

Western Australian College

Nedlands Campus

DEPARTMENT OF RECREATION STUDIES

004041

ASSIGNMENT AND LABORATORY REPORT PROFORMA

(To be used as a cover-sheet for all
assignments and laboratory reports)

NAME: Jennifer Townsend & Anita Jarvis GROUP: 2AD REC

UNIT: PARK AND RESOURCE DEVELOPMENT

TITLE: OFF ROAD VEHICLES IN GNANGARA PINE PLANTATION

DATE DUE: 7th OCTOBER 1983 TIME DUE: _____

RULES

1. Assignments must be presented to the lecturers involved by 4.00 p.m. on the due date.
2. Extensions will not be granted normally and only in very exceptional circumstances, e.g. lengthy illness.
3. A penalty of 10% will be applied for every full College day or part thereof that an assignment is overdue.
4. Restrictions on length of assignments must be observed. A penalty of 15% will be applied to assignments which exceed the limits.
5. The Nedlands Campus referencing format is to be used for all presentations. (See the Departmental Secretary for a copy of these details.)
6. Students will be informed by a notice on the Departmental notice board when marked assignments or assignment marks are available.

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OFF ROAD VEHICLES IN GNANGARA PINE PLANTATION

The assignment we are presenting is the findings of a practical research project which we conducted for the Forests Department - Wanneroo to assist them to deal with the problems they are facing with particular regard to the increased use of Off-Road Vehicles in the Gnangara Pine Plantation.

The Map included shows the 1430 hectares of the Plantation which is managed as a Recreation Area. The three definable sub units are:

- 1) 446 ha. for equestrian use
- 2) 542 ha. for pedestrian/picnicing use
- 3) 442 ha. for motorcycle use

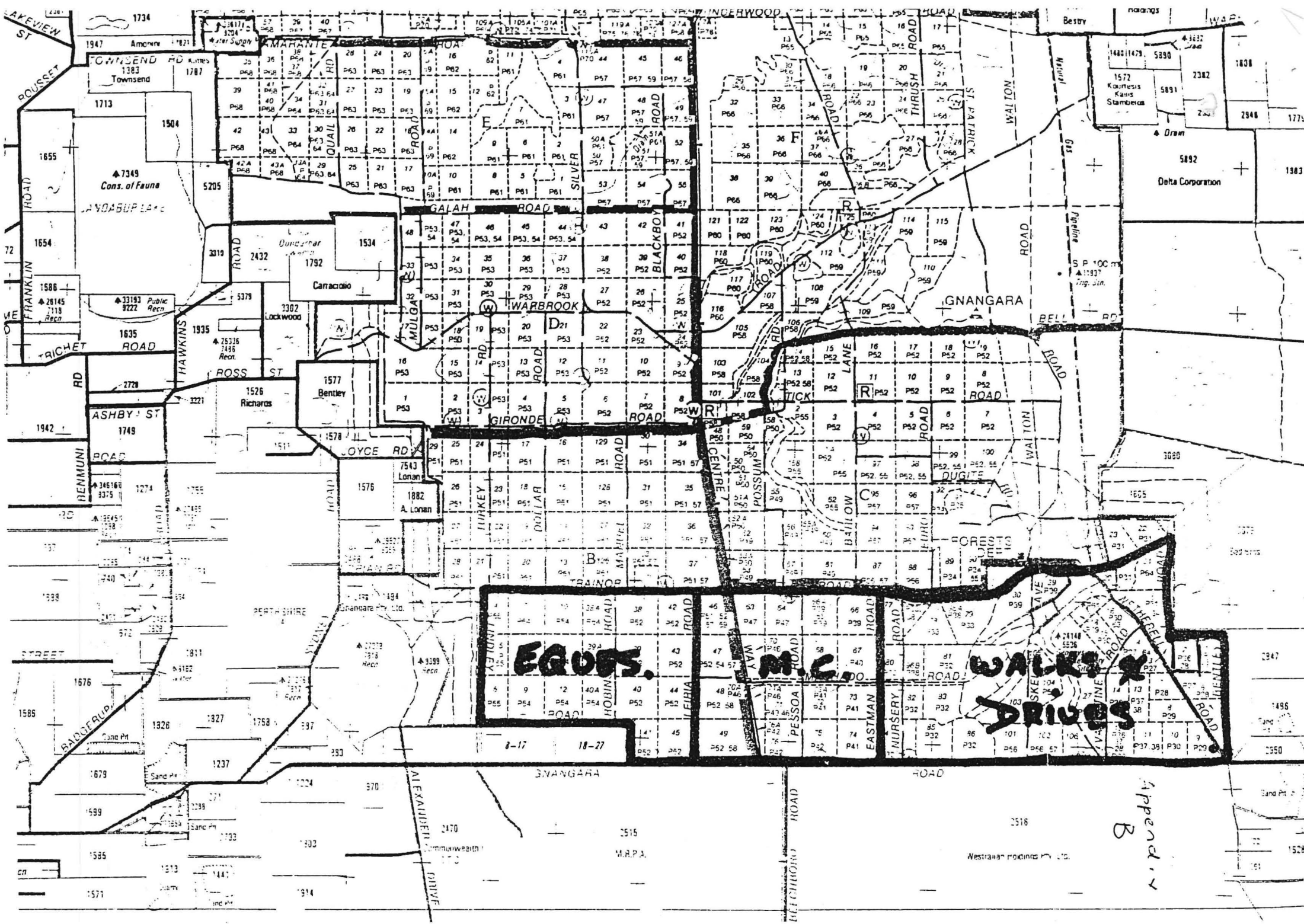
The problem which faces the Forest Department is that many unlicensed Off-Road Vehicles are presently being sighted and apprehended in the adjacent Equestrian area, on public roads in the Plantation and on private holdings adjacent to Gnangara Road. The Forest Department has received complaints and it has been suggested that the motorcycles be 'moved' to a new location.

METHOD OF SURVEY

Using guidelines provided by the Forests Department and considering pertaining literature we designed a questionnaire (Appendix b) following which on the 10th September we surveyed 90 riders in the Pine Plantation.

