



# Minimal Impact Riding Survey

## Minimal Impact Riding Program

October 2015



## INTRODUCTION

Trail bike riding brings a sense of fun and freedom whilst providing the challenge of riding off road terrain. However, the community has raised valid concerns around noise and damage to the environment as well as the conflict between all users of tracks and trails.

The State Trail Bike Strategy “Back on Track”<sup>1</sup> identified environmental impacts including damage to trails, impacts on native flora and fauna and potential spread of diseases such as dieback as a key issue for resolution.

A “Minimal Impact Riding Program” is being developed to alert and educate riders to the impact of their riding and how they can adopt behaviours to minimise that impact, thereby assisting with the sustainability of this recreational activity.

*A basic premise is that educated riders are responsible riders, and responsible riders keep riding opportunities open and reduce impacts.<sup>2</sup>*

Specific objectives are:

1. To demonstrate correlations between specific environmental impacts and specific riding behaviours.
2. To gain a greater understanding of rider perceived barriers and benefits to engaging in desired behaviours.
3. To develop tools to reduce the barriers and increase the benefits of adopting minimal impact riding behaviours
4. To develop a measurable program that converts good intentions into actual behavior.

The target markets for the project are:

1. Trail bike riders – users
2. Trail bike industry eg retailers, media.

## Stakeholders

1. **Environmental groups:** Have concerns about the impacts of trail bike riding on flora, fauna, disease risk areas, soil and track erosion, water catchment, and noise.
2. **Trail bike riders and the trail bike industry:** Want the freedom to engage in their recreational activity but recognise that they need to reduce their impacts on the environment in order to make trail bike riding sustainable.
3. **Land managers:** Are needed to provide the land for trail riding but have land environmental, management and maintenance concerns.

## Targeted Impacts

Consultation undertaken to date includes workshops with environmental stakeholders (Department of Parks and Wildlife and Perth Region NRM) and workshops with trail bike riders.

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<sup>1</sup> “Back on Track”, WA State Trail Bike Strategy, Trail Bike Management 2008

<sup>2</sup> Management Guidelines for Off-Highway Vehicle Recreation, Tom Crimmins

Based on direction from environmental stakeholders the four impacts considered of most significance and to be targeted by the program are:

- Fire
- Erosion
- Noise
- Dieback

## **This Survey**

The objective was to gather information regarding the attitudes of recreational trail bike riders towards the environment. The information provided will be used to help identify strategies to assist riders in minimising their environmental impacts.

Date: The survey was open for the month of September 2015 and was promoted via the RTRA to members, through social media and industry.

Response: In total there were 345 respondents.

## **Executive Summary**

Riders' biggest concerns were less environmental and related to irresponsible riders, lack of designated areas and trails being closed followed by safety, lack of facilities for kids and poor quality of ORV areas.

Biggest environmental impacts from dirt bikes were thought to be:

1. Erosion
2. Noise
3. Rubbish
4. Not staying on trail
5. Spreading dieback

Riders selected the main actions they undertook to limit environmental impacts as:

1. Rubbish - taking rubbish home and remove rubbish left behind by others.
2. Stick to existing trails.
3. Minimise trail damage - ride smooth, no unnecessary wheel spin, don't roost, don't ride in water-logged areas, don't always ride the same tracks.
4. Keep it quiet - well maintained and quiet exhaust, don't ride around residences, go on long rides rather than cutting laps.
5. Keep the bike clean and well maintained - always wash down after a ride, don't leak oil.
6. Avoid dieback areas where possible.

Respondents felt that it was most important to:

1. Take home all their rubbish (98.5% very important)
2. Be considerate and courteous to other trail users (95% very important)
3. Ride slowly near residences (86% very important)

They saw less importance in:

1. Riding over obstacles and through puddles (36% not important).
2. Don't run a non-standard exhaust (30% not important)
3. Don't ride in very wet areas or water catchment (22% not important)

65% of all respondents felt that they were more conscious of their riding impacts on the environment than they were 5 years ago.

Analysis was also undertaken comparing:

- ❑ Experience - riders with over 10 years of experience versus less than 5 years of riding.

Experienced riders think it is more important to stay out of disease risk areas, maintain the muffler and to not ride in wet areas than less experienced riders but place less importance on staying on trail, staying off the Munda Biddi/Bibbulmun and not riding during fire bans.

In general less experienced riders undertook minimal behaviours more regularly than experienced riders. This may indicate that newer riders have started their riding when positive attitudes towards environmental impacts are more common. Alternatively all riders may start with positive environmental intentions but progressively lose that intent via temptation.

- ❑ Bike type - road registered trail bike versus all other non-registered bikes.

Riders of unregistered bikes rated most behaviours as more important than riders of registered bikes except for issues of noise, DRA and fire.

- ❑ Ride leaders - people who always or usually lead the ride versus those who never or only sometimes lead.

Ride leaders rated all behaviours as more important than non-leaders, particularly not riding in environmentally sensitive areas.

Ride leaders reported they usually or always undertook all behaviours more than non-leaders, particularly not riding in very wet areas, keeping wheel spin to a minimum on hills and cleaning up parking areas. They were less likely than non-leaders to stay out of DRA, and off the Munda Biddi/Bibbulmun, however it may be that non-leaders are simply less aware of where they are riding.

