

Perth to Manjimup Trail Project

Stage 1 Trails Proposal



Introduction

In 2008, the Western Australian ‘*Back on Track*’ State Trail Bike Strategy envisaged a ‘**South West Supertrail**’ concept – a long distance, predominantly offroad ride suitable for trail bikes.

Since then the motorcycle industry has witnessed a significant shift, with adventure touring emerging as one of the fastest-growing segments worldwide. This trend reflects changing rider preferences, technological advancements, and a growing desire for versatile, multi-purpose motorcycles that can handle both on-road and off-road conditions.

The concept of a long distance South West trail remained on the drawing board as a long-term project of the Recreational Trailbike Riders’ Association but was recently catalysed by the development of Manjimup as Australia’s first Trail Bike Hub. Having Manjimup as a welcoming destination provides both incentive and need for a trail that links with Perth.

The route will utilise public open roads, tracks and utility alignments, so riders will require a road-registered motorcycle and an appropriate driver’s licence. It is anticipated that the route will be most suitable for adventure bikes, but will also be able to be ridden (albeit less comfortably) by lighter enduro-style trail bikes.

This document, Stage 1 of DBCA’s Trails Development Process, will provide the context for the proposal, including its relationship to Master Plans and Management Plans, the supporting legislation and the environmental and other constraints to be considered.

Once accepted the Proposal will form the foundation for more detailed consideration in Stage 2 of the process, the Trails Development Framework.



Supported by the WA Government

Background

The Riders



Adventure motorcycling sits at the intersection of powerful trends in the outdoor and recreation industries. Post-pandemic lifestyles have sparked a renewed love for exploration, self-reliance, and deeper connectivity with nature.

Many riders, hooked on offroad motorcycling by the boom in mini-bikes in the 1970s are now graduating from the challenging riding of hard core single-trail and rutted hills and are finding a way to continue their motorcycling love affair in the form of longer distance touring. It is a safe assumption that programs like Ewan McGregor and Charlie Bormann's "Long Way Around", plus dozens of massively viewed YouTube explorers, have helped stimulate the motorcycle adventure aspirations of many of them.

Both solo adventure and group rides figure prominently, and evidence of the community that has sprung up around adventure riding can be found in the 10,000 plus members that the Facebook group, Perth Adventure Riders, has amassed.

Any pushback against sliding into a sedentary urban lifestyle is to be encouraged, and activities that deliver a positive effect to both physical¹ and mental health in the outdoor environment, particularly in the key demographic of men over 40 will have obvious and significant societal benefits.

The older demographic also tends to equate with greater spending power, enhancing the commercial opportunities.

¹ https://www.researchgate.net/publication/40696922_Physiological_Demands_of_Off-Road_Vehicle_Riding

The Machines

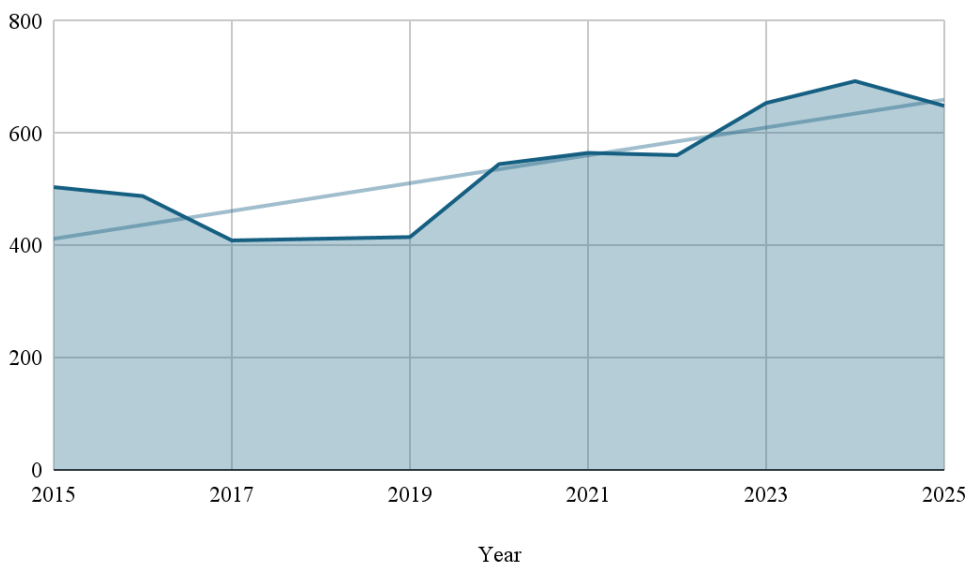


Motorcycles in the adventure category have evolved for decades around the central idea of versatility. The original template paired long-distance comfort with genuine rough-road resilience: upright ergonomics, long suspension travel, protective bodywork, a bigger fuel tank, and the ability to carry gear. Over time, manufacturers refined the formula and expanded it into a wide range of machines. Today the category includes lightweight singles for riders who prioritise simplicity and dirt capability, middleweight twins that balance road and trail use, and big-bore flagships built to carry riders and luggage across continents. The machines differ, but the promise is the same: fewer compromises, more possible days.

For many buyers, especially those purchasing their first or only motorcycle, that promise eliminates painful tradeoffs. A sport bike can be intoxicating on a perfect ribbon of tarmac but punishing on long hauls and unwelcoming on imperfect roads. A cruiser can be comfortable but limited when the surface becomes rough or the route becomes exploratory. A pure dirt bike is brilliant in the bush but exhausting and impractical for everyday life. An adventure motorcycle doesn't dominate any single category, but it remains competent across all of them — and competence across a wide spectrum is precisely what many riders now value.

Recent sales data demonstrates the growth in this segment:

Adventure Bike Sales - Western Australia



Source: FCAI 2026. Market size is underestimated as this data only includes manufacturers who are members of the FCAI.

Building on the growth illustrated above, a recent development has been the entrance of major Chinese manufacturers into the Australian market. The leading example, CF Moto, is contracted to build one of KTM's most popular adventure bike engines and is now marketing two bikes in the light- and middle-weight categories in their own name. These bikes have received high critical acclaim – and are many thousands of dollars cheaper than their European and Japanese competitors. While a typical Japanese or European 450 Enduro bike may cost around \$18,000, the 2025 CF Moto 450MT is available at 'ride-away' pricing under \$10,000. This aggressive pricing is attracting many new entrants to Adventure riding.

While CF Moto is not a member of the FCAI and does not release sales data, it is clear that their market share is growing rapidly, and with it the overall size of the market.