OUR RECOMMENDATIONS BASED ON THE DATA

1. We believe that the area is ideal and that the motorcycles should not be relocated, however we would recommend that they be allocated a larger section of the forest (plantation)
2. That Forestry personnel be rostered for weekend duty in order to supervise and that they should have the power to enforce the Control of Vehicles (Off-Road Vehicle) Act 1978-1981.
3. That a Staging area be constructed for Parking which should include the following facilities.
 - Water
 - Toilets
 - Phone
 - Bar-be-que and Rubbish Bins
4. That large, clear, colorful boundary signs be re-designed and that the present Main Roads signs be updated.
5. That a One-Way direction system be implemented on the roads/tracks.
6. That users of the Plantation be barred from entry unless protective helmets and clothing are worn.



Appendix B

Westralian Holdings Pty. Ltd.

M.R.P.A.

8-17 18-27

EQUUS.

M.C.

WALKER
Drives

RESEARCH UNDERTAKEN FOR THE FOREST DEPARTMENT WITH PARTICULAR REFERENCE
TO USERS OF THE OFF-ROAD RECREATIONAL VEHICLES WITHIN GNANGARA PINE
PLANTATION

DESCRIPTION OF THE AREA

The Wanneroo Division, of the Forests Department of Western Australia has in the past and does so to the present day manage a Recreation Area located in the Gnangara Plantation. The Pine Plantation itself is approximately 7900 hectares in size. Its southern border is Gnangara Road, and it extends beyond Neaves Road in Mariginiup in the north whilst its eastern border is Bentley Road and its western border is beyond Lindley Road, Wanneroo. Refer Map (Appendix A). ✓
Within the Plantation there is a small settlement comprised of Forestry Personnel and their families.

FOREST MANAGEMENT

"The major forest values which are recognised for multiple-use management are water supplies, timber production, recreation, wildlife, science and education, mining, public utilities and other forest products such as sandalwood and honey".

1:71

"The money which is available for forest management is mainly derived from the sale of log timber together with Government grants for additional works such as special road construction, pine plantation establishment, or development of tourist facilities. The amount of work which can be done each year depends on the amount of finance available. Annual works programmes are drawn up according to the priorities set down in the Working Plan.

Each division keeps records of works' progress and costs to enable total expenditure to be kept within specified limits, and prescribed quantities of work to be achieved.

In addition, records are kept of areas of treated forest, areas of forest that have been cut over, areas of top disposal burns, areas regenerated, areas control-burned, areas assessed, new roads constructed, and any other activities which are important to forest management."

2:154

HISTORY

The area was originally Banksia Bushland. In 1926 the first seedlings of Pinus pinaster were planted. This species will grow in poor coastal sands. A small section of the original planting still exists north west of Bentley Road.

In 1974 realisation was reached that due to the residential boom occurring in the northern suburbs, increasing numbers of the public were utilizing Gnangara plantation particularly for recreation activities. The threat to the plantation particularly in the form of fire was increasing rapidly. It was obvious that total withdrawal of the plantation from recreational pursuit was unrealistic, but conversely

the fire risk to the plantation warranted controlled access. Based on this, and the facts that the majority of the public were obtaining access via Ghangara Road and rarely strayed north of Trainor Road, an area of 1430 hectares lying between these two roads was demarcated for recreational use. — *public pressure usage*

The area was subdivided into the three major recreational pursuits: horse-riding, motor cycles and picnicing/bush walking and managed as such. This included

- 1) prescribed burning for fire control purposes
- 2) Signposting noting thoroughfares, and restricted access especially to the north of Trainor Road.
- 3) Each sub-recreation area was signposted, restricting access to other pursuits, in the same area.
- 4) Recreation patrols by Forest Department personnel

NATURE OF CONCERN

"Over recent years the use of the Recreation area has increased dramatically. Of major significance is the increased use of the motorcycle area and the subsequent overflow of trail bikes into surrounding areas, in particular the Equestrian area, and private holdings adjacent to Ghangara Road".

Keith Sclater

The Forests Department have received complaints from surrounding rural dwellers because of the noise and the disturbance caused by the bikes. Forestry Officers are also concerned with damage occurring within the Pine Plantation. Due to the management problems consideration was given to relocating the motor/trail bike riders. However when this possibility was investigated it was soon realised that knowledge concerning Trail Bike riding as a recreational pursuit, was very limited and without which practical management decisions cannot be made.

OUR INVOLVEMENT

In July of this year Recreation students from Nedlands College of Advanced Education namely Anita Jarvis and Jenny Townsend decided to undertake a practical research project following a request from the Wanneroo Forest Department to investigate the problems, needs and aspirations of the trail bike riders in the Ghangara Plantation.

In order to enlighten and familiarise ourselves with the use of off-road vehicles we viewed a video tape made by the Frankston Motor Cycle Club. This tape outlined the various problems which existed within the community of Frankston with regard to the illegal use of off-road vehicles and showed how the community dealt with this problem.

Our Involvement cont.

In August we met with three Forestry Officers at Wanneroo to discuss with them what they hoped to achieve through our research. On this day we drove to the plantation with Mr. Keith Sclater (Forestry Officer) where we observed for ourselves the damage that the trail bike riders were inflicting on the environment and also observed the poor condition of the boundary signs.

REVIEW OF LITERATURE

We saw the need to become thoroughly aware of the Control of Vehicles (Off Road Vehicles) Act 1978-1981 which shall be referred to from this point onwards as the Off Road Vehicle Act.

We have also reviewed the Papers which were presented to the National Symposium on Off Road Vehicles held in Canberra in 1976. The Minister for Conservation and the Environment requested his Department to arrange this seminar at which representatives of as many viewpoints as possible were invited to speak to an open audience on the subject of Off-Road Vehicles.

The following is an extract from Dr. G. Watson's presentation:

" Research into personalities of sportsmen involved in risk taking sports indicates that they are often extroverts who when bored with the restrictive urban situation seek relaxation in the natural environment".