## Directions

Riders are likely to accept and understand erosion impacts and required riding behaviour changes. They are likely to accept stay on trail messages and cleaning the bike to stop the spread of dieback than staying out of disease risk areas.

As regards noise they may be more responsive to maintaining the exhaust, keeping noise down and riding slowly near residences than not running a standard exhaust.

Fire is not seen as a major impact of dirt bike riding but riders do understand about not riding during total fire bans or in long grass during summer. Having riders accepting to stay out of water catchment and very wet areas in winter will be a challenge.

The issue of rubbish came up very high, with riders expressing concern at both riders and non-riders leaving behind rubbish, the importance of taking home their rubbish and cleaning up riding areas. This issue should be considered to add to the Minimal Impact program.

## SURVEY RESULTS

### What are your biggest concerns about trail bike riding?

	No concern	Some concern	Major concern	Total	Weighted Average
Environmental impact	8.70% 30	67.83% 234	23.48% 81	345	2.15
Noisy bikes annoying residents or other trails users	9.86% 34	51.59% 178	38.55% 133	345	2.29
Safety	4 3.48% 12	30.72% 106	65.80% 227	345	2.62
Lack of designated areas	2 3.48% 12	16.52% 57	80.00% 276	345	2.77
Lack of facilities at ORV areas	22.32% 77	34.49% 119	43.19% 149	345	2.21
Lack of facilities for kids	5 13.04% 45	37.97% 131	48.99% 169	345	2.36
Tracks not properly maintained	8 22.03% 76	49.28% 170	28.70% 99	345	2.07
Trails being closed	3 6.38% 22	23.48% 81	70.14% 242	345	2.64
Bike registration	9 33.91% 117	40.29% 139	25.80% 89	345	1.92
Irresponsible riders	1 2.61% 9	15.65% 54	81.74% 282	345	2.79
Conflict between track users - eg cycles, horses	13.91% 48	49.86% 172	36.23% 125	345	2.22
Risk of being fined	7 24.06% 83	38.84% 134	37.10% 128	345	2.13
Poor quality of designated ORV areas	6 13.62% 47	43.19% 149	43.19% 149	345	2.30
Starting a bushfire when riding in summer	23.77% 82	36.81% 127	39.42% 136	345	2.16
Spreading dieback	18.26% 63	48.41% 167	33.33% 115	345	2.15
Trail erosion	15.07% 52	55.94% 193	28.99% 100	345	2.14

Riders' biggest concerns were less environmental and related to irresponsible riders, lack of designated areas and trails being closed followed by safety, lack of facilities for kids and poor quality of ORV areas. They were least concerned about bike registrations, tracks not properly maintained and the risk of being fined.

As regards environmental impacts 67% had some concerns, 51% had some concerns about noisy bikes, 23% had no concern about starting a bushfire when riding in summer, 48% had some concerns about spreading dieback (33% listed this as a major concern) and 56% had some concerns about trail erosion.

So whilst environmental impacts were of some to major concerns - riders were more concerned about lack of riding areas and facilities. This suggests the value in highlighting the prospect of losing riding areas as a consequence of environmental / noise irresponsibility. Responses did not change by how long respondents had been riding.

Respondents who never or only sometimes lead rides were more concerned than ride-leaders about noisy bikes, safety, dieback and erosion.

## What do you think are the biggest environmental impacts from dirt bikes?

1. Erosion - in over used areas, on hills, water damage, tyre roosting, trails not suited to trail bikes, water crossings, dunal erosion and damage.
2. Noise - near residential areas, annoying others, from poor selection or maintenance of exhausts, after-market exhausts, lack of courtesy to others.
3. Rubbish - irresponsible riders leaving rubbish behind, dumped by non-riders.
4. Not sticking to trails - making new trails, damage to non-bike areas/trails, carving up tracks in the mud and the following riders making new tracks next to the chewed up tracks, making new trails if old ones get blocked by falling trees or large puddles, cutting new single track.
5. Dieback - potential to spread dieback.

## What do you personally do to limit your environmental impacts when out riding?

1. Rubbish - take their rubbish home and remove rubbish left behind by others.
2. Stick to existing trails - ride through puddles, don't ride in the bush.
3. Minimise trail damage - ride smooth, no unnecessary wheel spin, don't roost, don't ride in water-logged areas, don't always ride the same tracks.
4. Keep it quiet - well maintained and quiet exhaust, don't ride around residences, go on long rides rather than cutting laps.
5. Keep the bike clean and well maintained - always wash down after a ride, don't leak oil.
6. Avoid dieback areas where possible.

## In your opinion how important is it to do the following?

Respondents felt that it was most important to:

1. Take home all their rubbish (98.5% very important)
2. Be considerate and courteous to other trail users (95% very important)
3. Ride slowly near residences (86% very important)
4. Don't ride during total fire ban days (81% very important)

They saw less importance in:

1. Riding over obstacles and through puddles (36% not important).
2. Don't run a non-standard exhaust (30% not important)
3. Don't ride in very wet areas or water catchment (22% not important)

Experienced riders think it is more important to stay out of disease risk areas, maintain the muffler and to not ride in wet areas than less experienced riders but place less importance on staying on trail, staying off the Munda Biddi/Bibbulmun and not riding during fire bans.

Riders of unregistered bikes rated most behaviours as more important than riders of registered bikes except for issues of noise, DRA and fire.

Ride leaders rated all behaviours as more important than non-leaders, particularly not riding in environmentally sensitive areas.