As to the significance of the global market, public market summaries vary widely depending on definition. A conservative synthesis of publicly reported figures suggests the global adventure motorcycle market is likely in the order of US\$20 – 45B annually, with a reasonable planning estimate around US\$30B, growing at roughly ~5–7% per annum.

The Routes



Long distance routes are highly valued by adventure bike riders, and increasingly by trail bike riders. They provide variety, a sense of exploration and discovery, quality time with mates (and occasionally family!), and a deeper connection with nature – especially when overnight camping is added to the mix. Throw in the occasional element of technical challenge to bring in some increased physical exertion and plenty of time for solo reflection, and it's hard to envision a better-rounded activity for the target market of (typically) 40+ males.

Like any good trail ride, a long distance route should contain a mix of different riding styles – from wide, flowing gravel roads to logging trails, old rail formations and twin-track. It is accepted that some bitumen sections will often be required, for example to bypass Disease Risk Areas or Reservoir Protection Zones, but the objective in planning the trail alignment is to minimise bitumen roads to the maximum extent possible.

While the satisfaction of walkers or cyclists often correlates to the level of trail construction and maintenance, trail and adventure bike riders do not seek intensively constructed or manicured trails. Trails classed as unmaintained can often add variety and a mild level of challenge. As well as adding variety, identifying and utilising minor tracks and trails can also help address trails planning challenges such as avoiding trail contention between motorcycles and mountain bikes, four-wheel drives and other vehicles, and to avoid property boundaries or known pockets of dieback etc.

Riders will have a wide range of experience and expertise. While an experienced rider can punt a heavy adventure bike through challenging terrain it is important to ensure that any segments more suitable to the lighter weight, more nimble enduro style bikes have an easier bypass route available for less experienced riders and / or heavier motorcycles.

The Environment



Encouraging longer distance riding – adventure bike riding or trail bike touring – also has environmental benefits when compared with the more intensive trail use typically found close to urban areas. In contrast to the adrenaline objectives of competitive motocross, enduro events or even recreational ‘challenge’ trail riding, adventure motorcycling emphasises discovery, adventure, appreciation of the outdoor environment and the social aspects of a shared activity.

This and the handling characteristics of the heavier adventure bikes contribute to a riding style that is less aggressive and has a lower environmental impact.

The Perth to Manjimup Opportunity



The Perth-Manjimup Trail seeks to build on the economic activity that the Manjimup Trail Bike Hub project will bring to the South West, by increasing visitation to the area and involving other towns as destinations or waypoints.

Letters of support have been received from key local government stakeholders, including the Peel Development Commission and Shire of Serpentine Jarrahdale. Other stakeholders will be consulted as part of the project planning.

Funding for Trails Development Process Stages 1-4 of the project has been secured from the Department of Creative Industries, Tourism and Sport (formerly DLGSC) and the Shire of Manjimup. An in-kind contribution has been provided by the RTRA.

The project proponent is the Recreational Trailbike Riders' Association, a not-for-profit State Active Recreational Organisation (SARO) association incorporated in 2007. The RTRA's objectives include advocating for safer, legal riding opportunities for recreational trail bike riders, encouraging socially and environmentally responsible and safe riding attitudes, actively pursuing the needs of trail bike riders with State and Local Government, landowners and other stakeholders, and improving public perception of trail bike riding as a recreational activity.

Concept: An Adventure Bike Route to the South West

The Perth – Manjimup Trail will be both a gateway to the trail network of the Manjimup Trail Bike Hub and a destination ride itself.

Curated for road registered motorcycles ridden by licensed riders, the route will follow roads, tracks and trails that are designated as open to the public, thus avoiding the need to separately negotiate trail alignments and construct new trail.

Planning for the route will consider the following:

- Constraints: including DRA, Water Catchment, non-motorised trails, mining leases, forestry operations, weather dependency (eg creek crossings), rare fauna and flora locations, Aboriginal Cultural Heritage sites.
- Aesthetics: including scenery and views, forest attractiveness
- Riding interest: such as surface suitability and variety, flow, seclusion, sense of adventure
- Points of interest: hotels, restaurants and cafes, wineries, museums, historical artifacts, swimming holes, picnic areas and natural attractions
- Linking Trail Towns which may themselves provide local curated routes
- Accommodation: including free or fee-based camping areas, commercial accommodation of different types and price ranges
- Fuel stops: Adventure bikes can be expected to have a fuel range of 250 plus kilometres and this will be set as the maximum span between refuelling opportunities. Without compromising the main route it is envisaged that more closely spaced refuelling options will be considered to cater for enduro style bikes with standard fuel tanks that typically have a fuel range of around 120 kilometres.

Navigation for the route will be via .GPX files, with no on-ground signage provided. It is envisaged that riders will register to download the route files, in a similar manner to the trail routes offered by the Manjimup Trail Bike Hub. This will enable alerts and updates to be pushed out to riders in the event of a temporary or permanent diversion.

Over time, the initial route may evolve with new or optional segments developed to add interest and variety or to allow trial rotation for maintenance or remediation. It may be that initial route compromises will be accepted to accelerate acceptance of the route, with further stakeholder negotiations to continue post-launch in order to secure approvals for any more contentious route segments.

Supporting Context

The long trail concept is guided and supported by a range of legislation and policies. These are more fully explored in Appendix 1, but in summary, the following instruments have been considered in the development of this proposal:

- DBCA Trails Planning Framework
- WA Trails Blueprint 2022-2027
- State Trail Bike Strategy 2008
- More People More Active Outdoors 2019
- Civil Liabilities Act 2002
- Forest Management Plan 2024-2033
- Manjimup Trail Bike Hub Feasibility Study
- Peel Regional Trails Strategy 2019
- Various South West Economic Stimulus programs
- DBCA Policy Statement 3 – Management of Phytophthora Dieback
- DBCA Policy Statement 18 – Recreation, Tourism and Visitor Services
- DBCA Policy Statement 53 – Visitor Risk Management Policy
- DBCA Good Neighbour Policy 2007
- DBCA Guideline 32 – Vehicles on CALM Land
- Conservation and Land Management Act 1984
- Operational Policy 13 – Recreation on Public Drinking Water Source Protection Areas on Crown Land.
- Metropolitan Water Supply Sewerage and Drainage By-laws 1981

Location Identification & Assessment

The Context outlined above provides much of the constraint guidance required to consider candidate route segments.

It is envisaged that the route will commence from one or more outer suburbs of Perth, potentially Mundaring, Byford and / or Jarrahdale. Several potential starting locations have been identified and will be evaluated as part of Stage 3 (Site Assessment) of the project.

Generally, the route will head south along the Darling Scarp, remaining wherever possible in State Forest areas. As there are numerous route options to be evaluated, this Trails Proposal does not specify any single proposal.