The physical environment needs to be able to withstand the technology. Engineers, ecologists and noise pollution experts should be consulted to provide guidelines. Within the social environment, the activity should be given every assistance to become institutionalised."

3: 4-7

METHOD OF SURVEY

Using guidelines provided by the Forests Department and with consideration of the pertaining literature we designed a questionnaire (Appendix B) ✓ following which on the 10th September we surveyed 90 riders in the Plantation using this questionnaire.

We arrived at the Plantation at 10.00 a.m. and completed our last interview at 4.00 p.m.

After the survey the processing was done manually and double checked. The following data may be checked against the graphs which are numbered and shall be annotated as 'G' in the right hand margin. ✓

USER CHARACTERISTICS

Within the sample there were boys of eight interviewed, however 37 interviews were obtained from youths between the ages of 16 - 20. The second largest group interviewed were between the ages of 12-16. There was a sharp decrease in the number of riders between the ages of 28 and 39, suprisingly 10 men between the ages of 40 and 44 were interviewed. This indicates to us that trail bike riding becomes popular during the secondary school years and as a recreational pastime it peaks during the late teenage years. G:1

Of the individuals interviewed 69% came from the areas of Balga and Nollamara, whilst ^{only} 8% travelled from nearby Wanneroo. Based on findings we would conclude that most of these riders travelled from the north eastern suburbs. It is therefore essential that an area be set aside for them within the northern suburbs. A Motor Cycle club has been formed in Wanneroo and perhaps this may contribute to the reduced percentage of riders from Wanneroo. follow this up G:2

87% of the riders did not belong to a club, however of these only 30% said that they would be prepared to join a club. The fact that 70% of all riders surveyed stated that they would not be prepared to join a club illustrates that these riders may be interested in free-lance riding only. Therefore the answer may not lie in the establishment of club facilities. G:4

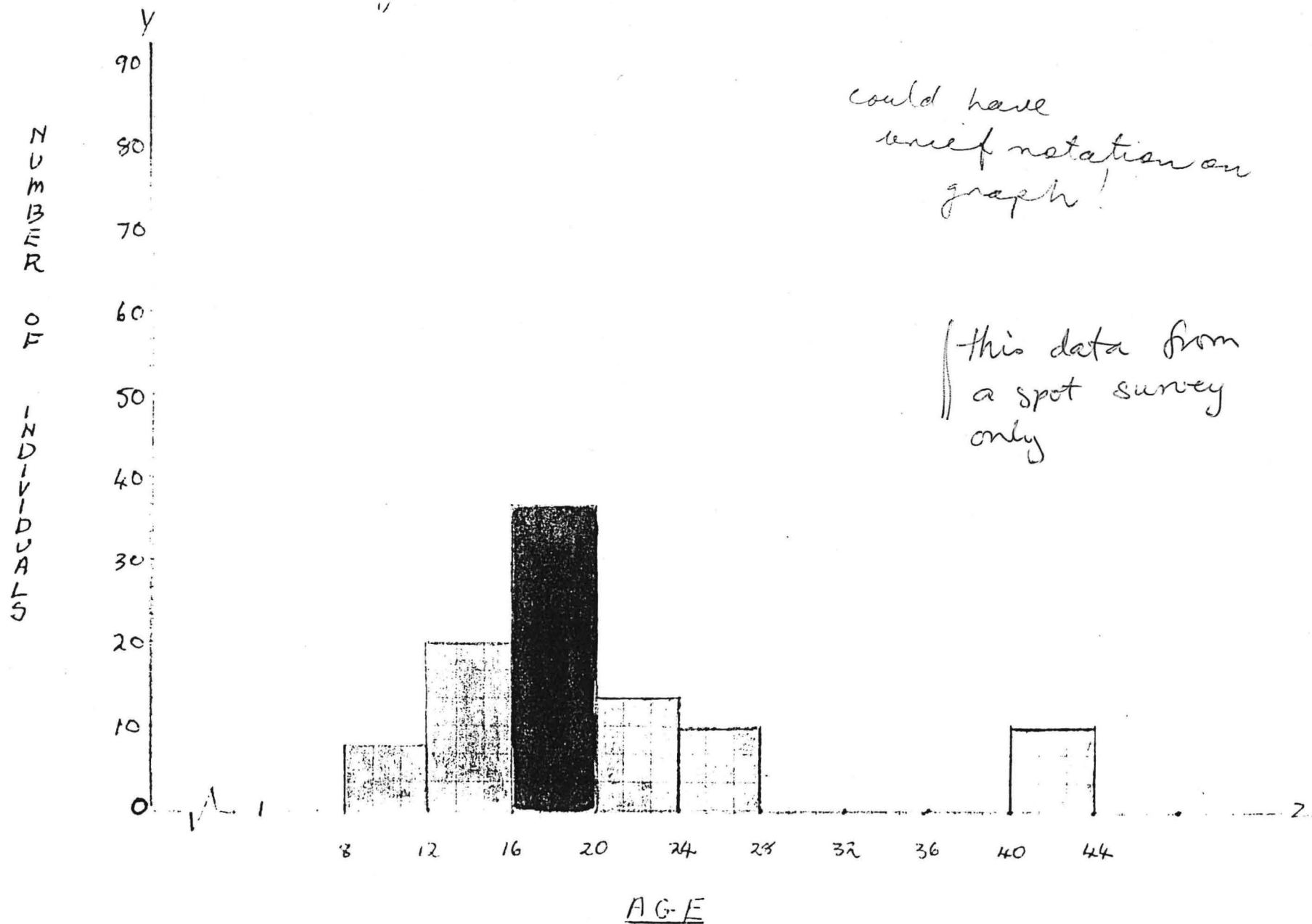
Only a small number (3%) of all bikes ridden in Gngangara are hired. After two years our graph shows hiring drops dramatically and ownership increases proportionatly. Need a greater sampling time period to test this conclusion. G:4