	Hot important	Somewhat important	Very important	Don't know	Total
Stay on trail	3.94% 11	24.73% 69	71.33% 199	0.00% 0	279
Don't ride in environmentally sensitive areas	1.43% 4	22.22% 62	73.48% 205	2.87% 8	279
Don't ride in very wet areas	<b>7</b> 22.22% 62	45.88% 128	26.52% 74	5.38% 15	279
Don't ride in water catchment areas	<b>7</b> 22.22% 62	37.99% 106	36.56% 102	3.23% 9	279
Take home all your rubbish	<b>1</b> 0.00% 0	1.44% 4	98.56% 274	0.00% 0	278
Clean up the parking area, take away other people's rubbish	1.08% 3	29.03% 81	68.46% 191	1.43% 4	279
Stay out of disease risk areas (DRA)	2.87% 8	25.09% 70	67.03% 187	5.02% 14	279
Keep noise to a minimum	7.89% 22	49.46% 138	42.65% 119	0.00% 0	279
Don't run a non-standard exhaust	<b>8</b> 29.50% 82	43.88% 122	23.74% 66	2.88% 8	278
Maintain my exhaust and keep muffler packed	7.17% 20	34.77% 97	54.84% 153	3.23% 9	279
Ride slowly near residences	<b>3</b> 0.72% 2	12.59% 35	85.97% 239	0.72% 2	278
Don't ride during total fire ban days	<b>4</b> 3.23% 9	14.70% 41	80.65% 225	1.43% 4	279
Don't ride in long grass during summer	<b>6</b> 1.80% 5	22.30% 62	73.74% 205	2.16% 6	278
Keep wheel spin to a minimum on hills	15.47% 43	50.00% 139	32.73% 91	1.80% 5	278
Ride over obstacles and through puddles	<b>9</b> 35.97% 100	42.81% 119	17.63% 49	3.60% 10	278
Stay off designated walk and cycle tracks such as the Munda Biddi and Bibbulmun	<b>5</b> 3.24% 9	20.86% 58	74.46% 207	1.44% 4	278
Be considerate and courteous to other trail users	<b>2</b> 0.00% 0	5.02% 14	94.98% 265	0.00% 0	279

## How regularly do you do them?

We then asked riders to rate how often they did these behaviours. Their behaviours matched their attitudes expressed in the previous question with respondents saying they usually or always:

1. Take home all my rubbish (99.5% always or usually)
2. Be considerate and courteous to other trail users (99% always or usually)
3. Ride slowly near residences (97% always or usually)
4. Stay on trail (94% always or usually)

They were less likely to:

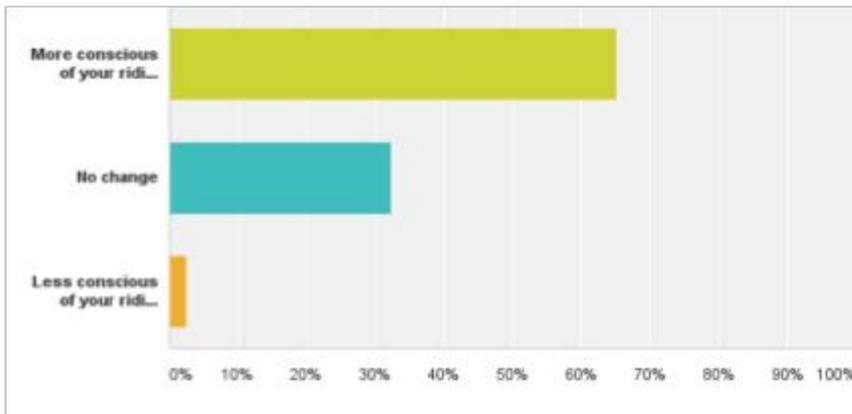
1. Not ride in water catchment (52% never or sometimes)
2. Don't ride in very wet areas (49% never or sometimes)
3. Don't run a non-standard exhaust (33% never or sometimes)

I do this...							
	Never	Sometimes	Usually	Always	Not Applicable	Don't know	Total
Stay on trail	4 0.00% 0	5.73% 16	43.73% 122	50.18% 140	0.36% 1	0.00% 0	279
Don't ride in environmentally sensitive areas	18.35% 51	12.95% 36	21.94% 61	42.09% 117	0.72% 2	3.96% 11	278
Don't ride in very wet areas	8 7.58% 21	41.16% 114	32.49% 90	14.80% 41	1.81% 5	2.17% 6	277
Don't ride in water catchment areas	9 19.78% 55	32.37% 90	17.99% 50	26.26% 73	1.44% 4	2.16% 6	278
Take home all your rubbish	1 0.00% 0	0.36% 1	1.08% 3	98.57% 275	0.00% 0	0.00% 0	279
Clean up the parking area, take away other people's rubbish	6.09% 17	29.75% 83	26.16% 73	35.48% 99	2.51% 7	0.00% 0	279
Stay out of disease risk areas (DRA)	6 2.88% 8	10.07% 28	29.86% 83	48.56% 135	1.44% 4	7.19% 20	278
Keep noise to a minimum	3.94% 11	11.83% 33	39.78% 111	43.01% 120	1.43% 4	0.00% 0	279
Don't run a non-standard exhaust	7 20.29% 56	13.04% 36	19.20% 53	37.68% 104	6.16% 17	3.62% 10	276
Maintain my exhaust and keep muffler packed	5 7.55% 21	4.68% 13	20.14% 56	61.51% 171	4.32% 12	1.80% 5	278
Ride slowly near residences	3 1.08% 3	1.79% 5	15.05% 42	78.85% 220	2.51% 7	0.72% 2	279
Don't ride during total fire ban days	13.77% 38	2.54% 7	10.87% 30	68.48% 189	2.54% 7	1.81% 5	276
Don't ride in long grass during summer	13.41% 37	6.52% 18	17.03% 47	58.33% 161	2.90% 8	1.81% 5	276
Keep wheel spin to a minimum on hills	10.47% 29	22.74% 63	42.60% 118	20.58% 57	2.17% 6	1.44% 4	277
Ride over obstacles and through puddles	5.07% 14	27.54% 76	39.13% 108	22.83% 63	2.17% 6	3.26% 9	276
Stay off designated walk and cycle tracks such as the Munda Biddi and Bibbulmun	7.22% 20	8.66% 24	18.41% 51	62.82% 174	2.89% 8	0.00% 0	277
Be considerate and courteous to other trail users	2 0.00% 0	1.08% 3	6.14% 17	92.42% 256	0.36% 1	0.00% 0	277