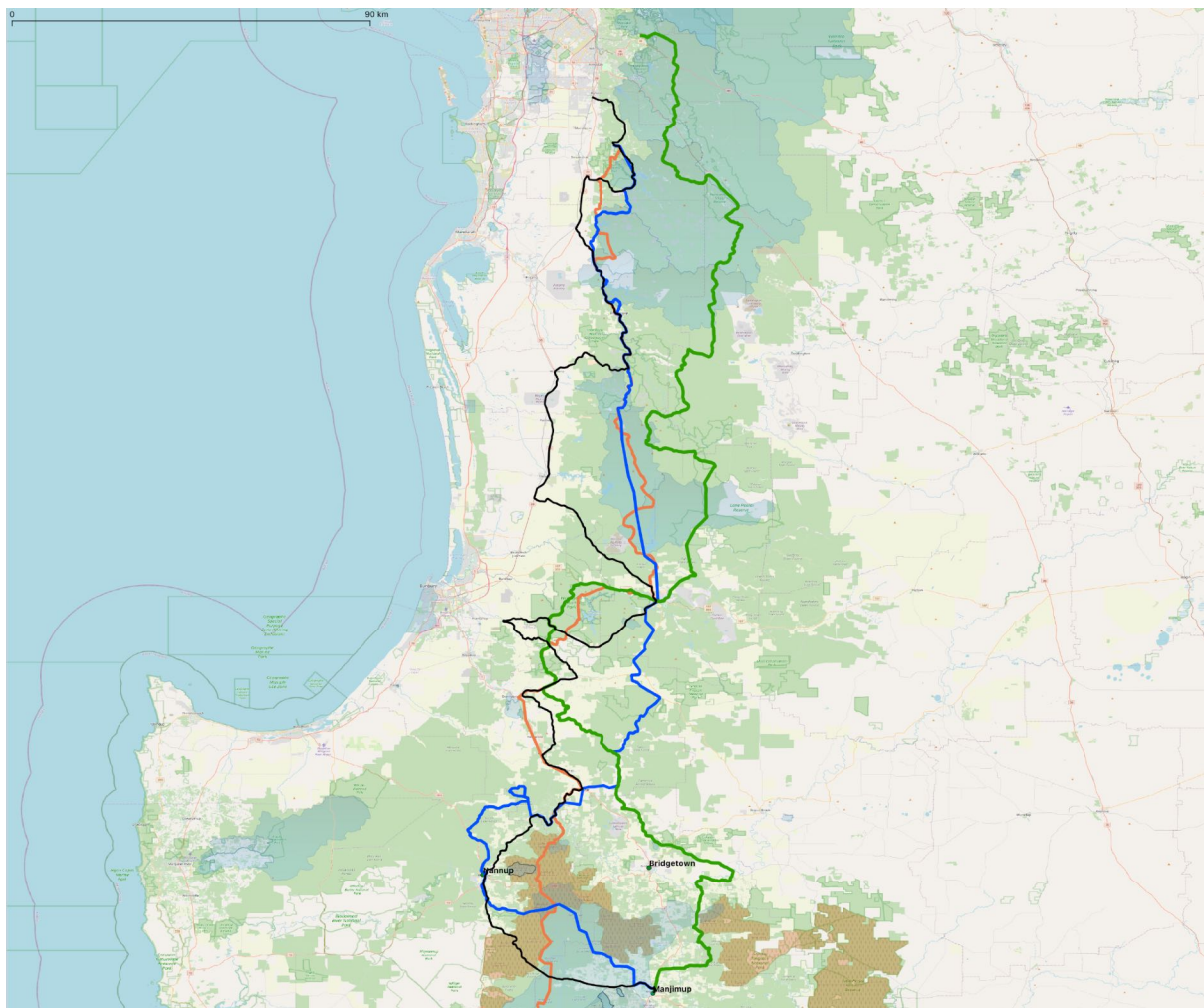


Figure x: Perth to Manjimup showing some of the potential route segments for consideration

Development Process

The route will be developed as a series of segments, each of which will follow a standardised process. The process will be described in more detail in the Trails Development Framework, however in general terms:

1. Candidate route segments will be identified, demarcated by towns, refuelling stops or other appropriate points of interest. (Several rider-submitted route segments have already been received.)
2. Candidate segments will be triaged via desktop scrutiny against the constraint layers noted above. Those segments which are obviously inconsistent with constraints will be discarded.
3. Viable options will be submitted for in-principle approval to the relevant land manager.
4. Segments approved in-principle will be ground-proofed to ensure that the riding experience is consistent with the mapped route. Any necessary modifications to the segment arising from the ground-proofing will be noted.
5. Ground-proofed segments will be submitted for land or road manager approval.
6. Approved segments will be incorporated into an overall Route Guide.

Next Steps

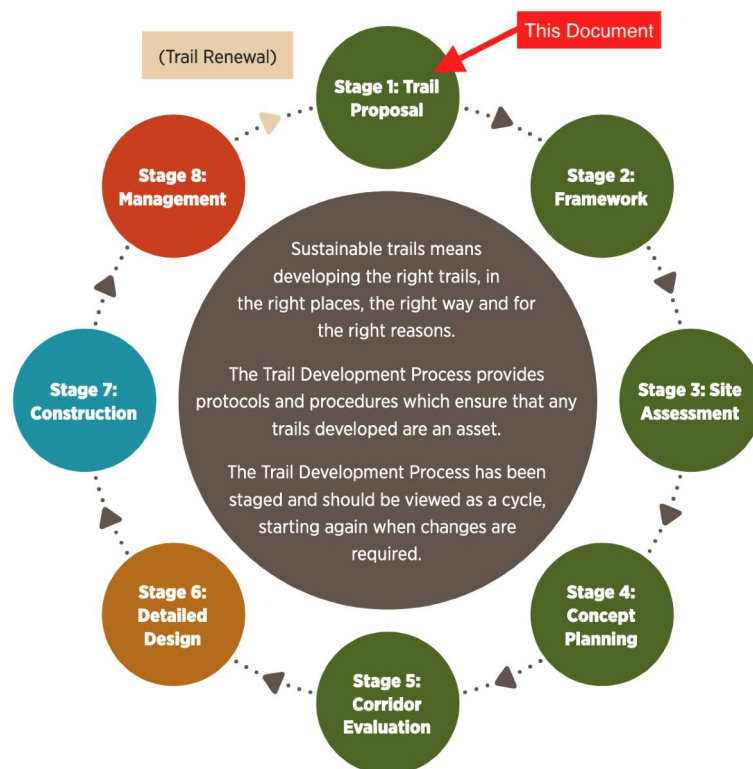
This Trails Proposal has outlined a vision for a long distance, predominantly offroad route to be created, linking Perth with the Manjimup Trail Bike Hub network.