MOTOR CYCLE AND TRAVEL DETAILS

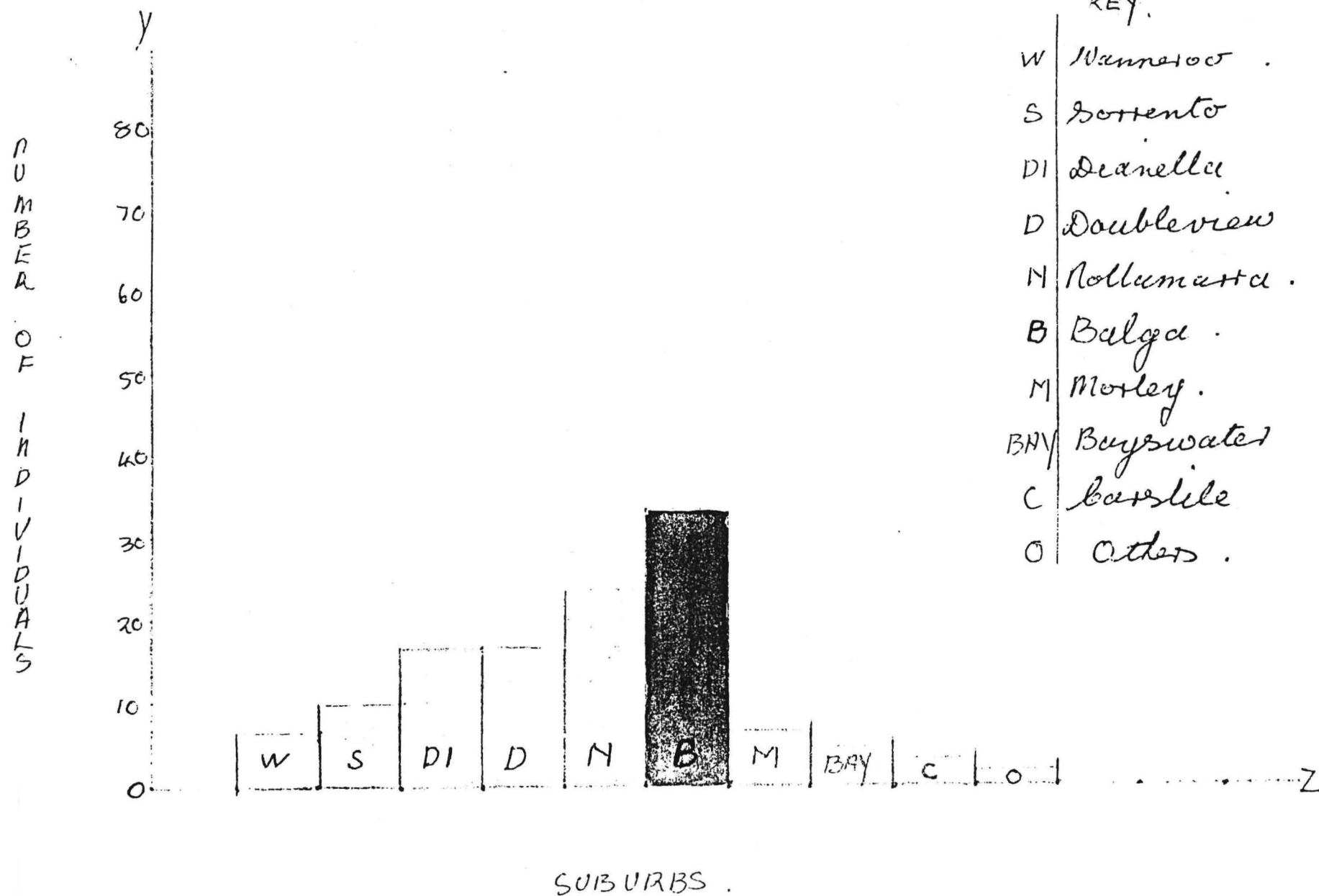
The Yamaha - 80⁰₄ c.c. is owned and ridden by 55% of the riders. This bike is a high performance machine which will travel between 100 and 105 kilometers an hour. The bike is sold for under \$1000 new and therefore is quite an affordable commodity for the teenager especially on the second hand market. This may attribute to the popularity of this particular bike. 3% G:3

Of the 90 people surveyed only 25% of the bikes were licensed for ON road use. It is interesting to note here that 28% of the riders travel to Gngangara on their bikes. The legal implications that arise for the individual here are staggering, bearing in mind that there are public roads within the forest. Only half of the riders had registered their bikes for off road use, however the Off Road Vehicle Act states that 'All off road vehicles must be registered'. G:5

Age Range of Pike Riders



Users in relation to area of living








Type of Bike & cubic capacity

NUMBER
OF
INDIVIDUALS

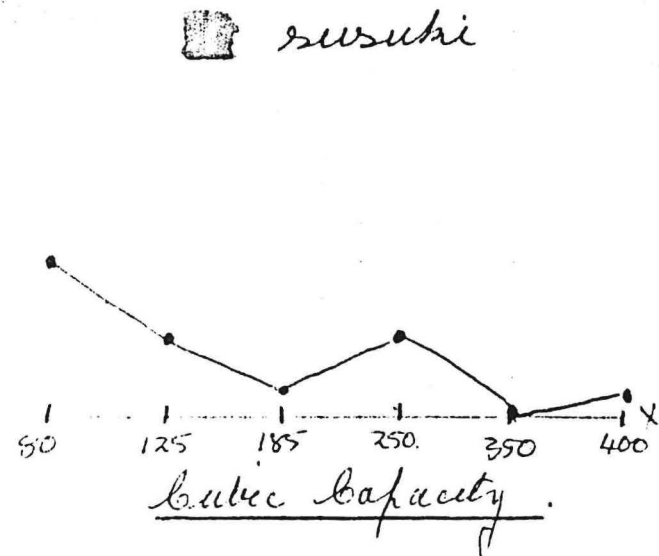
90
80
70
60
50
40
30
20
10

cannot tell
which bar
graph represents
which colour
code?

