2016 7:27 PM
273	This is a fantastic idea. There are less and less places to ride throughout Australia. Manjimup would be leading the way if this gets going. We really need some sort of recreational trail bike licencing system like they have in Victoria too. Riders really need third party personal injury insurance as a minimum.	7/22/2016 7:23 PM
274	This is a fantastic idea, I'm really hoping this goes ahead! Both the manji community and riders of all ages will benefit immensely. Bring it on!	7/22/2016 7:08 PM
275	Myself and my friends mostly ride bush trails that have fallen logs, mud, rocks and hill climbs. Hopefully if some of the trails use the natural bush land, this could reduce the need for volunteers to maintain some of the tracks	7/22/2016 7:01 PM
276	Great job whoever's organised this a riding location is desperately needed.	7/22/2016 6:48 PM
277	I and many friends would like a club to be involved with that inform you of events and help days like busy bees as its better to ride in groups and the more people you know the more off ten you can ride	7/22/2016 6:45 PM
278	This is a great idea. We need well controlled single direction safe riding areas. If this is managed well it will definitely be extremely well supported.	7/22/2016 6:39 PM
279	Would like somewhere to ride closer to mandurah	7/22/2016 6:00 PM
280	Would love toilet/shower facilities is a must,also have a canteen/shop and parts/clothing shop	7/22/2016 5:39 PM
281	sounds great keep up the good work	7/22/2016 5:38 PM
282	Great to see this coming into fruition, thanks so much for giving us riders the time of day to try and make something like this happen. Cheers/	7/22/2016 5:27 PM
283	As a parent a facility like Pinjar Park with accomodation either on grounds or nearby such as camping or chalets would be amazing. Though I do all types of riding from adventure riding, trail riding, motocross. Manjimup is a beautiful area for trail riding. I was born in Manjimup and lived in town, also in Pemberton on a farm in between.	7/22/2016 5:04 PM
284	Addition to kirup ride park would be excellent for our sport.	7/22/2016 4:20 PM
285	This project is essential for west Australia to be like minded as with the eastern states. Also to provide alternate and diverse economies for Manjimup. Support for the motorcycling community is essential in WA!!!!!!'	7/22/2016 3:45 PM
286	More emphasis needs to be put on encouraging riders to purchase legal (licensable) motorcycles. Presently a road registered trail bike can cost up to 60% to 100% more than a non-registered bike, plus the ongoing licensing fee and you can still ride these bikes in the same areas, just illegally. Simply, there are no incentives to buy a licenced bike i.e. More expensive to buy, ongoing licence fees and if you're caught in the wrong area with a licenced bike, you have an identity licence plate. If you're caught with an unlicensed bike, just don't stop, because they won't be able to identify you. PS. All my motorcycles, on-road and off-road are licenced.	7/22/2016 3:44 PM
287	Keeping running cost down for such a trail park can prove to be extremely challenging as we all know. With cost kept within reason and affordable to the general public, set of reasonable park rules to ensure safety to all riders, I truly hope you get this going and you will have my support . Good luck and thank you	7/22/2016 3:00 PM
288	Please don't make it too commercial as this will push some riders away. Supply maps of areas where people can ride and cannot. Mixed loops are better including single trail mixed with open fire breaks etc, rides need to cater for mixed levels of ability..... I enjoy hard challenges including extreme hill climbs, if the riding doesn't include this I may not return. Sorry but a lot of the rides cater for the Perth "Sunday adventure riders" with their DRZ's etc	7/22/2016 2:46 PM
289	Great Initiatives!	7/22/2016 2:46 PM
290	Great Idea. would be great for Manjimup. Get Trail and Enduro to run races there. Dirt High also (willie thompson)	7/22/2016 2:29 PM
291	The more we can organise events and get young kids out from under the grasp of the computer and games and better. Teach them life skills and having great fun.	7/22/2016 2:00 PM
292	Would be a great opportunity to ride with friends and kids to keep everyone safe.	7/22/2016 1:53 PM

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293	I have a few questions in regards to the idea. Who will be able to access the tracks? Will only licenced riders be able to ride it? What happens when someone is injured on the tracks?	7/22/2016 1:20 PM
294	This is a great idea, and the offroad community is excited about it.	7/22/2016 1:05 PM
295	There is a real need for more easily accessible free riding areas that are family friendly.	7/22/2016 12:46 PM
296	This is an excellent idea, I have moved away from Manjimup for work but I will move back for this initiative, I still own my house in town, it is just what the town needs to pick up tourism and give the young people something to do.	7/22/2016 12:31 PM
297	Fantastic Idea	7/22/2016 12:00 PM
298	America do this sort of thing extremely well, parks, off road courses, places where we can ride. I think it is worth looking at how they do it for more ideas.	7/22/2016 11:47 AM
299	I think it is a great idea should be more of it and not a criminal offence to ride in the bush	7/22/2016 11:30 AM
300	Good luck, this is a fantastic initiative.	7/22/2016 11:00 AM
301	W.A really does need a legal place for trail riders to enjoy without harassment from rangers etc. This will definitely benefit the Manjimup community	7/22/2016 10:57 AM
302	Fantastic idea and hope it comes to fruition.	7/22/2016 10:48 AM
303	If you want to get a lot of business you need to have open to unregistered motorbikes. There are hundreds of people with bikes with out rego that would go down with their families and make a long weekend out of it. If you focus on cashed up bogans which normally ride MX bikes your community will benefit the most as they spend a lot of cash. A nice small free maintained mx track is always good to have near a camp site. if you set something up like west coast safari that would be ideal. Oh and dont forget to have a LOT of rubbish bins! A lot of people that ride dirt bikes are bogans and litter a lot.	7/22/2016 10:41 AM
304	Hoping that this project gets the go ahead we in WA are desperate for this , and I am confident the community will support you	7/22/2016 10:22 AM
305	A great initiative. Hope it gets up.	7/22/2016 10:19 AM
306	It is exactly what we need, especially local support.	7/22/2016 10:10 AM
307	This is something we really need in the south west. Love ya work guys!	7/22/2016 9:57 AM
308	Ensure quads and RTVshacw there own track EXCELLENT idea	7/22/2016 9:34 AM
309	Will be great to see this concept come to life, well done Manjimup	7/22/2016 9:22 AM
310	This survey is a great initiative, I'm looking forward to seeing what comes out of it, off road riding has become very popular in recent years and really needs to be accommodated	7/22/2016 9:20 AM
311	This would be great for the southwest community and teach the younger generation to love the outdoors and other riders the rules about trail riding and how to preserve and maintain trails for generations to come	7/22/2016 9:19 AM
312	I believe this is a fantastic, long awaited initiative. WA has been screaming out for this tyoe of trail riding attraction for years. Well done Manjimup for at least taking the time to investigate!	7/22/2016 9:17 AM
313	would be a great concept with support from the council	7/22/2016 9:11 AM
314	Please open this place. We need it	7/22/2016 9:08 AM
315	It would be great for wa t	7/22/2016 8:34 AM
316	Excellent idea that would benefit the local community.	7/22/2016 8:32 AM
317	A legal safe place to ride would be fantastic. This survey is too ling and as a consiquence many people would not complete it.	7/22/2016 8:31 AM
318	Management of the ride area is important, including safety of riders and anti-social behaviour.	7/22/2016 8:22 AM
319	Lets hope this happens--looking forward to more well maintained and legal areas to ride	7/22/2016 8:15 AM
320	This is a great initiative. If I was 25 years younger I would be all over this park every possible weekend. Life and responsibilities are the only things keeping me from more regular attendances now. I would also be more involved in supporting the site if I were closer than Perth. I suspect that like many I am very enthusiastic about the concept and very desirous that it be put in place and receive ongoing support as a genuine community service -just like any other recreational activity. Good luck and I will see you when you open.	7/22/2016 8:14 AM
321	If you can make any of the listed things in the survey happen you will have a lot off users of the tracks and areas	7/22/2016 8:12 AM