It has provided supporting context from a range of policy and legislative sources and has described at a high level the proposed development process.

As Stage 1 of the Western Australian Government's Trail Development Process it seeks to achieve the following outcome:

"A trail development proposal is either supported in principle by the land manager/owner, or not supported (due to environmental, social, cultural or other constraints). The purpose of a proposal could be to identify potential suitable areas for consideration."

Figure 1: Trail Development Process



Consistent with the Trail Development Process, agreement in principle is now sought:

1. For the *concept* of a predominantly off-road adventure motorcycle route between Perth and Manjimup
2. To progress the project to Stage 2 of the Trails Development Process – the Trails Development Framework.

Appendix 1: Context Detail

The principles behind this long distance trail concept can be found in legislation and in many guidance documents.

Please note that this section is intended as a single-source reference guide to relevant Acts and Legislation governing the use of Designated Areas in Western Australia. It is not legal opinion and should not be relied upon without professional legal advice.

While reasonable care has been taken in the compilation of this information, the authors make no warranties as to the completeness or currency of the information contained herein, nor to the accuracy and completeness of the commentary.

Following is a selection of references:

DBCA Trails Planning Framework

“The right trails, in the right places, in the right way and for the right reasons”.

The Trail Development Process (TDP) provides land owners, land managers, and trail users in Western Australia with a methodology to ensure any trails developed in the State are sustainable and an asset rather than a liability. Working within a standardised methodology is especially important in high-value areas where trail planning, design and construction needs to be done right the first time. Building rigour into the trail development process will ensure trail proposals are transformed into high-quality, low-maintenance assets on the ground.

Implications:

1. Utilising an accepted methodology ensures all necessary factors are properly considered and assists in objective decision-making.
2. A simplified version of this process is indicated for this project, given that no new trail construction is envisaged.

Once agreement in principle to this proposal has been secured, the project moves on to the following stages which are, briefly:

Stage	Objective	Outcome
2 – Framework	More specific details of the objectives, roles and responsibilities, execution and ongoing management.	Shared understanding of the mechanics of the project
3 – Site Assessment	Broad-scale study of the area(s) and identification of opportunities, constraints and characteristics such as soil types, vegetation etc.	Sufficient detail of constraints and opportunities to enable a Concept Plan to be developed
4 – Concept Planning	Identification of opportunities and conceptual trail plan, including broad trail corridors and any	The proposed route segments are ground-proofed,

	infrastructure requirements.	documented and submitted
5 – Corridor Evaluation	Detailed assessment of trail corridors for use in determining the final trail alignment.	Unlikely to be necessary as existing roads and tracks will be used
6 – Detailed Design	Detailed trail design and alignments physically flagged in the field. Includes detail on the trail classifications, technical trail features (TTFs), construction methods and specifications.	Unlikely to be necessary as existing roads and tracks will be used
7 – Construction	Trail constructed in line with the Detailed Design.	Unlikely to be necessary as existing roads and tracks will be used
8 – Management	Management plan implemented detailing maintenance and monitoring requirements.	Confidence that the trails will be managed sustainably

WA Trails Blueprint 2022-2027

The WA Strategic Trails Blueprint 2022-2027 is an overarching guide for consistent and coordinated planning, development and management of quality trails and trail experiences across Western Australia.

The Blueprint acknowledges that trails in all their forms:

- a) provide a valuable outlet for exercise, play, challenge, recreation and adventure, adding to the quality of life for Western Australians and reducing reliance on health services, and
- b) improve the awareness and appreciation of the natural environment and build support for its conservation and protection.

Trail bike trails are recognised and covered by the Blueprint:

“Trail bike riding incorporates both road registered and off-road registered vehicles. The majority of trail bike riding is done by licensed riders on road registered trail bikes on the many thousands of kilometres of popular legal routes on roads and tracks across the state. There are limited opportunities for sanctioned off-road recreational trail bike riding experiences in the State and no long distance trails exist.

Lack of sanctioned off-road trails and facilities has significant impact on other trail users as well as impacting environmental and other values. Planning for the establishment of the Manjimup Trail Bike Hub continues with experiences tailored to specific trail bike rider segments currently being developed.”

Implications:

1. Planned development of trail bike trails can help mitigate trail contention with other types of trail users.
2. Manjimup Trail Bike Hub is recognised as a project of significance to the overall Western Australian trails inventory

3. Long distance trail touring is one important experience tailored to specific trail bike rider segments.

Several Strategic Actions contained within the Trails Blueprint align with the objectives and opportunities of a destination trail experience for trail and adventure bikes.

A1.1 – Increase gateway opportunities to engage new participants of all ages, cultures, and other demographic backgrounds.

A2.4 – Identify opportunities to deliver education programs focused on safety and responsible trail use

B1.3 – Identify gaps in the trail planning structure with a view to developing appropriate plans to fill gaps

B1.6 – Advocate for trails in planning and development processes for example ensuring planning commission protection of corridors for trails and noting suitability of ex mining and forestry areas for motorised and electric trail uses.

B2.2 – Ensure that regional trail masterplans recognise and integrate relevant current or planned trail strategies and local and regional tourism plans and strategies. Cater for a diversity of trail users, types and experiences.

C1.3 – Identify and prioritise the high-level issues/challenges across all of the trail-activity strategies that have not been addressed, such as key components in the WA State Trail Bike Strategy.

D2.1 – Ensure that trail information includes education (suited to user markets) on minimal impact trail use and appreciation and protection of the natural and cultural values of the area.

E1.1 – Investigate, monitor, assess and report on the rise of the emerging user groups and markets, identifying the challenges and opportunities they present and impacts on existing trail users

H5.1 – Identify local and regional trails that have potential to attract intrastate visitors.

Implications:

1. The Perth – Manjimup trail provides a gateway opportunity to encourage new entrants to adventure bike riding, by providing and promoting a curated route with known difficulty levels and GPS navigation.
2. The concept addresses gaps in the trail user needs that have been identified in the WA State Trail Bike Strategy.
3. The concept provides an opportunity to promote minimal impact riding techniques and awareness of seasonal risks – eg trail damage in winter, fire risk in summer via educational information provided with each downloaded GPS file.

4. The concept recognises the growth in adventure bike riding, and the transition that many enduro style riders are making to adventure riding as their riding motivations change.
5. A long distance trail provides opportunities for connection with regional trails masterplans for off-shoot trails leading to commercial opportunities.