②

-  yamroha.
-  Kawasaki
-  Other
-  Honda 3 wheelers.
-  Suzuki

NUMBER
OF
PEOPLE

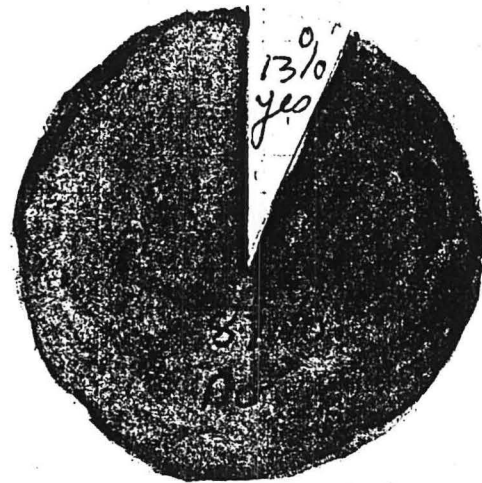


TYPE OF BIKE

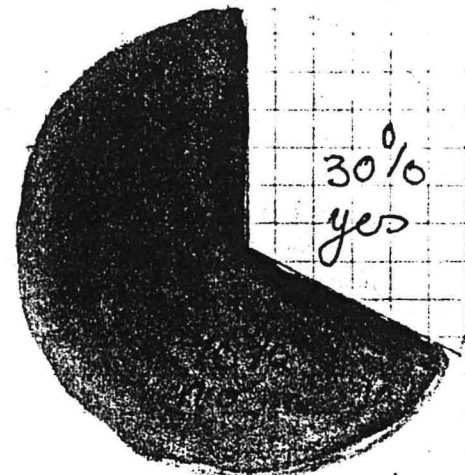
Ownership V Hiring of Used
Bike
and length of time Owned or hired

OWNERSHIP.

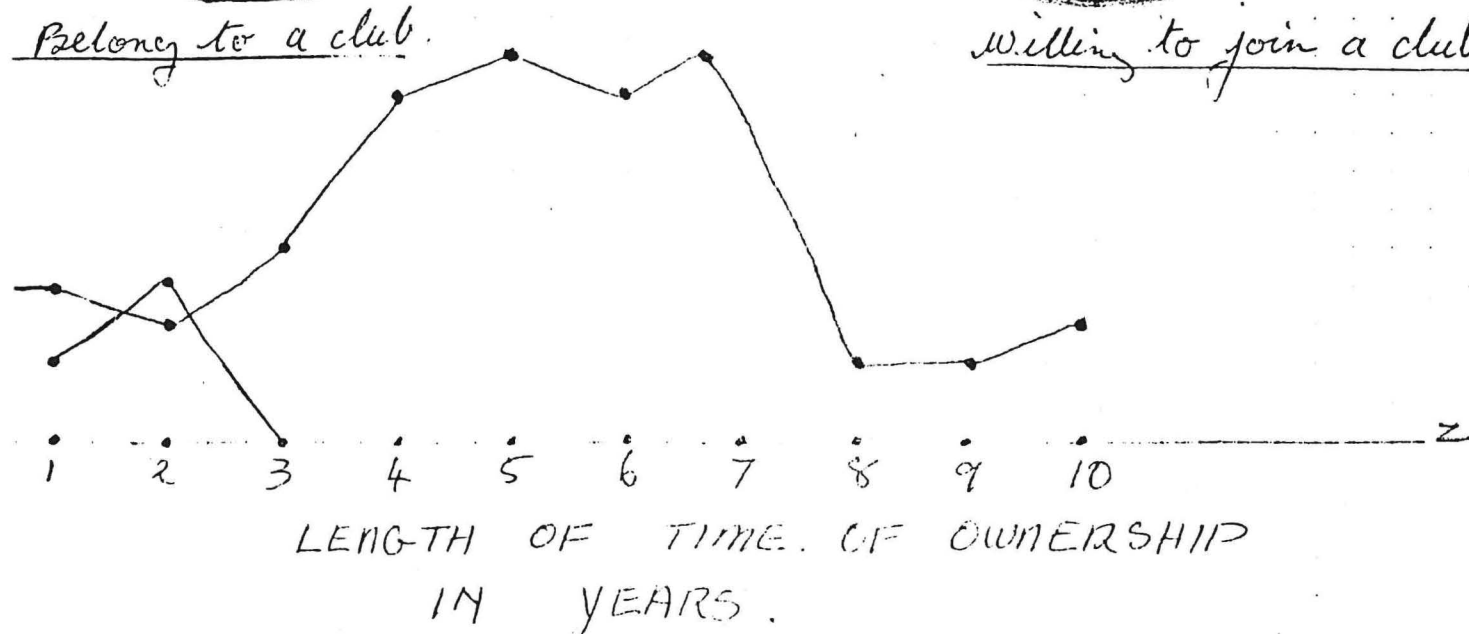
INDIVIDUALS.



Belong to a club.



willing to join a club.



—•— = ownership
—•— = hiring

Motor Cycle and Travel Details cont.

We note the large percentage (65%) who travel by car and 7% in a utility, however there is no bitumen parking area within the forest and these vehicles drive all over the plantation and park often in a 'willy nilly' fashion. 39% of those surveyed said parking improvements should be considered. ✓

G:5 G:10

As previously stated in User Characteristics (paragraph 3) 87% of the riders do not belong to a club. Majer (1980) states 'that loners seldom congregate in controllable groups on manageable areas'. As can be seen 4:19 by the graph depicting the mode of travel 48% of the interviewees travelled alone, to Gwangara.

G:5

USAGE

From the data we see that most riders learn about Gwangara from their peers. There are so few areas of this kind and size that information about Gwangara has spread rapidly. Some riders (10%) mentioned on their questionnaire that they learned of the Gwangara Off Road Vehicle area from Bike Hire and Sales Shops. Many commented on their questionnaire that it was the only legal area in which to ride.