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322	I am keen to see more riding areas open up for off road licensed vehicle's	7/22/2016 7:52 AM
323	Great initiative The more you have on offer, the better. We will come and try out what us available and then come back for more of what we find we like. I'm sure that medium technical single track loops and 20-40 klm scenic but medium challenging loops would be popular. Side loops from the main track for experienced riders would add a touch of flavour and still let the less experienced get through.	7/22/2016 7:45 AM
324	Fantastic idea, definitely will do anything possible to make this a reality and all of my trail mates feel the same way.	7/22/2016 7:30 AM
325	we look forward to exploring Manjimup and camping in such a great part of WA.	7/22/2016 5:02 AM
326	Can't wait to see it go ahead.	7/22/2016 3:44 AM
327	Can't wait for it to happen !	7/22/2016 3:07 AM
328	Everybody wants a multitude of challenging tracks. None of the courteous riders want dick head non rego wankers with loud exhausts fucking it up for the rest of us. The 30 year plus riders have a lot of coin to spend. Arrowed tracks help to prevent head ons which are no fun for anybody! Everybody wants a cheap burger with the lot when they stop. Adventure guys want to feel like heroes but like to roll the swag out in shearing shed type quarters. Eg big water proof shed. Like camping, without the wetness!	7/22/2016 1:42 AM
329	A great initiative by Manjimup	7/22/2016 12:00 AM
330	Exciting times	7/21/2016 11:50 PM
331	For this project to be successful there needs to be plenty of rubbish facilities for this ever increasing throw away society that we are surrounded by and spread out because some people are lazy and careless. Would be helpful to have a low loading ramp (ute/trailer height) for convenience at hub areas	7/21/2016 11:46 PM
332	Trail hub in Manji would be awesome! So much good riding in that region!	7/21/2016 11:34 PM
333	Good concept, but would need to be coordinated properly. Trails would need to be one way and layed out safely because if more out of town motorcycle enthusiasts are tearing round the bush on there own accord it is very dangerous , traffic coming opposite ways etc.... In my view rider safety is the main issue - closed course racing like mx is completely controlled, when your out the bush it is rafferties rules. all riders would need to be on the same page - cheers !	7/21/2016 11:32 PM
334	I think this is a great idea, I just hope the local community will embrace it. Unfortunately with offroad motorcycles, its always the minority that wrecks it for the rest of us who are always trying to do the right thing, so I just hope that this wont be the case with this whole project. My concern is that when someone gets seriously hurt, which is always going to happen in this type of sport, that the do gooders don't whinge and complain and shut the whole thing down.	7/21/2016 11:17 PM
335	Be great to open some long, differ terrain trails in the Manjimup area. Also be great to ride some trails the watch the 15000!! Perth definitely needs some organised and safe trails to ride.	7/21/2016 11:17 PM
336	I have several Perth based friends who would definitely use the proposed trails.	7/21/2016 11:16 PM
337	One way signed single trail would be good although might attract overcrowding & disrespectful riders (hoons) etc	7/21/2016 11:09 PM
338	I think a well organised and well structured set of trails together with a fee base that allows suitable monitoring and maintenance buy trained staff who understand the value of the right people spending money in your local community could be of significant value to Manjimup and surrounding towns.	7/21/2016 11:04 PM
339	This is a great project which I hope goes ahead . Getting very hard to ride closish to Perth areas with not many places to legally ride motocross style bikes or worrying about vehicles being broken into by scumbags. Thanks	7/21/2016 10:51 PM
340	As an adult with a licence on a registered bike I have plenty of options to ride. Trail riding legally with my 13 year old daughter is much more of a challenge and is what I prefer to do. My daughter has no interest in riding overridden wooped out tracks like the ones at Metro road.	7/21/2016 10:49 PM
341	I hope this all happens sounds really good ??	7/21/2016 10:46 PM
342	It would be great to see something like this available for the public as I have raced motor x and depending on my work fifo roster it's hard to get to events so I go trail riding	7/21/2016 10:42 PM
343	Great initiative	7/21/2016 10:39 PM
344	I hope you make this great initiative into reality. The dollars we spend on kit and equipment to be then castagated to break the law in pursuit of our chosen hobby is ridiculous. The Bogan bikers will never trailer up to head down your way. You will have a few ratbags but the bulk will be after a good destination good facility good company and most of all legal standing. Well done Manjimup shire for looking outside the box. Cheers	7/21/2016 10:37 PM
345	would be great to have somewhere else to ride signposted tracks would be great for people who dont know the area	7/21/2016 10:28 PM

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346	-survey is abit excessive and too long A lot of people will loose interest	7/21/2016 10:25 PM
347	please for the love of god, make some more trails! your town will explode with business and money! there is such a big community of riders in WA with very limited trails.	7/21/2016 10:14 PM
348	What a great idea. All these bike shops sell bikes and no where to ride maybe they can put money in as well.	7/21/2016 10:13 PM
349	If we are unable to ride out to the trails with unlicensed bikes and riders then security for the vehicles used to take the bikes to the areas is a must. Best solution would be a zone were the kids can push or ride there bikes from the camp grounds etc to the start of the trails It's a big problem here in Perth as the dodgy sods break into the cars and steal what's left behind and sometimes the trailers etc	7/21/2016 10:08 PM
350	Great idea!	7/21/2016 10:08 PM
351	Excellent idea to promote legal riding and family/group gatherings for the riders and non riders. Possibly a base camp?	7/21/2016 10:08 PM
352	The project would need a wide range of ability leveled tracks.	7/21/2016 10:07 PM
353	If you want to see a perfect example of how it should be run and managed, travel to Louee Riding Park, in NSW. Containerised bike storage with check in and check out. Workshop facilities including parts, office with maps etc available. All trails are single direction which eliminates the risk of collisions. \$50 a day for riding which includes camping on site. No riding to and from the track to keep neighbours happy. No bikes to be started after 5pm. Showers and toilets available. Motocross, super cross and enduro rides (colour coded for easy, medium and hard trails). Bike wash down facilities available for a gold coin donation.	7/21/2016 10:07 PM
354	It would be great to have a safe enviroment to ride	7/21/2016 9:57 PM
355	After moving to Australia from Ireland I found it hard to believe there wasbso few places to either ride or 4wd off road. I have without local knowledge been stopped by a ranger and told I could not ride in the area I was in. This drastically curbed my riding and 4wding with having almost nowhere to legally use my vehicles, I have returned to riding road bikes although more dangerous at least we have roads!!	7/21/2016 9:57 PM
356	Make the tracks as serious as possible so only genuine enthusiasts come down . There are a lot a feral people with bikes , but the serious riders far out number them , and are keen to support the local community and environment. They will greatly appreciate your efforts.	7/21/2016 9:53 PM
357	I would like to see if this can also be able to accommodate off road registered 4wheel drive vehicles	7/21/2016 9:48 PM
358	This is a wonderful project and I hope it gets some traction.	7/21/2016 9:47 PM
359	It would be really good to have somewhere to be able to go for a decent ride because there isn't really much places you go around Perth and would bring tourism to the small towns	7/21/2016 9:38 PM
360	Fantastic idea!	7/21/2016 9:35 PM
361	It would be nice to see one way single trials no head on thank for your time to put this toger	7/21/2016 9:31 PM
362	There must be control over riders of different skill levels and the tracks they can ride on. A learner rider can be dangerous on the same tracks as highly experienced/ pro level riders due to speeds involved and riding line awareness. Also kids and adults to be separated unless adult is riding alongside kids on kids designated tracks. But this is dependant on skill level.	7/21/2016 9:28 PM
363	Off road bikes with cops	7/21/2016 9:27 PM
364	This is an awesome incentive	7/21/2016 9:26 PM
365	Love for this place to open	7/21/2016 9:25 PM
366	Living in the peel region its hard to organise a family ride weekend as most ride parks are n.o.r. having one on manjimup would be ideal for me and my famiy.	7/21/2016 9:20 PM
367	I own an ORV Rego 4wd Buggy , bigger than a Polaris side-by-side ... There are a lot of UN-rego 4x4s willing to help out setting up tracks and trails , as well as hoping to have long term access to areas to drive ..	7/21/2016 9:17 PM
368	One way only trails is a must.	7/21/2016 9:13 PM
369	WA needs this... build it and you will see an increase in bike sales and participation in the sport. There are so few places to ride at the moment without upsetting someone.	7/21/2016 9:11 PM
370	Would be great to have this facility. The more hard enduro like, the better in one loop. Other loops would be great a bit easier for all-comers. Happy to help on occasion very busy in retail but still keen.	7/21/2016 9:08 PM
371	We are also local beef farmers and fully support the concept	7/21/2016 8:59 PM