In general less experienced riders (riding for less than 5 years) undertook minimal behaviours more regularly than experienced riders (riding for more than 5 years). Which may indicate that newer riders have started their riding when positive attitudes towards environmental impacts are more common.

Ride leaders reported they usually or always undertook all behaviours more than non-leaders, particularly not riding in very wet areas, keeping wheel spin to a minimum on hills and cleaning up parking areas. They were less likely than non-leaders to stay out of DRA, and off the Munda Biddi/Bibbulmun, however it may be that non-leaders are simply less aware of where they are riding.

## Think back 5 years ago (or to when you first started riding if you were not riding 5 years ago). Would you say you are:



Experienced riders and riders of registered bikers claimed they were more conscious of their impacts than 5 years ago.

### Other comments:

#### Concerns

Unable to find decent maps outlining water catchment areas and dieback areas especially for GPS devices.

My biggest concern is, being a quad rider I am thought to be a hoon, when really I want to obey the law, and I want to be able to ride without breaking the law.

For Western Australia there doesn't appear to be a system for recreational registration for riders that is similar to the eastern states. The current ORV registration requires vehicles to be fully roadworthy (despite never intended to be used off road), and doesn't provide insurance. Makes you wonder what you actually pay for?

I find the paradigm presented by the left wing greenies over the top in respect to off road users destroy the Bush to be ill informed, and basically untrue.

I love the Bush the environment and the need to love and protect what we have. I am disturbed that the government and local councils are more focused on cutting down forests to save water but t g r real reason is to pen the land for housing development. The need for trees is crucial we all need oxygen to breath and they filter the air and remove CO2 etc.why cut the trees down? ??

Catchment areas being off limits to off road use because they damage them is nonsense. What scientific studies are there to prove this . The fact is who actually goes to the Bush, would quite comfortably state that the biggest majority are off road users for all types of motorized transport. Not the nay sayers they sip their coffees at home and go shopping.

The increase of waste being dumped in the Bush and recreational areas has increased significantly and the reason is simple. Privatisation of key core services equates to increased cost to legally dispose of unwanted items. Tamara park now charges \$195/T for general rubbish and the rest is way higher. Ute load 15 years ago was \$16. Cost a few hundred now. Simple dump it for free. Therefore the issues are much bigger than use off road users just "destroying" the Bush, but rather taking back control of working together to make more areas available with a massive education and ownership campaign from all stakeholders. Nothing annoys us off road users more than people who make rules for no reason and people who dump crap everywhere, we care but we are not listened to. We will ride or drive and that is a fact, we need to work together and be constructive in our long term goals. Police states did not work our too well for Zimbabwe East Germany USAR etc. We are becoming a police state .

99% of riders are environmentally conscious respect the bush we ride in. There is always the few who spoil it no matter what environment. Take the skate park, some will leave rubbish etc. BMX, MX, Kings park, the foreshore, schools, etc this is no argument to not provide a one way trail for families and enthusiasts to ride in this vast country.

This would reduce the complaints of residents because the riders would not have to ride near homes. If anything we need to educate this point to the complaintiffs. The government needs to make immediate decisions and show that they are competent to make informed decisions as that is what they are employed to do. Not drag it out for 30 years. Pathetic delays. SJ Shire is now active to find a solution, Cr.B. Urban is the member. Action action action.

Information on where we are legally allowed to ride with registered bikes.

Areas in the South west for youngsters to learn to ride and practice riding that are not bike parks.

I do not use the ORVA's as mostly they are not close to my area and don't provide the type of facilities/terrain I enjoy riding on, I also have concerns around safety (traffic flow etc) in the areas that are less well maintained. I would like to see more variety of riding areas etc.

From a riding perspective I have no concern about erosion of tracks however acknowledge that from other perspectives this is not desirable

If you buy a boat you can go to many ,many ,many boat ramps to launch it,you buy a bike you have a choice of about three shit area to ride in with no facilities.They then wonder why they get complainants about bikes not in the right area.

If safe areas are designated for trail riders there will be a far smaller risk of environmental impacts from riders

Current inappropriateness in size and material of the registration plates, which are enforced to be mounted on the rear of the motorbike by WA Police.