G:5

50% of those interviewed rode in the plantation on Saturday, 45% came back again on Sunday and only 5% rode during the week. Most (37%) arrived before noon whilst 50% of riders left after 5 p.m. It can be concluded here that the plantation has a heavy usage pattern during the weekend, clearly denoting that supervision could be required at this time. ✓

G:6

Hewitt (1976) says

'Land managers cannot predict or prepare for the majority as users may not visit the same place twice'.

3:5-9

The graph clearly denotes that most of the users have been frequenting this area for up to and beyond 5 years. ✓

G:6

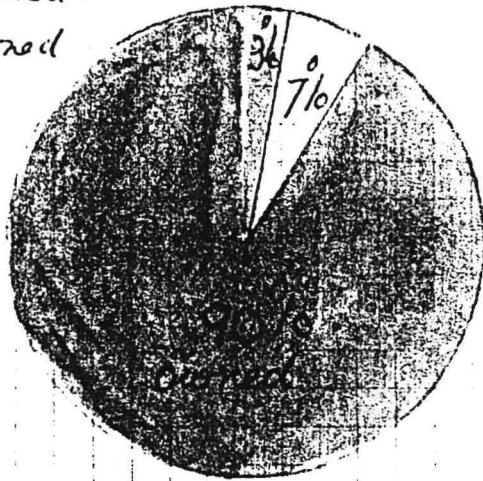
33% of all riders interviewed did not have any knowledge of the boundaries whilst 89% said that the signs did not give enough information about the prohibitive areas. 92% said YES there should be more information available about the boundaries. 50% of all riders interviewed offered suggestions relating to the erection and distribution of signs and brochures. As can be seen by the high percentages recorded in the above data, with relation to signposting, it is essential that the Forestry personnel look to updating this information.

G:7

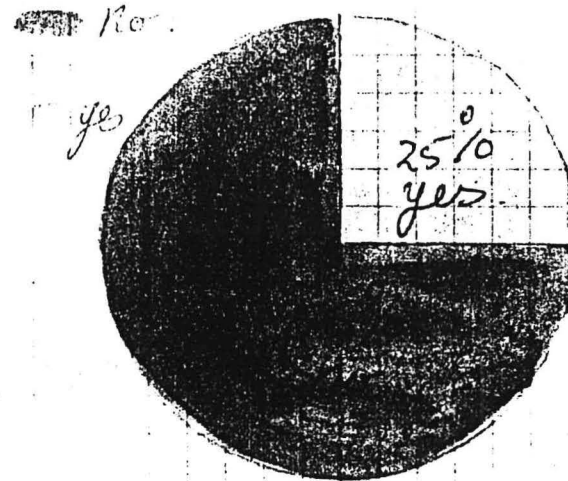
When asked whether they (riders) would be willing to travel to another area to ride 38% replied that they would not be prepared to move anywhere else, whilst nearly 30% would be agreeable to travelling 20 klms. and further. ✓

Graphs Defecting Various Aspects of Bikes And Owners

Friends
Hired
Owned

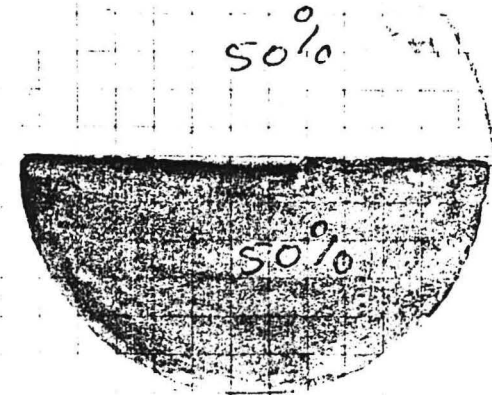


Ownership



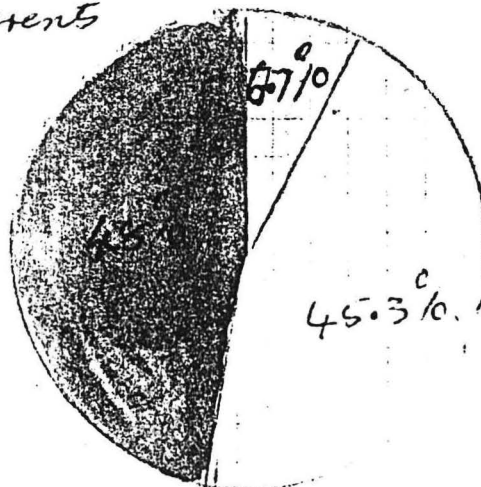
On & off Road
Licensed

No
Yes



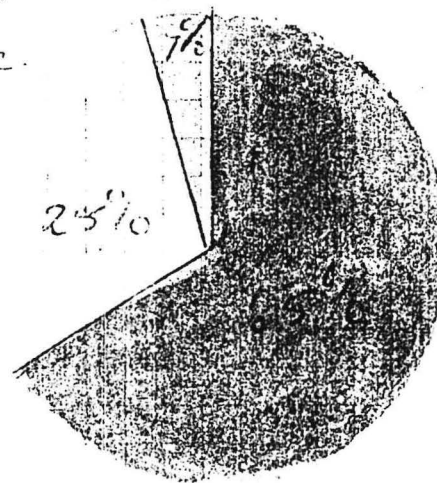
Registered C.R.V

Self
Friend
Parents



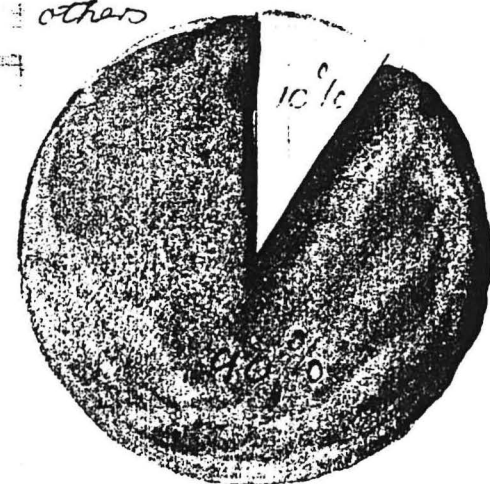
Travel

car
on a bike
etc.