Manjimup Trail Bike Rider Demand Survey

372	This would be fantastic not only for existing riders , but also to encourage new people to join the sport. Lack of facilities and poor availability is a major deterrent for people considering investing the time and money into getting started.	7/21/2016 8:59 PM
373	We are a family of riders that enjoy and look after the bush.	7/21/2016 8:58 PM
374	Manjimup is an ideal riding environment. If organised well ,trail riding has the potential to provide a valuable source of income for the towns in the Manjimup area.	7/21/2016 8:51 PM
375	What a great idea, wish you all the best in this endeavour.	7/21/2016 8:50 PM
376	Great idea we need more places to ride	7/21/2016 8:49 PM
377	W.A needs this sort of amenities, especially for our youth as this world is becoming more electronic focused it is getting more important for families to be able to teach their kids there is more to life, We get out as a family a few times a year with a couple of other families and the kids always enjoy the time spent out, we just need more of it. We go to the Pinjar riding area created by a enthusiast group which is awesome, and the kids feel safe and as a parent can relax a bit more knowing it is a more controlled environment where "most" people treat and respect the area and enjoy. Well done guys hope this goes ahead and we will definitely be there.....	7/21/2016 8:44 PM
378	I think it's a brilliant idea	7/21/2016 8:41 PM
379	Sounds great hope this happens. Facilities for night riding too!	7/21/2016 8:40 PM
380	Think it is a great idea to make it more legal especially for unlicensed bikes as if you don't have a farm or know someone with one it makes it very hard...	7/21/2016 8:36 PM
381	There are older types of 'adventure' motorcycles that are not listed. I think it is a great idea to plan for this type of riding in the Manjimup area.	7/21/2016 8:28 PM
382	Great idea	7/21/2016 8:26 PM
383	Please get this off the ground guys, we definitely need something like a motorcycle adventure park in WA with good trails of varying distances and degrees of difficulty, but close to quality food, accomodation and places of interest.	7/21/2016 8:14 PM
384	please do this for riders of unlicenced bikes and even more importaint letting kids be able to enjoy riding there motorbikes with the family and not having to dodge rangers as I had to when my kids were growing up .thank you	7/21/2016 8:04 PM
385	Sounds great. Would be more interested if I lived closer	7/21/2016 8:03 PM
386	it would be great to have somewhere to ride again, bartons mill was great until it was closed	7/21/2016 7:54 PM
387	Well done to Manjimup for considering this project . This will pay off hugely over time to the region, and im sure will be well patronised if done well .	7/21/2016 7:43 PM
388	It would be awesome to have another place to ride I hope you manage to get enough interest I will tell my friends about it Thank you Regards Simon	7/21/2016 7:43 PM
389	This survey is too long	7/21/2016 7:29 PM
390	It would be awesome to have somewhere in wa that dirtbike riding is not frowned upon.	7/21/2016 7:28 PM
391	I think this is a brilliant idea, thanks to the Manjimup shire for considering it. I believe the future of riding is very strong, and initiatives like this provided it is done correctly (with common sense) will serve the riding community and the community of Manjimup and south west well.	7/21/2016 7:23 PM
392	Make it happen!! Awesome idea ??	7/21/2016 7:12 PM
393	Great idea Designated camping spots at ride locations would be great	7/21/2016 7:10 PM
394	This would be a very successful initiative. Trail bike riders both adult and children are outdoors loving people and very community minded. In a non competitive environment they support each other on the trails helping each other out in so many ways. We have a big country and there is plenty of room for all outdoor recreational pursuits to work together to share the love of the country, whether they be bush walkers, bicycle riders, horse riders or trail bike riders. The contribution to the economy of trail bike riders is substantial. They need many provisions, equipment, fuels, firewood, campers, tents, caravans and they are prepared to pay for the privilege of signed, one way, measured trails. I hope this initiative gets the tick to proceed.	7/21/2016 6:59 PM
395	The Pinjar Park riding area is great, but having the ability to camp also would be fantastic!	7/21/2016 6:51 PM
396	This is a great initiative. More needs to be done to give riders who don't want to race motocross a place to enjoy their hobby in a safe environment. WA need to catch up to the rest of the country	7/21/2016 6:50 PM
397	Sounds like a great idea and it's something that the motorcycling community needs!	7/21/2016 6:41 PM

Manjimup Trail Bike Rider Demand Survey

398	Great initiative, keep up the push for the future generations of dirt bike riders.	7/21/2016 6:32 PM
399	Love the idea of any legal trails to ride!	7/21/2016 6:32 PM
400	Would LOVE a well thought out designated area for off road riding that is family friendly and affordable. Thank you!!	7/21/2016 6:27 PM
401	Difficulty set on each track	7/21/2016 6:21 PM
402	Its encouraging to see some investment in the motorcycle riding area's in WA. I have a registered endure bike which allows me to ride most places but the southern region of WA is so beautiful that I would make an effort to visit your park a few times a year.	7/21/2016 6:15 PM
403	Lets do it	7/21/2016 6:14 PM
404	Thank you to the Manjimup Shire Council for opening up the possibility of having a rider friendly town and trails. Even though we always hear about the undesirable element of any sport or pursuit, there are a large majority that are responsible and will do the right thing if allowed to indulge in their passion.	7/21/2016 6:05 PM
405	Our family would really appreciate a series of trail rides that are maintained and route directed. We would be happy to book accommodation in Manjimup and purchase fuel and food if we could ride at low cost on some lovely trail rides together as a family on registered and non road registered trail bikes.	7/21/2016 6:01 PM
406	i think this would be a great place to bring my family a few times a year.manjimup is a beautiful spot in the south west .I hope this project gets the go ahead.	7/21/2016 5:59 PM
407	I think this is a much needed project that will help prevent so many people riding in illegal areas such as water catchments and national parks. It will help cut down hard work for rangers in many areas and prevent the damage of many parks, trails and areas designated for other purposes. From experience trails like the bibbulmun track and the Mundi biddi get destroyed by dirt bikes, being a bush walker myself it's disappointing to see the walk trails wrecked by inconsiderate dirt bikers. It's a also a great thing for the shire of Manjimup as it will bring a lot of attraction to that area both financially and as a tourist destination.	7/21/2016 5:52 PM
408	Great to hear this could become an approved off road trail, good for the local economy, and WA riders/families, hope it goes well.	7/21/2016 5:51 PM
409	Great idea - it can't happen soon enough	7/21/2016 5:51 PM
410	I visit Manjimup for work as I'm a sales rep for a refrigeration commercial wholesaler. I love the town and have seen it grow with new pubs such as Tall Trees and free wifi internet in the town. The wine from this region is amazing and it will expose a hidden gem to the general population. WA is one of the only states that doesn't have a dedicated motorcycle facility for multi disciplines IE Enduro, MX, Trials bikes, Dirt Flat Track etc. Manjimup please make this happen! The motorcycle industry generates so many sales & jobs for new bikes, gear and spare parts. It an expensive sport so people who enjoy it have money to spend. Now give more people a reason to join the sport!!!	7/21/2016 5:44 PM
411	Great work, thanks for all the effort	7/21/2016 5:42 PM
412	Really hope something will come of these ideas. Would be great to have areas where me and my mates can go to ride legally.	7/21/2016 5:41 PM
413	Hope this goes ahead the trail riding world needs something like this	7/21/2016 5:34 PM
414	Have a bit of everything	7/21/2016 5:25 PM
415	There is a great opportunity to create a Trailriding hub in the SW for mature Weekend Warriors. A map showing trails with tourist stops on the way for lunch would be perfect. I want to ride for 3 hours. Then stop and have a good lunch in an interesting environment like a winery and then another 3 hours before retreating to quality farmstay with a few eating out options nearby. I want to do it without upsetting locals or CALM, Greenpeace etc and in fact am happy to spend money in the local community - the trick is knowing where to go. Cheers.	7/21/2016 5:21 PM
416	Great idea congrats on the initiative ???????	7/21/2016 5:21 PM
417	This sounds like a great way to explore a beautiful part of the world. Hope you can make this happen. Good luck	7/21/2016 5:06 PM
418	The Manjimup and Warren district are a great place to explore and camp out in the bush.I lived there for 9 years and found the time there great. In the future will be taking overseas guests there. Am planning a private ride later this year through the district. In closing thank you for this opportunity to voice my encouragement for this forum.	7/21/2016 4:59 PM
419	Getting away for a weekend with the mates on the bikes isn't about following signs, staying on the designated path or anything else like that. It's about (cliche) freedom. The road less traveled is where you find adventure & fun. Putting everyone on the same route will cause problems, accidents & overcrowding. Let us have fun, if we're not destroying the environment or cutting new trails, leave us be. We have ridden the Manji area a few times & there are thousand of km's of tracks & trails out there, let us use them.	7/21/2016 4:38 PM