No ORV areas south of the river open to all riders and types of bikes or quads,side by sides.

the amount of ignorant irresponsible riders using ORV areas tainting the rest of the dirt bike community. No helmets, adults using kids areas knuckle heads everywhere each time I go to ORV areas

Slanted public perception

People leaving rubbish.. Leave it the same way as when u got there..

There are less and less places to ride a motorbike in Perth as we adhere to the nonsense rules of water management areas. There should be more places, not less. This in turn will get kids off the streets and roads and ride more responsibly. We need a trail ride that is the same as the mundabiddy/biblemun.

Lack of long distance trails available to use for trail bike riders such as the Mundabiddi and Bibleman. We NEED a long distance trail riders track like these two! The designated off road areas are far too populated to be enjoyable plus the small amount of single trail tracks in these areas are whooped out to the bejesus so not fun at all.

Other users causing damage but dirt bikers getting blamed.

Safety safety safety. Bike on bike, bike on 4WD more likely to occur in crowded areas

I think education for all riders is paramount, especially new riders - we have all been there... Buy an MX bike and ride it in the closest bit of bush. The RTRA is doing a great job of getting the word out but how can we target the new riders???

WA is a big state with few designated areas to ride

The trails being consumed by large companies such as Alcoa, Bhp and tree harvesting , which makes a mockery of trail bikes causing damage . When pushing haul roads through and mining cause so much more damage but its all hidden away from Joe average.

Lack of Rider education - Corner man system, first aid on trails, what to pack, who to tell, behaviour among other bush users / etiquette, body and pike protection from impacts, basic bush fix its. Lots of info that could be packed into a handy primer for all trail users.

## What do you personally do to limit your environmental impacts when out riding?

We always take plastic bags have a bin on the trailer for litter and and carry out other peoples rubbish . Send the kids on a 5 min rubbish hunt after riding. We refuel at home, never on the trail. Ride light, don't roost up hills and through streams. Clean the bikes after every ride to reduce dieback spread. Ride a tall gear on property lines.

Only ride in designated areas. Always carry rubbish bags. Scan area before leaving for stuff left behind. Usually end up taking rubbish home from others.

Teach my kids to respect the rules and the safety of others, If tracks are wet to keep to the harder parts and keep the revs to a minimum so as not to turn it into an irreparable mess. Do an Emu bob to collect crap left by others and take it home for the over worked under paid council rubbish truck driver to get rid of.

Keep bike exhaust noise close to std Keep away from housing areas look for new areas to ride for interest and to reduce land impact. Throw all rubbish in back of car/trailer. Don't spill fuel or dump oil.

Personally I try to leave an area exactly as I found it if not have taken any rubbish I have been able to away. Stay out of areas that are sensitive or signed for environmental or other reasons. Generally try an keep away for areas that are populated and where that is not possible limit exposure (just pass once and try and keep rpm's down)

Often pick up rubbish left by others so riders don't get the blame and leave area at least as good as I find it .Respectful of other peoles rights , eg slow down to a crawl around walkers , horse riders ,campsites ect . Ensure I don't make noise where it is likely to bother any one . Stay out of restricted areas , water catchments ect . Generally being a responsible rider to portray a good image to non riders.

Environmental impact from single trail riding is slim to none. I compete in enduro events so see a lot of professional trails - if you don't know where some of these trails are in the bush, they are near impossible find - that's how minimal the impact is. As long as riders stick to designated trails , and don't start clearing more bushland to build jump circuits etc, it is no issue.

Don't ride in areas which become waterlogged and susceptible to damage from trail riding. Stick to existing tracks. Be considerate to other users. Don't install a big bore exhaust! Ride in small groups. Maximise traction and minimise tyre spinning ( trail erosion) - ride smooth. Its faster (just watch Johnny Walker) and keeps the trails in better condition.

1. In winter, ride through the puddles! 2. Don't chop up formed roads after entering from single trail . 3. Always make sure the bike and gear are spotless after each ride. 4. Always show courtesy and give a wide berth where possible to other trail users. 5, Keep the muffler well packed.

Stick to established trails . No unnecessary wheelspin / hole digging. Wash down on the way home. Baffled muffler.

Avoid riding in dieback areas Stick to more open trails in summer and regularly checking DFES website for restrictions Staying away from popular areas and away from populated areas.

Ride with care, try to keep dust down, limit roost, limit noise, ride with care around others, try to prevent avoidable injuries and damage, use marked trails or fire roads, not cut in new tracks just because it looks interesting, use the features on the tracks given to improve my riding abilities, but not ruin the track for the next group of visitors. Keep motorcycle in good nick, so that it does not fall apart while riding.

Alternate the areas we ride and limit the numbers invited on each ride. All bikes to be registered with appropriate silencing. Avoid degraded challenging trail sections and only cross water ways at appropriate points.

Unless you are a serious racer there is no need for some of the silencers being used. Wash the bikethoroughly every time you rides reduces signifacantly carring contaminates from area to area. Good bikemaintenance ensures no oils spills, less fires etc when riding. Don't litter, don't burn cars, don't dump unwanted anything.

non aggressive acceleration - Roll through creek crossings - wash bike down after rides to prevent spread of dieback to other areas - stay on tracks - avoid loss of rear wheel tracktion

I have silenced my bike , work on smooth power aplication, no sliding into and out of corners, avoid areas already suffering degradation and high traffic use.