How they

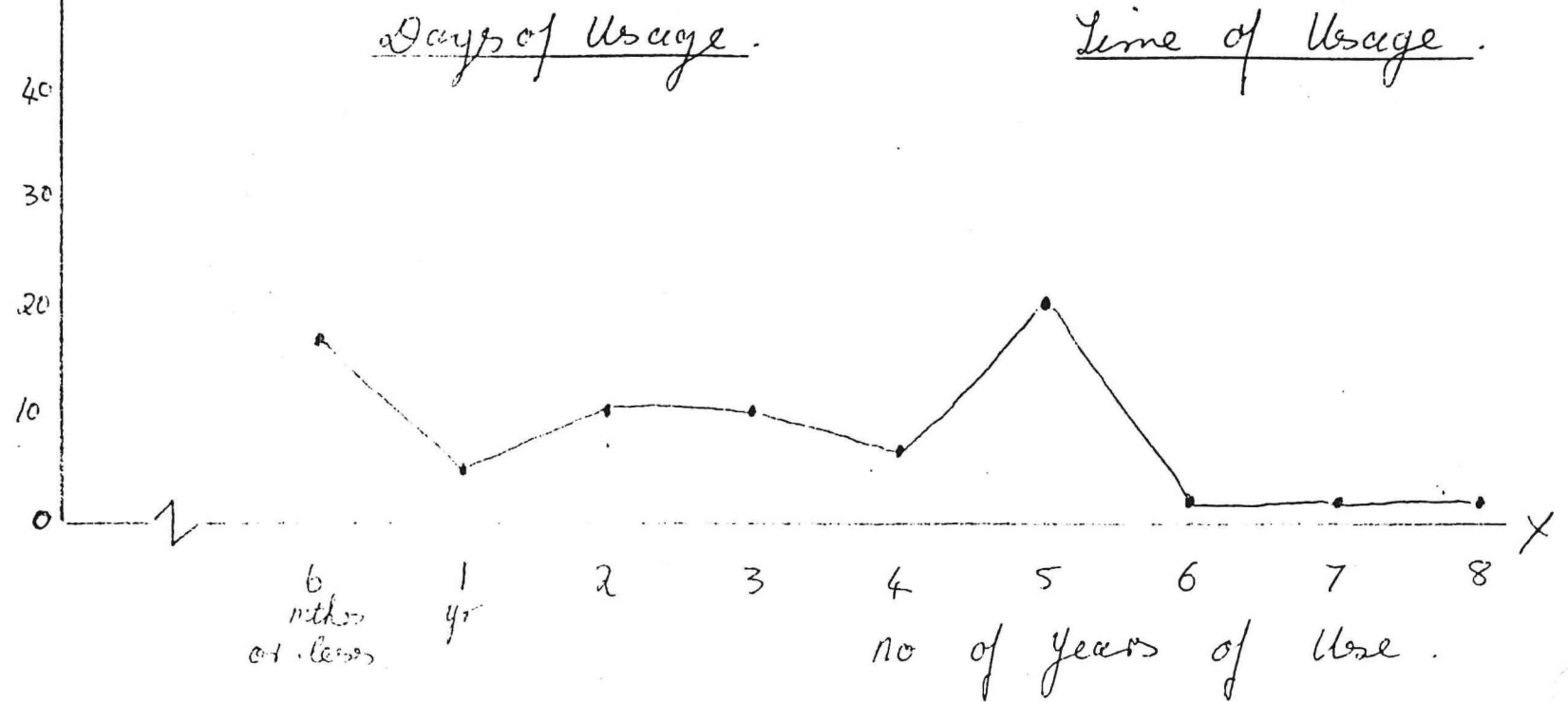
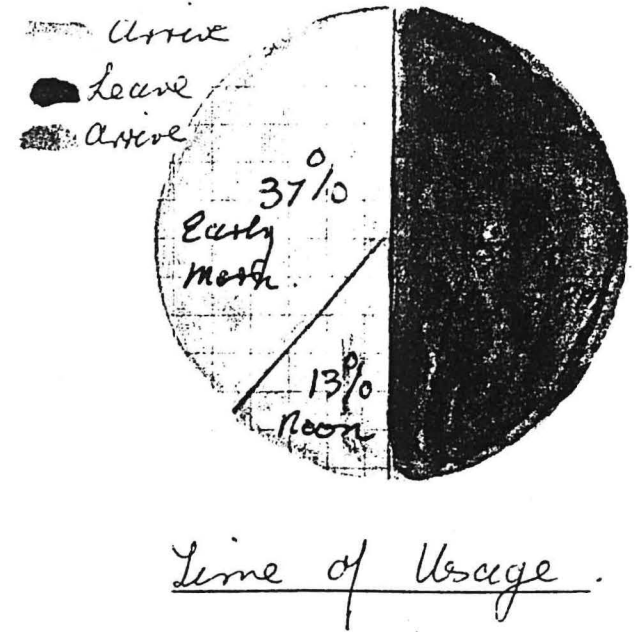
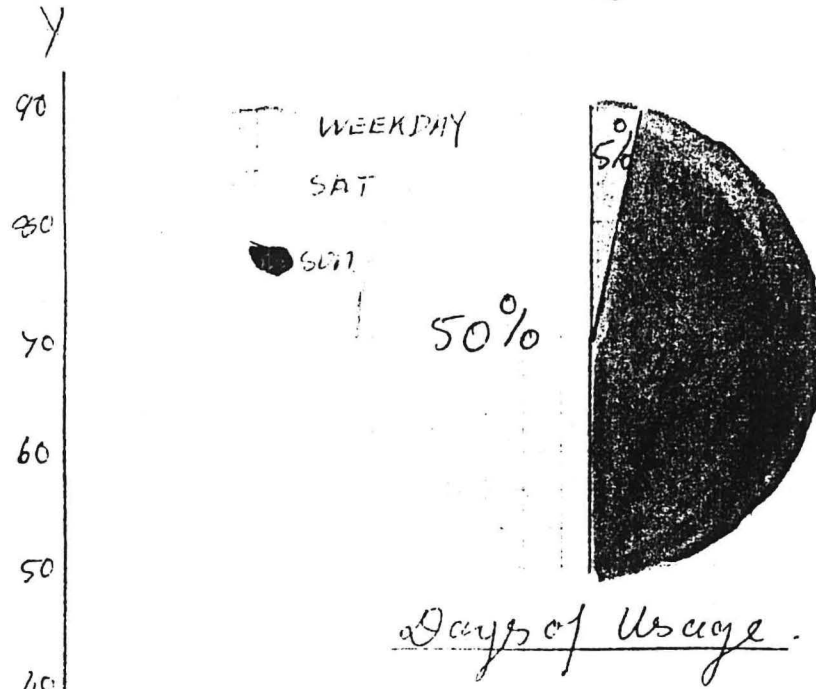
Friends
other