Manjimup Trail Bike Rider Demand Survey

420	Hopefully it all goes well wa needs it	7/21/2016 4:32 PM
421	Sounds like great idea. The only other organised rides/trails I hear off within the state are ones from Kirup to Nannup	7/21/2016 3:11 PM
422	This something we need to help all us recreational rides place like this are the best thing	7/21/2016 2:56 PM
423	Do it !	7/21/2016 2:56 PM
424	This is GREAT to see. Better late than NEVER. Don't let this opportunity to do a valuable thing become mired down because it gets too hard. Let me know if I can help and how. davidandvarley@hotmail.com	7/21/2016 2:41 PM
425	Good on you Manjimup, I look forward to supporting your town. I hope we can get a A4DE down your way.	7/21/2016 2:34 PM
426	Thank you. I need to find out more about were I can go with my quad bike ?	7/21/2016 2:25 PM
427	your survey is very repetative	7/21/2016 2:23 PM
428	This would be great and would open the door to other parts of Western Australia in doing similar things. Let's support this sport for our state!!	7/21/2016 2:18 PM
429	would love for your council to do this. You have an untapped market here! Please proceed!	7/21/2016 2:18 PM
430	Im not very experienced but think this is a great idea. It would definately attract people to manjimup.	7/21/2016 2:14 PM
431	Hope it happens. A trail from Perth to Albany would be awesome with Manjimup as the hub ??	7/21/2016 2:05 PM
432	Just do it ! Build it and they will come.	7/21/2016 1:56 PM
433	Hi I think this Idea is fantastic, to have dedicated trails would be almost like the Bib track but for Adv bikes. This may also assist in having people ride the correct areas rather than 'bush bashing'. Having dedicated camp site would be good at point along the trail, not necessarily with huts, water would be good but not essential as we carry it as part of the ride experience. So like the Bib track but keep it simple.	7/21/2016 1:54 PM
434	Good luck and sounds like a great idea.	7/21/2016 1:50 PM
435	A family riding holiday to Manjimup would be fantastic. I am very excited by the prospect of the trail bike hub being established in Manjimup. Manjimup is a beautiful town which would profit greatly from this magnificent idea.	7/21/2016 1:46 PM
436	A number of one way, 'race' or 'rally' type tracks would be great. Some people like to ride slowly and take a more scenic ride, some like to go fast and challenge themselves.	7/21/2016 1:20 PM
437	exceptionally good idea - hope it comes off.	7/21/2016 1:19 PM
438	I think you will find many riders, like myself, who are mature and interested in well planned recreational trails we can enjoy and look-after without risking life and limb. Not all riders want to travel at super-fast speeds over impossible terrain. A signed trail grading system (say easy, mixed, hard) would be a great help; as would easy access to route planning, area notifications (e.g. controlled burns) and local weather and track conditions.	7/21/2016 1:18 PM
439	As a landowner who lives on a property surrounded by state forest, we ask that trail location and use be such that the inconvenience and loss of quality of life is not interfered with by the safety risk of trail bike, excessive noise and the deterioration of tracks from motor bike use While understanding and supporting trail bike use and the benefit this should be balanced with the quality of life people in the Shire of Manjimup have who live out of towns and nearby to the forests and parks of the Region	7/21/2016 1:13 PM
440	Awsome idea Manjimup is a riders paradise hope this goes ahead	7/21/2016 1:09 PM
441	This would be a great idea if the local community embraces it & would pump a lot of money into the local economy. I will be following this closely	7/21/2016 1:07 PM
442	Your questions aren't arranged to give you a clear answer for your survey. We would travel as a family group with males and females with Quad bikes and off road dirt bikes but your questions have caused a duplication of answers and don't specify for a budget for one or for the group. Also if camping some of our expenditure would be spent in Perth before leaving such as food and fuel for the bikes. Depending on the availability and location of these supplies at Manjimup we would likely seek some top up of these at Manjimup so as not to have to carry so much but your questions don't allow us to make that clear for the purposes of the survey. Hope that helps.	7/21/2016 1:06 PM
443	Would ideally be looking for a safe area fir kids yo tide and maybe learn done skills	7/21/2016 12:46 PM
444	Most people in my Riding group are desperate for safe, single direction, signed trails. and do not mind paying for these services. Among our group we have Quads,Licensed , unlicensed, and children which makes a destination even harder to find. Thank you for trying to make this happen. Steve Milne	7/21/2016 12:45 PM
445	make a kid track for bikes under 50	7/21/2016 12:41 PM