State Trail Bike Strategy 2008

The State Trail Bike Strategy remains the only comprehensive effort to develop a holistic approach to balancing the needs and desires of riders with the imperatives of environmental protection, the interests of other trails users and issues of community amenity.

The recommendations of the State Trail Bike Strategy tended to focus on the major problem areas of unregistered trail bikes and unlicensed riders, however the Strategy did identify and outline a vision for a long distance trail in the South West of WA in the 'Alternative Routes' section.

Implications:

The concept of a 'South West Supertrail' first envisaged in the WA State Trail Bike Strategy is now being brought to life in this project.

More People More Active Outdoors

The framework for outdoor recreation identified five pillars supporting the benefits of outdoor recreation:

1. Personal development, challenge and enjoyment
2. Improved health and wellbeing
3. Outdoor learning
4. Connection to nature
5. Economic development

Implications:

1. Trail and adventure bike riding ticks virtually all the boxes of an outdoor recreational activity within the framework.
2. The demographic skew towards males over 40 addresses a vital market segment.

Civil Liabilities Act 2002 and Amendments 2003

The Civil Liability Act 2002 and Amendments 2003 shift the onus of responsibility to the participant where the recreational activity has 'obvious and inherent' risks. Challenges to the legislation have arisen where a risk is argued to be related to the *location*, rather than the activity, but here the legislation absolves a landholder of 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'. This holds 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.

Implications:

1. Trail bike riding is a recreational activity that has obvious and inherent risks – as demonstrated by the safety equipment worn by riders.
2. Risks not directly related to the activity may include known and dangerous hazards on a road or trail.
3. There are multiple opportunities and available methods to warn riders who are planning to or are entering a trail or route in a way that would satisfy the requirement of a Risk Warning.
4. A scheduled and documented regimen of reasonably appropriate trail inspection would be adequate safeguard against any claim of 'reckless disregard' for the safety of participants.

Motor Vehicle (Third Party Insurance) Act 1943

Motor vehicle registration in WA includes motor injury insurance for:

- Compulsory Third Party
- Catastrophic Injuries Support Scheme.

Implications:

1. As riders must hold a valid motorcycle licence and ride a road-registered vehicle, they will be insured against injuries to others that may arise on the trail.
2. The consequences of personal injury remain the responsibility of the rider.
3. Emergency medical costs and necessary transportation are covered by the Scheme

Forest Management Plan 2024-2033

The Forest Management Plan 2024-2033 provides the policy and framework to protect and manage forests in Western Australia's south-west national parks, conservation parks, nature reserves, State forests and timber reserves. Of relevance are the sections that deal with catering for recreation demand and protection from the impacts of motor vehicles, including:

3.6.2 "...Designated trails specific to road-registered vehicles and motorcycles include the Captain Fawcett Track. Further areas may need to be identified to meet the demand for recreational and tourism-related activities using these vehicles and to

counter unauthorised use, with a variety of options (both on and outside CALM Act lands) requiring consideration.”

“4.7 Unauthorised Activities: The most common unauthorised activities in south-west forests are illegal dumping, illegal or inappropriate use of motorised vehicles (including motorcycles), construction and use of unsanctioned tracks and trails and collection of firewood in unsanctioned areas. Unlawful vegetation clearing, illegal campfires, and large gatherings and parties, have also been identified as management challenges for the department.

Community feedback indicates concern about the level of illegal dumping and littering in forests and also highlights the need to restrict vehicles off-road, particularly in disease-risk areas and sensitive sites. In other locations, there may be a need to identify additional designated areas for off-road vehicle users.

Unauthorised and illegal activities in natural areas close to Perth are more prevalent due to the proximity to major population centres, as larger populations often lead to increased demand for access, facilities and services. This leads to a greater likelihood of unauthorised activity in parks, reserves and forest areas close to Perth.”

Implications:

1. Inappropriate use of motor vehicles is one of a number of unauthorised activities identified as management challenges.
2. Demand for motorcycle trails exceeds current supply.
3. The need to keep motorised vehicles out of disease-risk areas and sensitive sites supports the idea of an *approved* route.
4. Areas that are capable of supporting sustainable recreational trail bike riding should be actively identified and planning for this activity supported.

“The department’s Disturbance Approval System (DAS) is used to assess impacts of planned disturbance activities or necessary operations on CALM Act lands, other than from resource development activities. The purpose of DAS is to inform the assessment of risk to environmental, social and economic values of a proposed activity. This helps to ensure approved activities are consistent with departmental objectives, management plans and land use categories, and minimises impacts on identified values.

Numerous planned disturbances and developments proposed by the department and other proponents require assessment and management through DAS. These include recreation site development, access maintenance, and work carried out on boundaries of prescribed burns and bushfires.”

Implications:

1. A mechanism exists for considering the potential impacts of various activities. To the extent that this could inform an objective assessment it could be valuable in

determining impact thresholds, particularly if the route includes tracks and trails designated as 'unmaintained'.

" 5.5.7 Diseases: To date, disease management in the planning area has focused on minimising the spread of Phytophthora dieback into uninfected areas. This remains an important objective given the severe negative impacts of the pathogen P. cinnamomi on biodiversity and forest health, and the known high risk of spreading the disease through disturbance activities (particularly in moist-to-wet soil conditions). Mapping the occurrence of dieback on CALM Act lands, implementing hygiene protocols, training and public education are key to managing dieback and other diseases."

Implications:

1. Motor vehicles such as four wheel drives and trail bikes are a known potential vector of dieback. Any planning must anticipate and mitigate this risk.

"5.5.10 Unauthorised activities:

... The application of enforcement standards includes guidance materials to ensure best practice application of law enforcement and support staff in the exercise of compliance and enforcement responsibilities. Enforcement responses are subject to regional risk assessments and consistency achieved through the development of local compliance plans to ensure there is sufficient flexibility to meet emerging issues."

Implications:

1. There is flexibility in the methods of enforcement based on regional risk assessments.

"Foundation 4: Social and economic benefits and opportunities

Strategic goal: To deliver social, cultural and economic benefits through the provision of goods and services.

5.6.1 Nature-based tourism and recreation

The planning area provides important opportunities to meet the growing public demand for outdoor recreation and nature-based tourism in the south-west. It supports and provides opportunities for outdoor recreation for approximately 80 percent of the population of Western Australia and also receives the most visits to parks and reserves in the state. People are more likely to appreciate and understand the values of the south-west forests when they have opportunities to visit and experience them through recreation and tourism activities. The benefits of nature for physical and mental wellbeing are increasingly understood and documented, so providing for visitors has both social and economic value to the community.