## Other things you think are important, or do regularly

Try to educate other trail users to do the right thing.

Just need more information. Decent riding areas are often same as water catchment. No clear reason for you to stay out vs light vehicles.

Tell others the planned routes for safety reasons... communication in our area is non existent to very poor.

I ride with my son and I need to be an example to him on what is right and wrong. So if we not at a track then we will only ride at a approved trail which unfortunately there are too many especially SOR.

I must say the Munda Biddi trail was created in a large part encompassing existing roads and off road trailbike tracks. If no consideration is given to our sport I have minimal sympathy for complaints from the other users ... maybe they could assist us in our quest for similar facilities instead of merely the complaining about it.

When near residences or developed properties I slow down and try not to remain in that area to long.

Join riding groups spread the positive impacts and work together to make our sports sustainable.

Total fire ban days you would have minimal people riding in the heat of the day , maybe early morning or late evening.

Encourage other riders to do the right thing

My bikes are registered and I ride in 'legal'/managed areas and roads.

It would be good to have more designated trail areas for registered vehicles with areas set aside for non-registered and ORVs so we know where we can ride and what the 'rules' are to avoid conflicts etc..

Be responsible for your actions. The minority stuffing it up for the majority, terrorising others not giving a damn when riding past others or farmers.

If I come across other users in the bush , ( non riders ) I often have chat . So they can see we are not all hoons . Just a guy enjoying some time with his kid . They can see we are respectful and show them junior is too .

If I see other trail users doing the wrong thing I will also have a chat and let them know the actions of people doing the wrong things make it harder for us to find places to ride . Let them know if we do the right thing and don't bother any body else we are more likely to be tolerated.

Head further out into the bush to keep noise down around homes. This is hard as we often have to ride in catchment zones but they have the best fire trails that extend a long way away into the bush.

Look out for local fauna and try to keep away from there habitat

Be aware of other trail users and follow directions if signposted , or keep left and slow down on blind areas!

Treat others as you want to be treated. Encourage fair shared use of the resources, and take responsibility for

your/my own actions.

generally try to consider the impacts of my behaviour and act to minimise those on others while still having an enjoyable ride.

Sometimes our patch crosses the trails named above - we keep that contact to a minimum and always stop to chat with other trail users - we are all ambassadors for our chosen pursuit.

(We don't ride in summer - trail riding is a winter sport and maybe more education is needed for this to get around???)

Minimize inconvenience to locals particularly when riding through towns

Ride a fully register bike, in approved areas, mainly ride parks

Slow down when other riders are approaching in the opposite direction and indicate to the lead rider how many are in the group.

Clear tracks of dumped waste. Ensure children are safe to ride and know where they can and cant ride

Education with the kids about safety maintenance snakes and wildlife

Always very important to be mindful that our actions today can directly effect our riding areas of tomorrow (for our kids and grand kids)

Freedom and rights as a human. The land is a resource we all have a right to through birth. We need to share it effectively. Saying motorbike riding is not compatible with some other initiative is Mismanagement. Look at what mining has done, particularly Alcoa, check google maps, it's like cancer. That makes the government money so it must be ok. Get motorbikes to make money for the government and they will suddenly think it's s great idea and we should do more! Create some jobs! International closed circuit events (that make money for the government either direct or indirect)

Only ride as fast as the conditions dictate, in particular through blind corners and very dusty trails where visibility is poor

Replace tyres sooner than later to ensure optimal traction at all times and better control (less wheel spin)

not race or tear up major gravel roads/carpark when there is a perfectly good trail available

I don't ride in the summer months

If I cross the path of another user, acknowledge them. In the case of a walker ir cyclist; stop my bike, turn it off and speak to them. We should respect ALL users of bushland. If it's another motor vehicle, wave to acknowledge them.

Keep my bike well maintained so in not breaking down and spilling stuff in the bush

There are less and less places to ride a motorbike in Perth as we adhere to the nonsense rules of water management areas. There should be more places, not less. This in turn will get kids off the streets and roads and ride more responsibly. We need a trail ride that is the same as the mundabiddy/bibblemun.

Put money into groups like the RTRA, T&E etc to work for us.

Teach my children to respect - but also to enjoy the environment.

At times I have found myself on a designated trail (Bibbulmun) at times, and will then find the first exit and get off.

Riding in summer is not enjoyable due the heat while wearing protective equipt - maybe we try to get the word out that trail bike riding is a "winter-sport"???

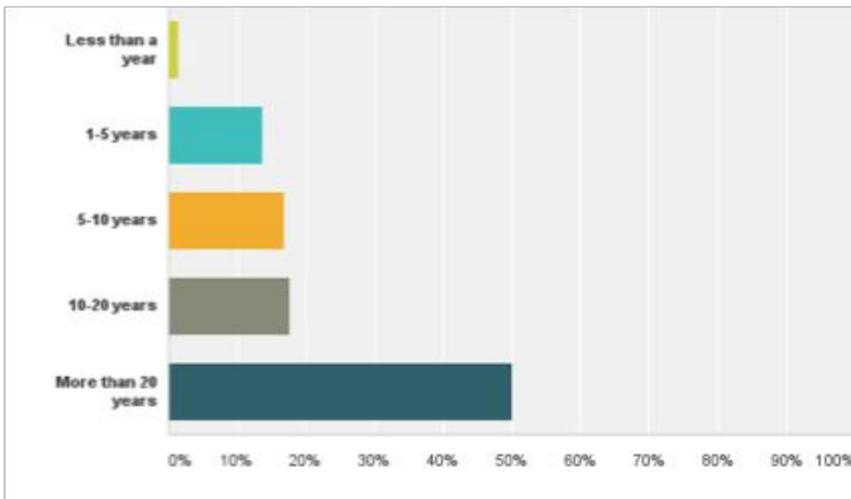
Ride in a group of 3 minimum. Maintain a safe corner man system. Carry spares and first aid equipment.