Manjimup Trail Bike Rider Demand Survey

446	I believe that the Manjimup trail is an excellent concept and will give both riders and the local community an opportunity to benefit from the beautiful natural environment at this iconic WA location. I would be very happy to pay a membership fee as a "Manjimup Trail Member" to assist with the ongoing maintenance of the facility and to demonstrate my commitment to the initiative.	7/21/2016 12:40 PM
447	Keep it simple A gazetted area that allows camping with a mixture of Fire trails and signed trail bush tracks is all that's required Kirup ride park is a fantastic facility and provides only the basics I usually buy all my food on the way down if possible so that shopping money stays local every trip.	7/21/2016 12:22 PM
448	It would great to have long trail loops accessible by the public.	7/21/2016 12:22 PM
449	This area has some great and unique riding territory set up and marketed correctly it certainly has the potential to draw riders from all over Australia and certainly beyond.	7/21/2016 11:53 AM
450	I strongly support this initiative	7/21/2016 11:50 AM
451	This is fantastic! There is opportunities for local and international riders here. Look at how the Tour of Idaho is run and managed see mototrcyclejazz.com Hopefully you will work with other shires to create routes from area to another. As a rider I would love to see positive collaboration between, shires, businesses and riders to develop this. Well done on taking the first steps towards this program and I wish you all the best!	7/21/2016 11:39 AM
452	This is a very positive and much needed initiative. There needs to be a serious amount of positive support from all levels of government to continue to provide for and support responsible and fun adventure, trail and recreational riding of all forms. We the people that ride in remote places generate a significant and conscientious approach to living in and enjoying the great outdoors that we are blessed with. What we find that makes us very angry is the unwanted and unnecessary rubbish dumping that takes place. This is directly attributed to the fact that responsible waste disposal has become financially prohibitive causing people to go dump the stuff for free knowing that someone else will come collect the rubbish. Stop prohibiting riding and enjoying the outdoors but let us promote and teach the next generations to love, appreciate and look after the areas we live and ride and recreate in inclusive of 4x4s etc restricting the areas creates congestion and unsafe places. How many people have risen, travelled the Holland track, the back areas of Manjimup, Dwellingup, Pemberton, Ravensthorpe etc. We want to ride on the beaches but once again in a responsible manner that is not overly congested.	7/21/2016 11:26 AM
453	great Idea and best of luck. We really do need more legal, family friendly, inexpensive places to ride in WA	7/21/2016 11:25 AM
454	Its a great idea!	7/21/2016 11:20 AM
455	This is a fantastic idea I wish I could be part of hope it all goes well so the rest of the country catches on.	7/21/2016 11:14 AM
456	Do This. Its like a 21st Century Ski resort that will become a Tourist destination.	7/21/2016 11:11 AM
457	Would be nice to have a kid friendly riding area with different terrain and challenges that doesn't cost a fortune to make it affordable for the family (single dad)	7/21/2016 11:00 AM
458	Will do what I can to help the set up of this project. Would like to see trail rides available and promoted in this beautiful area. An area for under age non licenced riders and bikes to allow families to partispate.	7/21/2016 10:56 AM
459	I have experienced a similar trail hub idea north of Brisbane and something like this in WA would be greatly appreciated	7/21/2016 10:24 AM
460	I really hope this happens it's an exciting opportunity for the area.	7/21/2016 10:22 AM
461	Consider kid free single track technical one way loops and trails I would love to ride the motocross track	7/21/2016 10:08 AM
462	Manjimup is a bit far from Perth. We need something closer as well.	7/21/2016 9:53 AM
463	This type of consideration to a healthy sport is encouraged , with a balanced discussion encouragement of safety practices and somewhat controlled environment is fantastic really look forward to this coming to fruition regards Anthony Garic	7/21/2016 9:49 AM
464	The Hub would be a fantastic way to promote safe and responsible ride in the bush as well as to significantly boost the local economy in the area. Not only would I ride there I would do a lot of touring around visiting all the wineries and other local niche businesses	7/21/2016 9:47 AM
465	This is a good thing for people who ride	7/21/2016 9:42 AM
466	Trails must be one direction. Good kuck. I look forward to positive outcomes.	7/21/2016 9:33 AM
467	The Hub would be a fantastic way to promote safe and responsible riding in the bush as well as to significantly boost the local economy in the area. Not only would I ride there I would do a lot of touring around visiting all the wineries and other local niche businesses	7/21/2016 9:32 AM

Manjimup Trail Bike Rider Demand Survey

468	Step up jumps are a must aswell as declines and inclines Bigger screen always better and the bigger means more people will travel further to see and be apart of it You have the opportunity to make this spectacular Go big	7/21/2016 9:21 AM
469	i think this is one of the best initiatives i have heard of, good on you Manjimup, we do a lot of camping and riding and so do a lot of our friends, we visit the Manjimup area at least once or twice a year and it would be a whole lot more if we can ride our bikes happily and as a family/ friends group. it would be nice to not be treated like some sort of criminal or disease by people especially the rangers etc... just because we love riding and exploring the out doors on a bike, we love our bush, we don't litter and we teach our kids the same.	7/21/2016 9:13 AM
470	Something like this is Luke ng over due in WA as an rider and enforcement officer of ORV act.	7/21/2016 9:02 AM
471	I am really forward to a proper facility to go to for weekends. There are approx. 8 riders in our group that would use this and spend weekends down there. It would be nice to have good facilities so the non riders (wives) can enjoy the experience too. Walks, Parks, Café, Wildlife etc.	7/21/2016 8:58 AM
472	Let's get it happening	7/21/2016 8:55 AM
473	Could work out really good	7/21/2016 8:50 AM
474	I like the idea of the trail hub, my concerns would be around the attraction to the town of the ratbag riders that create a bad image for the guys that do the right thing. the other concern would be around costs and regulation, the thought of booking trail time and paying a fee to use the trail like some of the American models does not appeal to me	7/21/2016 8:49 AM
475	I would be happy to help with more input and assistance	7/21/2016 8:39 AM
476	We live in Mandurah and there are few places we can take our son to ride. There are no approved off-road trails in reasonable distance, Pinjar is too far to go for a day ride. We would take weekend trips to Manjimup if there is a designated off-road area.	7/21/2016 8:39 AM
477	Great idea	7/21/2016 8:37 AM
478	Sounds like a fantastic asset for the community. Good luck.	7/21/2016 8:28 AM
479	a shared view for all, walker, bike riders, with good management .	7/21/2016 8:24 AM
480	Great work , I hope this comes off as there is some great country to ride down south	7/21/2016 8:14 AM
481	Make it happen! Keep people from traveling elsewhere to ride.	7/21/2016 8:13 AM
482	I am sick of trail bike riders being treated like criminals. Like people that don't care or even hate the environment. We love the beauty of the bush that we ride in. And we don't like the Water Corp as they act like Nazi's.	7/21/2016 8:04 AM
483	This is a great idea and one that i hope happens!	7/21/2016 7:49 AM
484	Great idea	7/21/2016 7:47 AM
485	We want it. Great work guys	7/21/2016 7:38 AM
486	Areas to ride both registered and unregistered dirt bikes are desperately needed. My wife and I have three bikes and are looking to purchase another and would be keen to come down. Proper areas would encourage us to bring other family members who like to ride our bikes but don't own their own.	7/21/2016 7:09 AM
487	WA definitely needs a facility for riding registered and unregistered bikes in a safe controlled environment would be great to have to have one in Manjimup	7/21/2016 6:49 AM
488	I really hope you guys can make this happen, WA and Manjimup could really benefit from this opportunity	7/21/2016 6:45 AM
489	Great idea Congratulations to the Shire and Council for the ability to see a great oppurtunity for the community and to improve tourism for more sections of society If yoyn proactive with this it is bound to increase year long tourism I see 150-200 bikes every weekend in one location, this is a massive un tapped oppurtunity and well done for the councils vision	7/21/2016 6:26 AM
490	No matter what level of comforts people choose for their riding adventures, good toilets and wash areas are always appreciated and remembered.	7/21/2016 6:24 AM
491	It would be nice to have a place that you can go that doesn't cost a huge amount and that kids can come and ride too	7/21/2016 6:24 AM
492	Very excited for this to go ahead. I may even move closer to Manjimup.	7/21/2016 3:25 AM
493	FIFO kind of holds back from any volunteer work with no roster it's hard to plan things	7/21/2016 3:01 AM
494	Great idea	7/21/2016 2:49 AM
495	We need a few good advanced level supercross tracks a few lower level areanacross tracks to elevate WA,s riding standards plus and chanced level motocross tracks with big jumps etc	7/21/2016 2:25 AM