The visual qualities and landscapes of the planning area, as well as the full range of other biodiversity, cultural and heritage values present, must be

considered when planning new infrastructure, promoting increased public access and changing land use. To do this it is necessary to identify the landscape types and features requiring special attention, and to develop and implement appropriate management and planning policies that contribute to their maintenance and enhancement.

Road licensed four-wheel drive vehicles and motorcycles currently have legal access to existing public forest roads and tracks in the planning areas except where such access is legally restricted, such as in forest Disease Risk Areas. Further off-road vehicle areas and designated trails for road licensed four wheel drive vehicles and motorcycles may need to be identified to meet the demand for recreation and tourism and to counter unauthorised use.

Any proposed trails and off-road vehicle areas require careful assessment due to impacts from noise, dust and requirements to manage trail creep outside of designated areas, in addition to minimising potential environmental and cultural impacts.

In addition to providing areas to operate off-road vehicles, a range of other actions are required to effectively manage the potential impacts. Actions include: liability and risk management; planning for trails and sustainability of off-road vehicle areas; education and enforcement/compliance; registration and licensing; and sustainable funding models. Careful design and active daily management of off-road vehicle areas is necessary to address safety risks and limit environmental impacts.”

Implications:

1. Trail bikes, including those under the category of off-road vehicles, are recognised for their nature-based tourism and recreation potential
2. Planning for the use is seen as a way of mitigating against uncontrolled – and potentially detrimental – activity.

“5.6.4 Access: Roads and bridges

A well-designed and managed system of roads and bridges is essential to connect towns and communities and provides:

- *access for neighbours and visitors to enjoy recreational opportunities*
- *easements for utilities such as water, gas, electricity and communications*
- *access for management purposes, including to facilitate rapid response to bushfires and other emergencies, and*
- *access for ongoing commercial activities.*

The road network in the planning area, including many culverts and bridges, is extensive and expensive to maintain. A reduction in timber harvesting will

result in a reduction in road maintenance programs undertaken by that sector...

...The department may enter into a lease or licence where they meet the requirements of the CALM Act and are compatible with the purposes for which the land is reserved under the CALM Act and the relevant management plan. Leases and licences may have conditions attached that provide a regulatory basis for managing and monitoring permitted activities."

Implications:

1. The end of logging will result in a significant reduction in funding for bridge maintenance, leading to the closure of many bridges (and therefore trails) which would otherwise be suitable for trail bike use.
2. An opportunity to re-purpose such bridges by physically closing them to four wheel vehicles – eg with barricades or locked gates – but leaving them open to lightweight vehicles such as trail bikes. Provide adequate risk warnings and undertake an appropriate Level 1 inspection regime to ensure load capacity adequacy.

"5.6.5 Stakeholder and community engagement

Stakeholder and community involvement is an integral part of the department's operations, and the contributions made by volunteers are highly valued. The department values public participation and recognises the need to continue to consider, in a meaningful way, the knowledge and opinions of others as part of its decision-making process. Volunteers expand the department's work capabilities, knowledge and skills base and are valuable to the department because they build communication links and understanding between the department and the community. Public participation, volunteering and stakeholder engagement is formalised under relevant policies and guidelines."

Implications:

1. If the route includes trail segments classified as 'unmaintained', responsibility for the monitoring and authorised minor maintenance works could be undertaken by a delegated group such as volunteers coordinated by the RTRA.
2. Collaboration with the RTRA could advocate for environmental stewardship among riders and their families

"6 Part D Implementation

Adaptive management, or 'learning by doing' has long been the basis of many environmental programs. Adaptive management will be a key component of the management approach to implement this plan (refer to Figure 3), recognising that there is an incomplete knowledge of values and forest ecosystems, their responses to natural and human-induced disturbances and the effects of management practices. The capability to undertake adaptive

management depends on effective collaboration and learning to continually improve planning, implementation, evaluation and adjustment processes.”

Implications:

1. The initially approved route may involve some compromises, but could be modified once environmental impacts and rider satisfaction and desires are better understood. A structured ‘review, reflect, revise’ process.

“6.2.2 Monitoring

Implementation will be assisted by monitoring programs to inform decision-making for ongoing forest management for the life of the plan, and to provide information to support reporting requirements. Management will be informed by understanding how pressures and disturbances are addressed through management intervention and how key values and components of forest health change over time. Consistent with the principles of adaptive management, improvement of management activities will continue to be informed by monitoring.

The department will implement an integrated approach, involving the systematic collection and collation of data and knowledge to monitor, identify and analyse changes and trends, and contribute to the evaluation of management effectiveness. Monitoring data will be collected in a statistically rigorous manner, that facilitates analysis. Additionally, anticipated advances in monitoring technologies, statistical analysis and other methodological aspects over the next decade will be adopted as appropriate. This integrated approach will enable the monitoring, evaluation and reporting of both outcome-focused key performance indicators and output-focused management activities...

... Other monitoring programs relevant to the implementation of this plan will have a focus on disturbance activities, visitor satisfaction and the levels of traditional owner engagement and involvement.”

Implications:

1. Decisions, particularly those related to progress to future stages, should be data-driven and measured against pre-determined impact thresholds
2. Visitor satisfaction is an identified metric that must also be measured

Manjimup Trail Bike Hub

This proposal extends the first, Adventure Bike, stage of the Manjimup Trail Bike Hub and will be an important attractant to the Manjimup region.

Implications:

1. Combining the adventure bike routes offered by the Manjimup Trail Bike Hub and the long distance trail between Perth and Manjimup, adds critical mass to the concept of an adventure bike friendly South West.
2. The existing web site and route delivery / registration system used by the Manjimup Trail Bike Hub could potentially be used as the delivery / registration system for the Perth – Manjimup route files.

Peel Regional Trails Strategy 2019

The trails survey informing this strategy found that trail bike riding (20%) was second only to bushwalking (21%) as the preferred trail activity, ahead of mountain biking (17%), 4WD (17%) and equestrian (10%). The survey was distributed widely through local government networks, trail user clubs (RTRA, ATHRA, WA 4WD association, Bushwalking WA, Perth and Peel MTB, Canoe Trail Friends of Maundurah and Pinjarra), and social media. It received 753 responses.

The reports authors note that *'In using the data gathered from the survey it is important to note potential for survey bias where trail enthusiasts are likely to fill out such surveys but those new to trails are less likely to participate. This results in results skewed towards intermediate and advanced trail users.'*

Implications:

1. By developing trails and facilities, many locations throughout the project area (including in urban settings) have the potential to encourage and attract new people to trail based activities
2. A growing activity such as adventure bike riding has the potential to expand its share of activity preference.

