



29 June 2021

Hon. John Newton Carey MLA  
Minister for Local Government  
7th Floor, Dumas House  
2 Havelock Street,  
WEST PERTH WA 6005

Dear Minister

**RE: REGISTRATION AND RECREATION OPPORTUNITIES FOR TRAIL BIKES**

In 2008, after extensive community consultation, a WA State Trail Bike Strategy *Back on Track* was released.

The Strategy was developed to address increasing community concern over noise, safety, environmental damage, and general nuisance caused by the increasing number of trail bikes in WA and the lack of designated areas for them to be ridden.

Disappointingly, despite bipartisan and widespread industry support, the recommendations in the Strategy have not been implemented; the number of places to ride legally have diminished since the release of the report; and the one purpose-built trailbike park near Perth, the Pinjar Motorcycle Area is due to be harvested, which will make the area less appealing.

The negative impacts, including increased use of walking and mountain biking trails by motorbikes, continues to grow. The damage to trail infrastructure and the surrounding environment from motorbikes not only spoils the experience for non-motorised trail users, but also undermines the work of land managers, not-for-profit trails groups and their volunteers.

The Bibbulmun Track Foundation receives regular feedback from walkers frustrated by the damage done to the Bibbulmun Track and by the inability to identify the riders due to lack of number plates and the use of full faced helmets which not only provide the riders with anonymity but combined with the noise, is very intimidating.

It is now not uncommon to receive reports of groups between seven and 15 riders who also camp illegally at the walker-only campsites. These groups disregard any signage and ride around barriers designed to deter them from accessing the Track.

In a report just last week from a hiker: *I experienced a club ride of 15+ bikes riding very fast on this section last Sunday going north. The barricades on the bridges do not work, enabling them to use the track. From older tyre tracks (I can see) this is not the first. I confronted a biker and he threatened me with violence.*

*To be clear these were motor bikes not pedal bikes. They were extremely dangerous to a deaf person on the track (no I am not but I have met them) as they did not slow at all around blind corners.*



The Bibbulmun Track Foundation respectfully suggests:

1. The recommendations made in the *Back on Track*, WA State Trail Bike Strategy 2008 be reviewed and implemented to reduce the negative environmental and social impacts identified in the report including damage to non-motorised trails including the Bibbulmun Track.
2. That DBCA staff resources be increased to patrol our national parks and trails (particularly on weekends) to deter illegal access.
3. That trail bikes and other off-road vehicles be licenced at Point of Sale:
  - a. to raise funds for trail bike riding areas and
  - b. to enable riders to be identified and educated or prosecuted by DBCA and the Water Corporation if riding in national park or water catchment areas.
4. That designated trails and venues be planned, developed, and maintained to attract trail bike riders.
5. That legislation be amended to allow for the planning and development of off-road vehicle trails when rehabilitating mined areas.

Thank you for considering these growing concerns and our suggestions.

Yours sincerely

Kathleen Broderick  
Chair, Bibbulmun Track Foundation

**CC:**

Hon Rita Saffioti MLA  
MINISTER FOR TRANSPORT

Hon Dr Tony A Buti MLA  
MINISTER FOR SPORT AND RECREATION

Hon Amber-Jade Sanderson MLA  
MINISTER FOR ENVIRONMENT

Hon Dave Kelly MLA  
MINISTER FOR FORESTRY