Manjimup Trail Bike Rider Demand Survey

496	Vinduro WA is always interested in availability of land to mark trails and hold an event.	7/21/2016 1:59 AM
497	Make it happen	7/21/2016 12:18 AM
498	This is a great idea and initiative for riders. It is good that you are considering non-registered off-road bikes as really these are the same as Mountain Bikes and look how marked trail mountain biking is bringing people in droves to communities and places that they never would have considered going to before.	7/20/2016 11:44 PM
499	Good idea	7/20/2016 11:39 PM
500	Also maybe a fmx ramp type set up compound will definitely attract more riders, as it's a fast growing sport with hundreds up perth way looking for that type of set riding set up.	7/20/2016 11:38 PM
501	What a great idea. Hope it comes off.	7/20/2016 11:33 PM
502	I believe that properly managed and actively maintained off road areas reduce the number of "dills" that misuse off road areas. Pinjar north of Perth is a great example where DPaW , local community and RTRA are involved in maintenance and promotion of the proper use of the area. The Medina offroad area south of Perth is an example of an uncared for, hoon infested eyesore, where local council and community do not respect or care for what they have. It also seems that the ride parks where a small fee park and is charged almost guarantees no "dills", I have used West Coast Ride Park, West Moto Park and Murchision Offroad Adventures , all charge a small fee to access well managed facilities, and have developed family oriented, safe and interesting venues. Would be fantastic to see another accessible area where I can ride with my family.	7/20/2016 11:31 PM
503	This would be absolutely amazing if it all went throught fingers crossed	7/20/2016 11:31 PM
504	I also ride a sports bike, which I would like to get to that part of WA more often on as well for weekends/overnight trips. Similar sorts of facilities and ride maps etc would be great for just road based riding as well.	7/20/2016 11:29 PM
505	I believe the Shire of Manjimup is a well suited area for such activities with its varying terrain and if other shires could join suit a fantastic trail loop structure could be created for multiple day rides within adjacent areas. In order to avoid overuse of trails and the tracks 'whopping out' multiple loops need to be created providing alternatives so the same loop isn't ridden continuously. Existing riding areas are severely overused and this is a major problem. If the inclusion of unregistered vehicles into forestry areas is allowed this would be a real draw card however I know that this will be ruined by certain individuals who would abuse the privilege. I understand the logistical nightmare of such situations however many individuals including myself have been riding unregistered illegally in many of these areas for years with no issue. There is an unwritten rule that the individual is to respect rangers and generally if you stay away from towns, campsites and major roads no trouble will be created. If involvement of motorcycle clubs such as the Trail and Enduro Club of Western Australia the area could be well set-out and utilized to its full potential. If a small fee was collected (most riders would happily oblige) then this could go towards yearly maintenance and further development.	7/20/2016 11:26 PM
506	I think the more off road riding areas we have available with diversity in the types of off road riding is a great way to make our sport safer and more controlled. Uniting people with similar interests and boosting the surrounding economy.	7/20/2016 11:25 PM
507	Best of luck, great incentive. Wish a town closer to Perth was as receptive as Manjimup to offroad motorcycles.	7/20/2016 11:24 PM
508	Awesome to see Manjimup shire	7/20/2016 11:21 PM
509	More riding places the better no one owns the bush let's use it and have fun	7/20/2016 11:17 PM
510	I think this would be a great idea even if you charge an annual fee to cover any cost incurred to have great place to ride safely	7/20/2016 11:11 PM
511	Please do it. We need places to legally ride with the kids. Please do it.	7/20/2016 11:09 PM
512	Having designated riding areas such as the trails in Canada or something similar would be a huge step in the right direction. Most trail riders try to do the right thing but the lack of places to ride results in a few doing the wrong thing and tarnishing the name of trail riders in general.	7/20/2016 11:08 PM
513	If this hub goes ahead and is managed properly it has great potential for not only Manjimup but the whole of the south west	7/20/2016 11:08 PM
514	-safety is important for riders -security of stored motorbikes is paramount -i would suggest Cosy creek track as an ideal start point for proposed trails	7/20/2016 11:07 PM
515	Great Idea	7/20/2016 11:04 PM
516	I am a police officer, vol firefighter, dpaw volunteer. Sorry for not offering to volunteer with the project but riding is my "my time."	7/20/2016 11:02 PM

Manjimup Trail Bike Rider Demand Survey

517	I havent ridden trails at Manjimup but very keen to do so Would mainly ride during winter so cheap accomodation be good if too wet for tent A way of linking towns by gravel roads or preferably tracks on dirt bikes would be fantastic thanks for beginning this initiative.... more areas to ride please! without the headache of riding onto water catchment or die back areas	7/20/2016 11:00 PM
518	Please make this happen the more riding destination we have the safer it is for all with only few places to ride	7/20/2016 10:53 PM
519	There needs to be more programes like this state wide for off road rides who longer can or want to race , some safe for all riders including our children , so they can ride safely with out annoying people who my not like motor bikes . I think it is a really good idea and am exited about being able to ride & explore more places while doing my favourite past time . Thankyou	7/20/2016 10:50 PM
520	if there were more places like west coast trail bike park in the south west that would be great!	7/20/2016 10:42 PM
521	We often ride as a family at Kirup (West Coast Safaris and Bike Park) usually monthly. We love the camping arrangements, the one way trails, technical single tracks and my son loves the mx track in between doing long trail loops. The drive isn't too long and we enjoy the countryside and now I make sure I fill the ute up at Kirup Servo on the way home as the people are nice, friendly and we want to make sure we support local business - the Donnybrook bakery usually gets our breakfast \$\$'s on the way to Kirup and our lunch \$\$'s on the way home. My mates ride other bike parks such as DuckNuts, Dirt Riders Heaven however I find them bland - dirt tracks in hay paddocks.I applaud the Shire of Manjimup for exploring this as another potentially great initiative for all off road vehicle riders, there may be a minority that give the rest of us a bad reputation, but all the people i have met through riding in general and at Kirup bike park are genuinely nice family orientated well behaved folk.	7/20/2016 10:39 PM
522	It would be awesome to have another dedicated riding area to use and camp at ?????	7/20/2016 10:37 PM
523	This would be awesome please do it	7/20/2016 10:33 PM
524	Great idea hope it gets off the ground	7/20/2016 10:30 PM
525	Fantastic idea. The plan for 20Km+ loops is great.	7/20/2016 10:18 PM
526	I believe this will be a great asset to the manjimup region if it was to go ahead.	7/20/2016 10:12 PM
527	Western Australia needs to embrace this hobby/ sport like the eastern states does. Rather than treat us as outlaws , it seems to be OK to run amok in a 4wd though!! Lots more people are being drawn to this type of riding/creating their own adventures in some of the best riding country in Australia !	7/20/2016 10:08 PM
528	This would be great to get off the ground	7/20/2016 9:59 PM
529	limit numbers on any given weekend	7/20/2016 9:55 PM
530	Good luck!	7/20/2016 9:54 PM
531	Definitely on to something great here. There's a massive lack of place's to go with sorted trails for kids. I'm from New Zealand, farming area of Taranaki where there is an orangnised trail ride every other weekend. Schools / communities run them as fund raise's. 300 plus riders, sign posted trails, food stalls. Some of the rides have reached the level of a must do ride - You Tube - Taranaki trail rides. A weekend organized tail ride that kids can do would be perfect , great riding and the wife's can enjoy the other things the area has to offer. Having somewhere where dirtbike riders are welcomed and having good trails on offer is something we have all been looking for, beats dodging rangers. Especially for kids. Making it work long term - open all year or a couple of Major events a year. Adventure ride - head down pick up map with a sorted route - sounds like a good plan to me.	7/20/2016 9:52 PM
532	I think that it is a great idea for Manjimup to have a trail bike hub as such, great for the town, great for motorcycling in WA.	7/20/2016 9:45 PM
533	A great idea and fantastic opportunity for riders to have a legal area for riding, we utilise Kwinana off road vehicle area and pinjar really enjoy these areas but this proposed area down in Manjimup sounds amazing I would definitely use it even if we had to pay!!! Also use west coast trail park as a paid venue and really like the marked out routes.	7/20/2016 9:44 PM
534	I feel this is a project well worth getting behind. It would prevent people riding illegally and would potentially reduce the risk of dieback spread.	7/20/2016 9:43 PM
535	A fantastic idea and excellent well thought out survey. Would love to visit Manjimup and ride	7/20/2016 9:38 PM
536	Great idea hope it gets up.	7/20/2016 9:37 PM
537	Great idea..hope it goes viral and becomes a even better holiday destination	7/20/2016 9:34 PM