Various South West Economic Stimulus programs

The WA and Commonwealth governments have recognised the importance of injecting economic stimulus and incentives into the South West region, many of which highlight tourism as a growth industry. Collie Futures and the Native Forest Transition Plan are just two examples.

Implications:

1. The Perth – Manjimup route will add another dimension to tourism, building on the scale and gravitational pull of the region and enhancing the commercial prospects of accommodation and attraction projects.

Control of Vehicles (Offroad Areas) Act 1978

The Control of Vehicles (Offroad Areas) Act is the legislative mechanism that permits riders – in particular those who are not yet old enough to possess a Drivers Licence – to drive or ride

vehicles that are not road registered under the Road Traffic Act in areas of public land that have been designated as Permitted Areas.

The Act defines that any public land *other than* a Permitted Area cannot legally be ridden on an unregistered motorcycle or by an unlicensed rider.

It should be noted that the Control of Vehicles (Offroad Areas) Act does not currently operate in all LGA's outside the Perth metropolitan area, however the provisions restricting the use of non road-registered vehicles are covered by the CALM Act and Regulations, and the Road Traffic Act statewide.

Implications:

1. For the avoidance of doubt, riders under the age of 16 are specifically excluded from the scope of this proposal whether they are riding eRideables, pedal assist electric bicycles, ETrail or internal combustion engine (ICE) motorcycles.
2. The Perth – Manjimup route will not be designated as a Permitted Area, and the registration / licensing requirements of the Road Traffic Act will apply.

Road Traffic Act 1974

The Road Traffic Act provides the legislative mechanism to enforce any illegal activity, including riding a non road-registered vehicle outside a designated off-road vehicle area. Penalties include permanent confiscation of the unregistered vehicle.

Implications:

1. Significant penalties can be applied to non-compliant behaviour.

Policy Statement No 18 – Recreation, Tourism and Visitor Services

DBCA Policy 18 provides the basis for planning and management for recreation, tourism and associated visitor activities on lands and waters managed by DBCA.

It asserts that the natural systems should be able to sustain the form of recreation, or ancillary activity, which is occurring or proposed (4.2), and the intensity of recreation and tourism activity should be controlled as necessary to ensure that it does not destroy the value and nature of the activity and the resource on which it is based (4.4)

Generally the widest range of activities consistent with the reserve purpose should be allowed. Uses that impair other forms of use to an unreasonable extent or place the safety of other users in jeopardy should be controlled or eliminated (4.7). In certain instances, priority use may be allocated to specialised recreation activities at sites that are uniquely suited to those activities or for safety reasons (4.10).

Implications:

1. The emphasis on 'the widest range of activities' suggests that no nature-based activity should be *automatically* placed beyond consideration, and that decisions of appropriateness should be based on the designated purpose of the reserve. Where recreation is among the designated purposes, individual forms of recreation can be

assessed based on considerations of sustainability and compatibility with other users.

2. Separation from other users, and a plan that demonstrates sustainable use of the resource should help place a proposal in compliance with this Policy.

DBCA Policy Statement 3 – Management of Phytophthora Dieback

DBCA Policy 3 seeks to provide guidance for managing the threat of the introduction, spread and impact of plant disease caused by pathogens from the genus *Phytophthora*.

All motorised and non-motorised activity in forests in the South West carry the risk of spreading Dieback. It is a water-borne disease that is especially mobile in moist soils, and trail bikes which can cover hundreds of kilometres in a single day can have a significant vectoring capacity, especially if they travel from diseased areas to disease free areas.

Left to its own devices, Dieback travels uphill only very slowly, through the root systems of infected plants. As a consequence most infested areas tend to be along riparian zones and lower in the elevation profile. The risk of a motorcycle picking up Dieback spores in the mud of a lower area and transporting it to a higher area such as a ridge line, from which it can then be washed downhill, should be mitigated by trail alignment planning.

In practice, DBCA deals with the threat of Dieback by managing access, either permanently or in wetter weather, and by educating visitors about the risks and the measures visitors can take to prevent the spread.

Implications:

1. Particular care should be taken in selecting route segments to avoid the possibility of transporting from an infested area to an uninfested area – particularly along ridge lines.
2. Riders must be encouraged to learn about the impacts and potential spread of Dieback and the steps that they must voluntarily take to minimise this risk, in particular the need to thoroughly clean their bikes and equipment after each ride.
3. Summer and winter versions of the route may be considered in order to avoid spread at vulnerable times and in vulnerable places.
4. The RTRA can play a significant role in this education and facilitation

Policy Statement No 53 – Visitor Risk Management Policy

DBCA Policy 53 aims to manage the potential for injuries and misadventure to visitors, in a manner that does not render the environment sterile or unnecessarily diminish visitor use and enjoyment in the process, using measures which are *'reasonable in the context of hazard, activities undertaken, intensity of use and inherent character of the site.'*

Its objective is to encourage appropriate visitor behavior with respect to hazards posed by activities and by natural, cultural and developed environments.

Implications:

1. DBCA recognises that adventure-based activities carry inherent risks, and that participants assume those risks. This does not abrogate DBCA's Duty of Care, but it does limit it in the context of an activity that carries obvious and inherent risks.
2. Planning and management of the route will need to take reasonable steps to anticipate and ameliorate hazards that are specific to the trail or area, but will not be required to eliminate all risk from an activity that has obvious and inherent risks.
3. In practice, the Perth – Manjimup route should require little additional attention to that currently given to the publicly open roads and trails upon which it is based.
4. Risk warnings, consistent with the provisions of the Civil Liabilities Act 2022 should be given on route segments that include roads or trails classified as 'unmaintained'.

Good Neighbour Policy 2007

DBCA's Good Neighbour Policy seeks to balance the interests of visitors to parks and forests with those of the adjacent property owners.

In practice, this means that consultation will occur before changes to land use, or the introduction of a new or increased activity.

Implications:

1. It can be anticipated that residential property owners within close proximity of a proposed trail may express concerns over the potential for noise
2. Trail planning should avoid locations close to dwellings.
3. Trails are more dispersed than areas, avoiding a concentration of noise

DBCA Guideline 32 – Vehicles on CALM Land

6.42.6 The department will continue to work with organisations including Track Care WA, the WA Four-Wheel Drive Association and the Recreational Trail Bike Riders Association to actively promote the responsible use of four-wheel drive vehicles and trail bikes in natural areas. Four-wheel drive and trail bike owners will be encouraged to undertake training for safety and environmental awareness.