If there are sufficient areas opened up to ride, then most of the above issues are non issues. It is not that hard to drive an hour out of perth to get to an area where there are no residents, no conflicts etc.

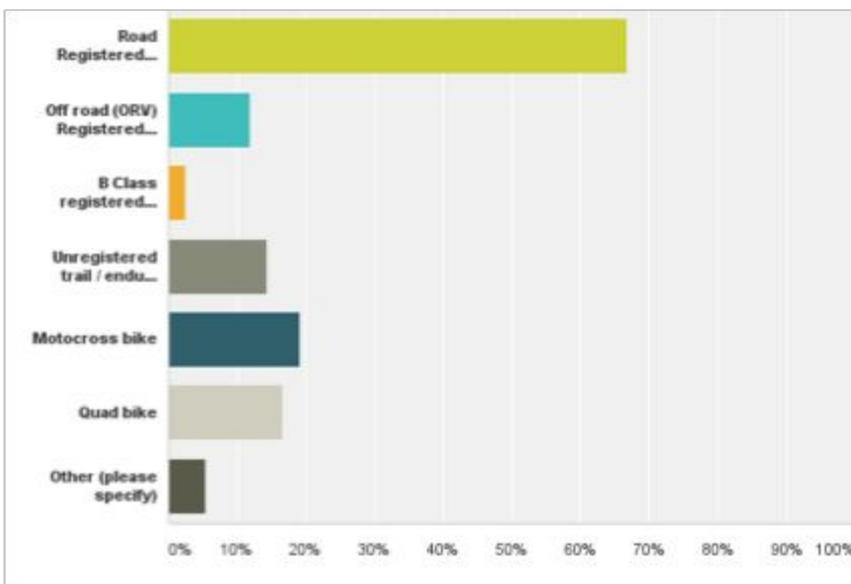
The complete ban of all activities within Water Corp Land is disgraceful and not in keeping with other similar authorities around Australia.

## Demographics

How long have you been riding?



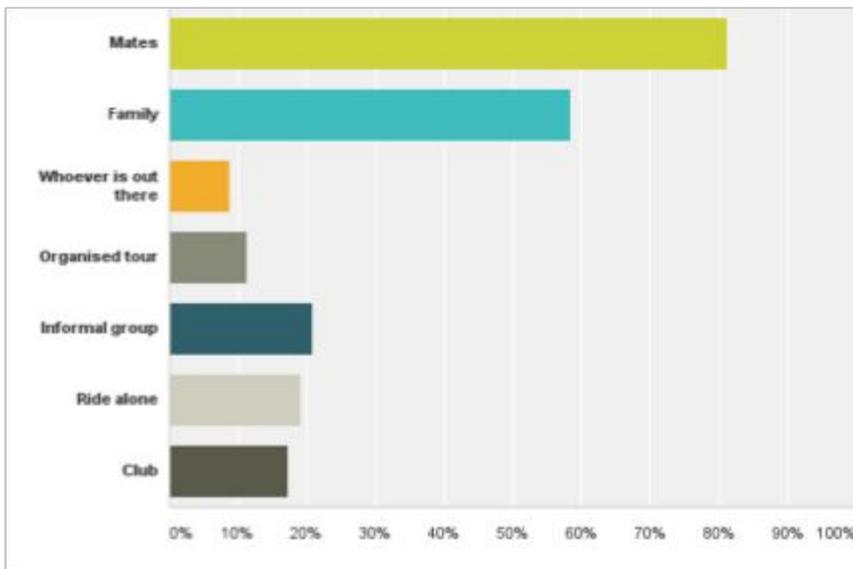
What sort of bike do you ride?



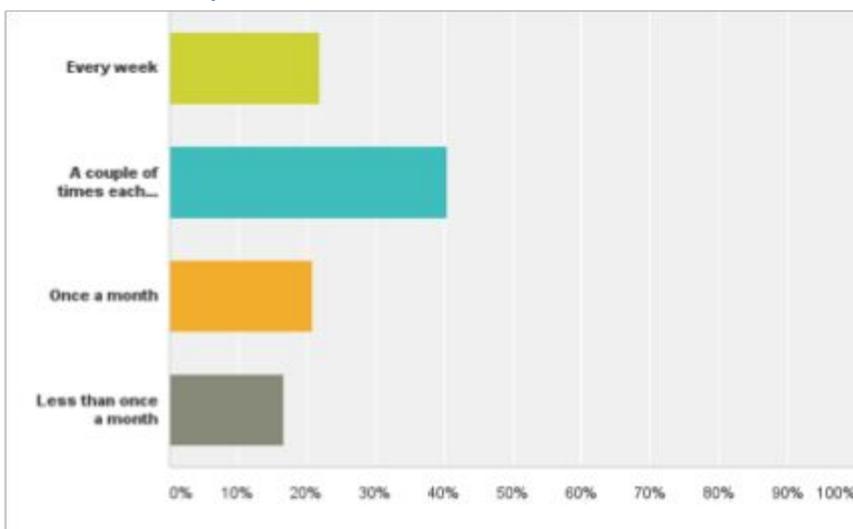
## Where do you regularly ride?