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538	I was informed about this project and survey through being a member of RTRA. If I had not been a member of The RTRA I would in all likelihood never have known about this great plan, therefore would it be possible to generate more interest by getting local media involved around Perth, even it was just the local community newspapers. As an added benefit the RTRA could also get some publicity at the same time. I hope this helps, good luck with getting this off the ground.	7/20/2016 9:31 PM
539	Being an adventure rider we are very aware of our surroundings and leave areas as we find them if not better	7/20/2016 9:24 PM
540	Would be great to have something like this to explore a great part of the world.	7/20/2016 9:22 PM
541	Great idea good luck and hope to see you soon!!	7/20/2016 9:17 PM
542	Good luck this is such a needed facility and would have amass ice flow on if the town were to embrace it	7/20/2016 9:16 PM
543	This is a wonderful idea, and would certainly bring people to your area over the colder months, we need this so much!!	7/20/2016 9:13 PM
544	More proactive involvement from Dpaw in regards to using the public forest for dirt bike recreation instead of locking the gate would be great. Motorcyclist's can contribute positive ideas for track and forest management. There are many organised rallies such as Sunny corner, Kowen, North Star and the Myrtleford alpine rally in other states of the country in conjunction with police and forestry managers. These all involve single track cut through the trees, yes I have ridden some of them. Some of these events have been running for 30 years with minimal forest impact, job well done by all because all stakeholders work together not against each other to minimise forest damage. I am confused that dpaw and water corp want us out of the lakes area but allow an operating quarry and a substantial pine forestry industry to operate in the same area. Harvesting is happening at the moment and the soil damage is staggering out there let alone the impact of pine trees on soil quality and Ph levels, how is that good for water quality. Bikes have been in the area for decades and are not going away, Its about time these departments worked with us to manage the area but unfortunately I have little hope of it happening, more likley to feel victimized by these agencies for being a motorcyclist. Hope the Manjimup proposal gets up but I feel a struggle of red tape is ahead. Thank you for taking it on and all the best of luck.	7/20/2016 9:02 PM
545	Good luck ... bloody fantastic initiative. Remember fondly doing a state round enduro there in 1975 ... great country.	7/20/2016 9:01 PM
546	This will be a great idea for the town as my father lives there and is a motorcycle mechanic. And I also have been riding down there for many years with my father.	7/20/2016 8:54 PM
547	This a very positive initiative for responsible trail riders. Good luck I'm getting approval	7/20/2016 8:51 PM
548	This is a great concept , would also be beneficial for marked informal loops to be set up say in the capel area closer to Bunbury. Could use the old golfing pay a minimal fee for trail maintenance into a onsite safe for a day ride. Put money in an envelope write details on carbon copy envelope some camp sites have this also	7/20/2016 8:50 PM
549	There needs to be way more initiative's like this. Australia is one of the largest off road markets in the world. This adds many Millions of dollars to the economy and there are no where near enough areas to ride legally. Much closer to Perth would be great the State Forrest North of Pinjar for example or the Pines that are Fenced off near Myalup. To the East there are many areas listed as water catchment almost all the way to York this is a joke there are farms all through this area with septic tanks. Myself and many like me are passionate and angry about the situation in Perth and the draconian laws we have here with so much land available for use and the double standards we see often during forestry works. Manjimup sounds great I already go there a few times a year to trail ride and at the M/X track but its a fair drive for a day.	7/20/2016 8:48 PM
550	Fully support this direction and securing a riding future for our next generation of riders	7/20/2016 8:41 PM
551	This is something that is well overdue and if it happens let's hope it happens closer to perth . You could make a killing from it if done right Hope it happens for all concerned	7/20/2016 8:37 PM
552	Perth needs this. We're already struggling for legal places to ride and if they keep getting shut down by rangers there will be more and more people doing "illegal" riding. My riding group (over 200 strong) is very responsible and we all care about the impact we have on the environment and make sure we leave the place (aside from a few tyre marks) exactly as we found it or better by taking others rubbish with us. Im sure the same can be said for 1000's more too. Unfortunately there are a small minority who dont care but this is the case in any demographic.	7/20/2016 8:35 PM
553	Having these areas to ride safely is a great privelage that would be great to keep for iur future generatons	7/20/2016 8:32 PM
554	I can't wait for this to happen.	7/20/2016 8:31 PM
555	Only want to say what a great job is being done to help all riders here in WA . Keep up all the good work .	7/20/2016 8:29 PM
556	Manjimup would be the prefect epicentre for a riding hub, if safe secure accommodation where vehicles and trailers can be securely stored within walking distance from facilities for younger kids and non riding partners, I would rather drive down to Manjimup than head out to Pinjar / Metro road areas etc.	7/20/2016 8:23 PM
557	This trail hub could be fantastic, thank you for pursuing it!	7/20/2016 8:22 PM

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558	Would love to see this happen!	7/20/2016 8:19 PM
559	This is a great idea and would be successful in my opinion . Thankyou	7/20/2016 8:13 PM
560	Thank you for facilitating this excellent project. I sincerely hope it succeeds!	7/20/2016 8:09 PM
561	Keep it simple & make sure that rubbish bins are available	7/20/2016 8:08 PM
562	I have come from NZ where I used to enjoy riding trail rides. A lot of them where though farm land and pine forests. I was always happy to pay 30-50 per ride and enjoyed the views, riding, travel and day out. They where usually one day rides but I would love to try long trails and trails where you require maps and guidance or gps. Very keen to see more riding areas for the public	7/20/2016 8:08 PM
563	Hope it gets the go ahead	7/20/2016 8:07 PM
564	Keep up the positive good work.	7/20/2016 7:59 PM
565	Several of the questions were poorly worded and did not take into account that someone who has listed half days rides may then return home and not stop over. Manjimup can and I am sure will do this well. I am an early adopter and just need to be confident that the community, local Government and businesses are supportive of motorcycle visitors to there region.	7/20/2016 7:56 PM
566	Toilet facilities or bbq camping areas would make travelling with kids more appealing	7/20/2016 7:53 PM
567	Thank you for asking about my interests.	7/20/2016 7:52 PM
568	I'd love to see more casual motocross tracks available to use which don't require us to be a club member or pay MWA fees and registrations. And if they are fun, challenging, maintained and presented well with good, large safely designed jumps, I am happy to pay up to \$50 fee per ride. As are my circle of friends. We travel a 420 km round trip to Ducks Nuts ride park once or twice a year, but it's too far and we're hanging out for something similar in the South West. Trail Riding however is freely available in the southwest and we wouldn't be willing to pay to ride a popular area more than once or twice just to check it out.	7/20/2016 7:52 PM
569	This is a fantastic, forward thinking project that will benefit a community the implements it properly.	7/20/2016 7:47 PM
570	Appreciate the fact that this is being considered, We have utilised West Coast Trails at Kirrup and enjoy the well maintained safe riding environment	7/20/2016 7:45 PM
571	This would be an amazing thing to have happen	7/20/2016 7:44 PM
572	With the local Perth trails getting so busy I have been riding further and further out bush to ensure less chance of accident with other vehicles. I'm already travelling so to go a little further for good trails would be worth it	7/20/2016 7:43 PM
573	Would be great to hav something like this idea set up. Hope it goes ahead.	7/20/2016 7:42 PM
574	I would love some legal tracks in Manji! Anything with a bit of skill required, with no fear of oncoming riders	7/20/2016 7:42 PM
575	Love your work Steve	7/20/2016 7:41 PM
576	This is a fantastic initiative form the Manjimup Shire, and one I'm sure all motorcycle riders and groups will approve of. The vast majority of off road motorcycle riders are have great respect for the environment as we love it more than most, obviously there are always a few that don't and they are generally shorter term riders, management of this will be very critical. Tasmania has had a good operating off road trail system for some years now.	7/20/2016 7:38 PM
577	I think this would be fantastic for the community . One other thing they may be useful would be some kind of secure parking as to deter thieves whilst you are away from your vehicle riding . Hope this goes ahead!	7/20/2016 7:37 PM
578	I am very grateful to the manjimup shire that this plan is even being considered. I believe that anything that is put in place in the manjimup shire will benefit the region greatly and the majority of dirt bike/trail riders are just looking for a place to ride that will welcome them and if such an area was available it would be treated with a lot of respect by 99 percent of users.	7/20/2016 7:34 PM
579	I recon it is. Great idea, well do ego get it off the ground and to get it this far	7/20/2016 7:33 PM
580	I think there should be more family oriented trail riding spots in WA.	7/20/2016 7:32 PM
581	I think it would be fantastic to have a place and area to ride, I have ridden at Lancelin for years and without the bikes I think a lot of more businesses would of closed Regards mick 0412902101	7/20/2016 7:28 PM
582	One way trails are very important! Provision must be made for unregistered vehicles. Especially qauds and side by sides as there are very few places to ride these vehicles	7/20/2016 7:28 PM