Implications:

1. The role of the RTRA in advocating for and educating about responsible use of trail bikes in natural areas aligns with this Guideline.
2. Promotion for the Perth–Manjimup route should emphasise the importance of natural environment stewardship, and that access to forest areas is a privilege to be protected.

Conservation and Land Management Act 1984

The Conservation and Land Management Act 1984 and associated Regulations (2002) is the legislative instrument that DBCA relies upon to manage activities on DBCA estate.

51 (1) A person must not, without lawful authority, drive or use a vehicle (other than a bicycle) on CALM land other than on a road or in a designated area.

54 (2) A person must not drive a vehicle on CALM land in a dangerous or careless manner or without all reasonable consideration for other persons, vehicles and animals in the vicinity.

Implications:

1. Promotion of the Perth–Manjimup route should emphasise the importance of responsible and considerate riding.

Operational Policy 13: Recreation within public drinking water source areas

Policy 13 governs the recreational activities deemed acceptable in drinking water source protection areas. Other than on open public roads, recreational motorised activity is deemed an incompatible activity within Reservoir Protection Zones and Outer Catchment Areas of a drinking water source protection area. Access to all public is typically denied to Reservoir Protection Zones.

Implications:

1. Trails planning should avoid Reservoir Protection Zones unless they are explicitly open to public access.

Metropolitan Water Supply Sewerage and Drainage By-laws 1981

4.7.2 No person shall drive a vehicle on any part of a catchment area other than a road or track which has a graded, gravelled, sealed, primed or other prepared surface without written approval of the Commission.

Implications:

The route will need to avoid unmade roads – eg twin-track – through any drinking water source protection areas.

Appendix 2: Glossary

CITS	Department of Creative Industries, Tourism and Sport
CV(OA)A	Control of Vehicles (Offroad Areas) Act 1978
DBCA	Department of Biodiversity, Conservation and Attractions
DRA	Disease Risk Area
GPX	A digital file format used by satellite navigation systems
ICE	Internal Combustion Engine
LGA	Local Government Area
PDWSPA	Public Drinking Water Source Protection Area
RPZ	Reservoir Protection Zone
RTRA	Recreational Trailbike Riders' Association
SARO	State Active Recreational Organisation

Appendix 3: Letters of Support

22 November 2024

Recreational Trailbikes Riders Association
Attention: Don Martin, President
PO Box 4341
ALEXANDER HEIGHTS WA 6064

info@rtra.asn.au

To whom it concerns

Manjimup Perth Trailbike Ride Trail

The Shire of Serpentine Jarrahdale has an aspiration to support the further development of Jarrahdale to become a quality trails tourism destination.

In the wake of the COVID-19 pandemic, the Shire has experienced a significant increase in interest in off-road riding. The Shire is dedicated to establishing Jarrahdale as a destination for this activity, while also developing the necessary infrastructure to meet demand and minimize impacts on the natural environment and other outdoor pursuits.

The Shire has a working relationship with the Recreational Trailbikes Riders Association (RTRA), acknowledging the organisation leadership in promoting responsible and safe riding, as well as its role advocating for trail bike riding as a recreational activity in Western Australia.

The Shire of Serpentine Jarrahdale provides in principle support to the RTRA in their Trails Planning Grant Application to the Department of Local Government, Sport and Cultural Industries for a Concept Plan for the Manjimup Perth Trailbike Ride Trail.

Kind regards



Brian Oliver
Director Community Engagement





n of WA Inc



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P (08) 9535 4140
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E peel@peel.wa.gov.au
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Sent via email : info@rtra.asn.au

Dear Don

MANJIMUP TO PERTH SUPERTRAIL PROJECT

I am writing to offer in-principal support from the Peel Development Commission (PDC) to Recreational Trailbikes Riders Association (RTRA) for the Manjimup to Perth Supertrail, as part of your planning grant from the Department of Local Government, Sport and Cultural Industries.

The PDC understands RTRA are planning to develop a GPS-based supertrail from Manjimup to Perth for trailbikes (road registered bikes and for over 16 year olds only) using existing public access roads, some tarmac, some gravel, along the existing MundAL Track, some of which passes through Peel.

The intent of the touring route to link towns along the way and promote overnight stays of your riders, in particular Dwellup and Jarrahdale in Peel, will provide economic benefit, tourism promotion and spend in local businesses, similar to the Wheatbelt Way. As such, the supertrail aligns to our *Peel Regional Investment Blueprint* pillar of Tourism Excellence, supporting the regional economy and Peel recognised as a primary trail tourism destination.

The PDC notes RTRA are finalising stakeholder engagement in the region and currently and have in-principal support from the Shires of Serpentine Jarrahdale and Murray.

The PDC acknowledges the RTRA's organisational leadership in promoting responsible and safe recreational trail bike riding in Western Australia.

Yours sincerely

A handwritten signature in black ink, appearing to read "Andrew Ward".

Andrew Ward
CHIEF EXECUTIVE OFFICER

16 May 2025





Hon Bill Johnston MLA
Minister for Mines and Petroleum; Energy; Corrective Services

Our Ref: 71-22267



Recreational Trailbike Riders' Association of WA Inc

Email: info@rtra.asn.au



Dear

Thank you for your email on 16 November 2021 highlighting your concerns regarding the lack of provision for safe, legal recreational trailbike riding opportunities in Western Australia.

Consistent with the *Mining Act 1978*, all tenement holders with mining operations must develop a mine closure plan, which must include the proposed or agreed post mining land use discussed with the key stakeholders.

The Department of Mines, Industry Regulation and Safety (DMIRS) assesses the proposed post mining land use for acceptability against the DMIRS environmental objectives.

Therefore, a trailbike riding area to be accepted as a post mining land use under the current legislated process is a possibility. Information on the development of acceptable post mining land uses is available on the following link:
<https://www.dmp.wa.gov.au/Documents/Environment/REC-EC-112D.pdf>

Examples of approved Mining Proposals and Mine Closure Plans are available via the DMIRS mines and mineral deposits online system ('MINEDEX'):
<https://www.dmp.wa.gov.au/Mines-and-mineral-deposits-1502.aspx>

The Recreational Trailbike Riders' Association of WA Inc may wish to liaise with the relevant tenement holders regarding the potential to include trail bike riding as a post mining land use.

I note also the recent announcement by the Premier and Minister for Environment on the expansion of the Wellington National Park by over 7,000 hectares and completion of the first 15km stage of the region's new mountain bike trails network.

Thank you for your interest in how to improve riding and land management processes in Western Australia.

Yours sincerely

Hon Bill Johnston MLA
Minister for Mines and Petroleum; Energy; Corrective Services

-7 DEC 2021