	Never	Once only	Occasionally	Regularly	Total
South West (Dwellingup to Albany)	35.74% 99	8.66% 24	33.21% 92	22.38% 62	277
Perth Hills	30.32% 84	7.22% 20	32.85% 91	29.60% 82	277
Private farm(s)	36.82% 102	8.66% 24	37.55% 104	16.97% 47	277
Metro Road	34.66% 96	13.36% 37	32.49% 90	19.49% 54	277
Commercial ride parks	43.32% 120	19.49% 54	29.96% 83	7.22% 20	277
Metro area	72.20% 200	3.61% 10	19.86% 55	4.33% 12	277
Mid / North Coast	66.06% 183	7.94% 22	21.30% 59	4.69% 13	277
Any Motocross track	62.82% 174	11.19% 31	19.86% 55	6.14% 17	277
Off Road Vehicle Areas eg Pinjar, Gnangara, Kwinana, Lancelin	31.77% 88	11.55% 32	34.66% 96	22.02% 61	277

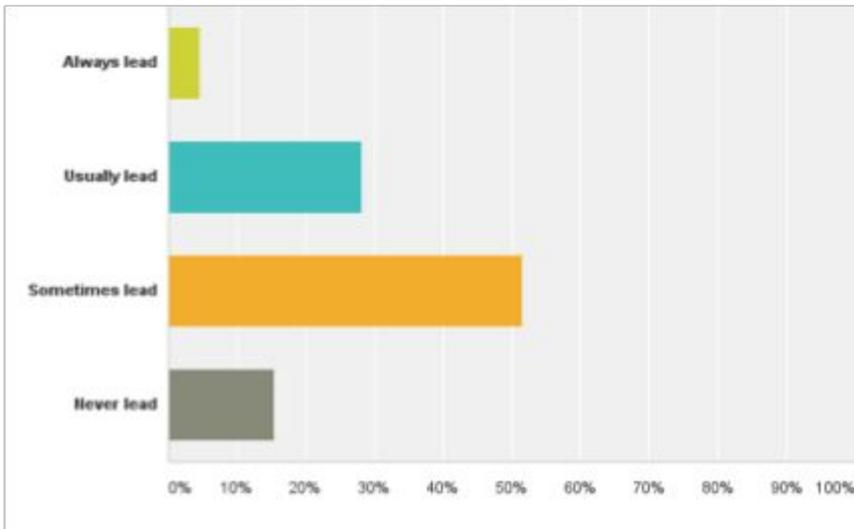
## Who do you usually ride with?



## How often do you ride?



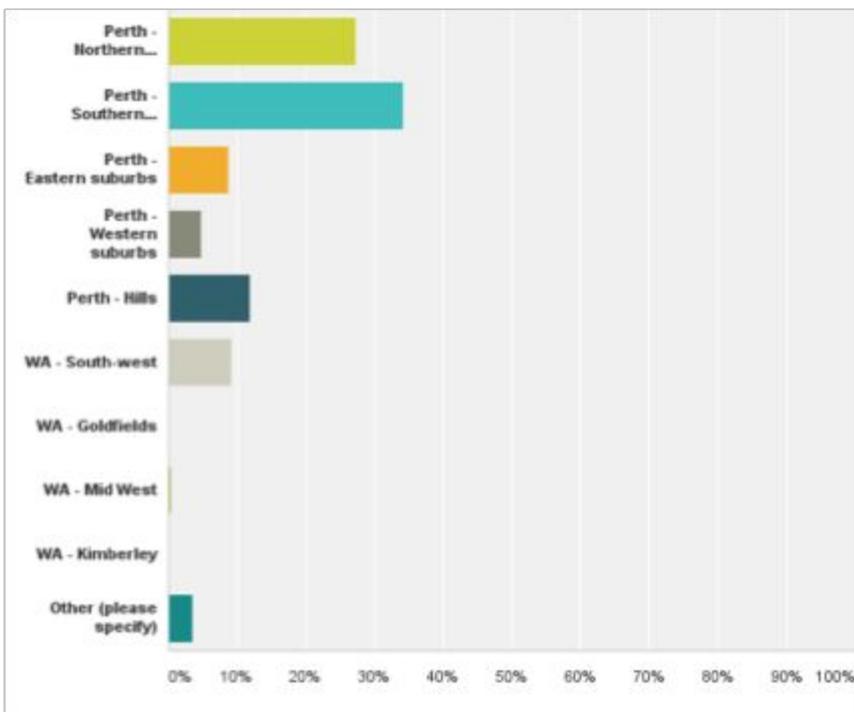
When you are on a group ride, do you:



What age and gender are you?

	Male	Female	Total
Under 15	0.00% 0	100.00% 1	1
15-18	100.00% 3	0.00% 0	3
18-24	62.50% 5	37.50% 3	8
25-34	88.10% 37	11.90% 5	42
35-49	91.37% 127	8.63% 12	139
50-59	100.00% 71	0.00% 0	71
60+	90.91% 10	9.09% 1	11

Where do you live?



What best describes your occupation?