Manjimup Trail Bike Rider Demand Survey

583	The proposed Manjimup Trail/Offroad area is badly needed in WA. However, there are a few essential ingredients to make such an area properly work. 1: Rubbish bins (and lots of them). Visiting the Metro Road Offroad area will leave you with little faith in the WA riding community and a much clearer idea of why the larger public dislike motorbike riders. The rubbish all along the various camping areas in Metro Road is disgusting. You need to have readily available, and frequently emptied rubbish bins. 2: "Trail/Offroad Park Officer (NOT ranger)" - someone needs to be at the park on weekends to friendly welcome visitors and build a rapport with the riders. The WA State Rangers have dismally failed at this endeavour. Riders won't ever respect rangers until there is a relationship built up over a period of time. 3: Multiple camping/riding options for park users. One size does not fit all. Having cheap camping with a minimal fee will attract more users. No one wants to pay hand over fist to ride	7/20/2016 7:22 PM
584	Keep it interesting Keep it real The less red tape the better Zero tolerance to bogans and idiots who wreck it for everyone else	7/20/2016 7:19 PM
585	I can't wait for it. There is minimal decent areas for legal aces to ride.	7/20/2016 7:09 PM
586	Think this is a great initiative and wish you the best of luck in getting it implemented. Know I will certainly use these services if they are.	7/20/2016 7:05 PM
587	THANK YOU FOR SHOWING SOME THOUGHT FOR US TRAIL RIDERS. I hope it put Manjimup on the map. Fontys pool here I come. But you need to look at what you charge for solo bikers? \$25 a night is too much.	7/20/2016 6:59 PM
588	This would be a great idea and would definately get used	7/20/2016 6:58 PM
589	I believe the Manjimup Shire will be providing off road riders with a fantastic venue and opportunity to enjoy their passion in the most beautiful surroundings. Furthermore, in doing so this venture will also provide an increase in funds to the local business community.	7/20/2016 6:53 PM
590	Fantastic to seen this initiative, hope it gets through, love it down south	7/20/2016 6:53 PM
591	Hope it get's up and running for all types of riders. Great place to ride !	7/20/2016 6:52 PM
592	No	7/20/2016 6:52 PM
593	I am a PHD in environmental conservation and am willing to help. plus I run bike shop and am a lead organiser for HU meets and HU navigation events, I am also involved in BMW groups and Spydarians	7/20/2016 6:46 PM
594	Manjimup area has some of the best riding in the state and a trail bike hub is a wonderful idea. I sincerely hope it happens. I have ridden many enduros in Manjimup and have always enjoyed the area for riding and also visiting wineries and the timber museum.	7/20/2016 6:44 PM
595	What a great initiative! Fantastic to see.	7/20/2016 6:39 PM
596	Great idea. Just keep out the idiots!	7/20/2016 6:38 PM
597	I think it's a good idea so go for it !!!	7/20/2016 6:37 PM
598	I am concerned about the photo of the unregistered KTM rider and the lack of protective clothing and accessories that he was not wearing. Does he still ride dirt bikes ? Good Work Steve and Val, I hope this comes to fruition very soon.	7/20/2016 6:37 PM
599	This survey is too long and annoying. I've answered the same questions over and over again. This must turn people off. However the idea of a trail in manjimup is teriffic. It would be well received for sure. Build it and they will come. The right type of business and volunteer groups will direct the energies in a positive direction. Good luck guys. Good job	7/20/2016 6:36 PM
600	Great idea. So many people would love to have quality legal trails to ride.	7/20/2016 6:36 PM
601	If you're able to make this happen it would be a amazing tourism asset to the south I hope to see this as a reality in the near future	7/20/2016 6:35 PM
602	Great effort for the people behind this project. And hopefully something comes off this because it is very much needed Kind regards John	7/20/2016 6:33 PM
603	I really hope that this proposal goes ahead, it will benefit a wide range of people and groups that are both directly and indirectly linked to this type of motor sport . This provides for exciting times ahead and shows how the Government along with all other stakeholders can work together to achieve a sustainable and exciting new industry with benefits to all the communities and business .	7/20/2016 6:24 PM
604	Trails would need to change often or have many choices as too much use on tracks makes them deteriorate (get chopped up). Thus adding technical sections to some of the loops may ensure less use.	7/20/2016 6:24 PM
605	We have pinjar sand up at waneroo for north of the river folk, metro road gravel for the people south east of oerth but manjimup would be brilliant and a different terrain base too.	7/20/2016 6:23 PM
606	Not really	7/20/2016 6:22 PM

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607	I hope that this really goes ahead . Certainly a great area to be welcomed in to ride around	7/20/2016 6:20 PM
608	Really hope this goes ahead. Manjimup is a fantastic area and would support this in the same way we doe John & Georgina at the West Coast Trailbike Safari & Ride Park.	7/20/2016 6:15 PM
609	Wonderful proposal. My main interest is venues to take my young children and wife to ride since they are unlicensed.	7/20/2016 6:15 PM
610	A park for both trail and motor cross would be really good for WA	7/20/2016 6:15 PM
611	Manjimup is a perfect area for bike riding. Manjimup supports motocross. West Coast Trail Bike Safaris and Riding Park run by John and Georgina Staines have rides through Manjimup/Northcliffe and are great fun. Motorbike magazines can help promote Manjimup and the rides.	7/20/2016 6:13 PM
612	Fantastic idea.	7/20/2016 6:11 PM
613	cant wait	7/20/2016 6:07 PM
614	As a lot of places people who leave rubbish ruin it for a lot of people. I propose that rangers check camp sites daily and take photos if regos and camp site grounds. If they're left with rubbish then sens out fines. The eastern states do this. If we have more places to ride then the illegal areas will have less traffic from illegal riding.	7/20/2016 6:06 PM
615	This would be an invaluable asset to all keen off road riders both locally and throughout the wider WA region I'm sure, I am surprised and impressed this proposal has gathered it's current momentum. Very nice work indeed.	7/20/2016 5:55 PM
616	When I was younger I didn't care so much if I rode somewhere illegal but now I'm older I'd really prefer to ride somewhere where I'm allowed and also welcomed.	7/20/2016 5:55 PM
617	Please make this happen we are desperately crying out for me places to ride that are safe for ourselves and children and in a fantastic location like Manjimup it will attract people worldwide, As the West Coast Safari park will be closing soon this will be a must have thing for WA locals.	7/20/2016 4:48 PM
618	I am president of the VinduroWA(Vintage Enduro Club of WA) We are always looking for locations we can ride our pre1990 trail bikes in a controlled area There is a great need to find controlled areas for the safe riding, organised clubs and organised areas are the main need to try and educate and cut down on accidents in our bush areas	7/20/2016 4:22 PM
619	I am very excited by the prospect of some of the proposed ideas in this survey! I am positive that many of the riding clubs that I take part in would support and utilise facilities such as those being proposed here.	7/20/2016 3:46 PM
620	No	7/20/2016 3:44 PM
621	I am just worried about if there will be enough range from easy to extreme trails	7/20/2016 11:43 AM