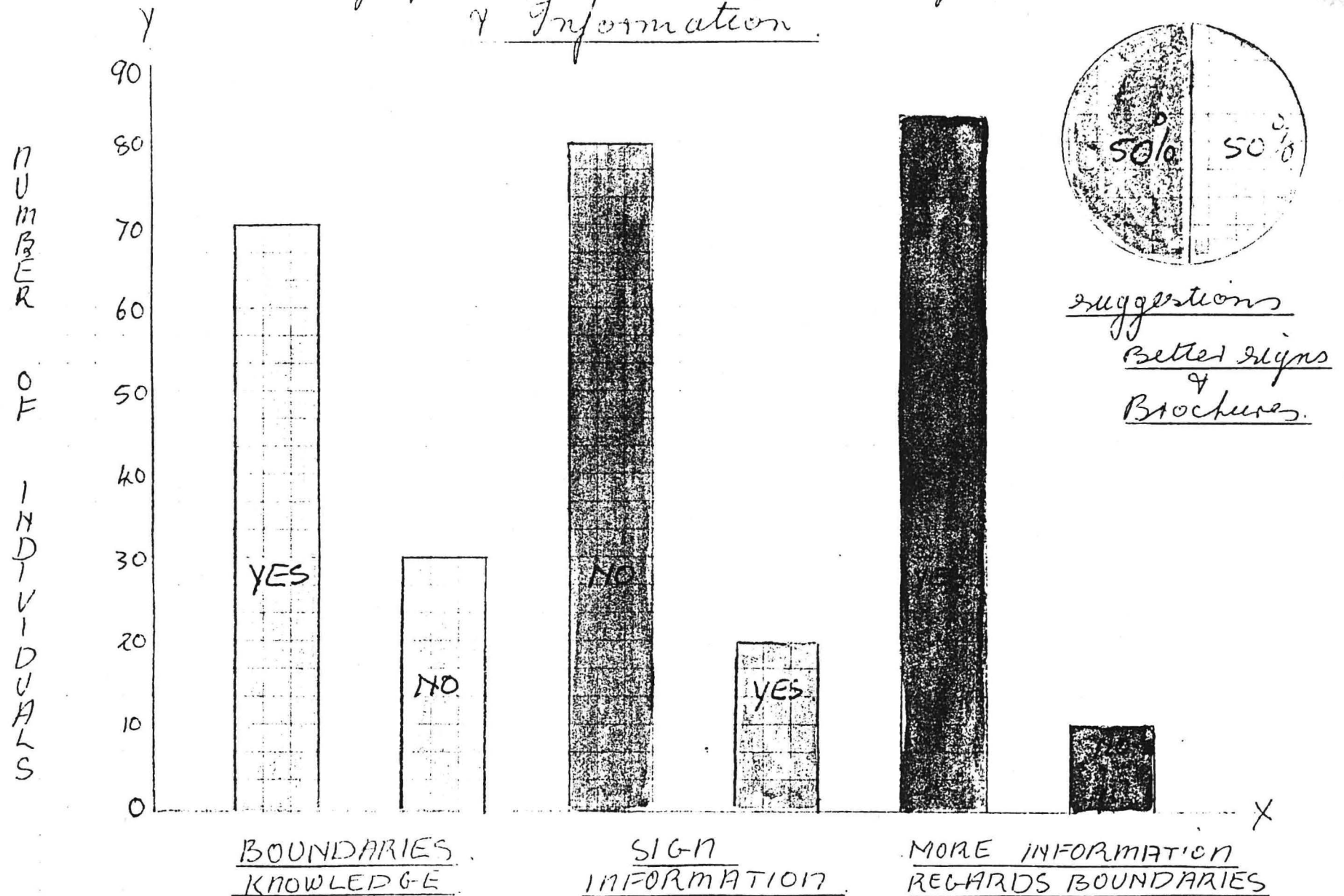
Learning Pattern

Usage Pattern of Plantation

NUMBER
OF
INDIVIDUALS.



Graph on Boundaries, Signs & Information.



Usage cont.

37% had ridden their trail/motor bikes in Mandurah. One may conclude that even if the bikes were re-located the Forests Department may indeed still have riders in the Plantation who might defy authority. ✓ G:8

FACILITIES AND IMPROVEMENTS REQUIRED

89% of people interviewed said that One Way signs were required and 66% said that more traffic signs needed to be erected. We conclude from this data that many consider the present 'open unstructured' system to be less than satisfactory. ✓ G:10

Among the improvements listed by riders the most essential facility required was a shop or kiosk, second to this was a telephone. Other facilities mentioned included Toilets, Water Taps, Bar-be-que and Rubbish Bins. ✓ lease
Tables? hand bore ✓ Parking zone G:11

Due to health reasons the Forestry Department may need to consider some of the abovementioned facilities if they wish to continue management of the recreational area of Ghangara Pine Plantation. ✓

MANAGEMENT

Individual riders were asked whether they felt the area was safe for bike riding. 44% replied that YES they felt it was safe, 33% on the other hand replied in the negative whilst 23% did not answer the question. The reasons stated by those who replied that the area was not safe included:

- 1) Too many idiotic drivers
- 2) Too many hazards
- 3) Not enough supervision by parents

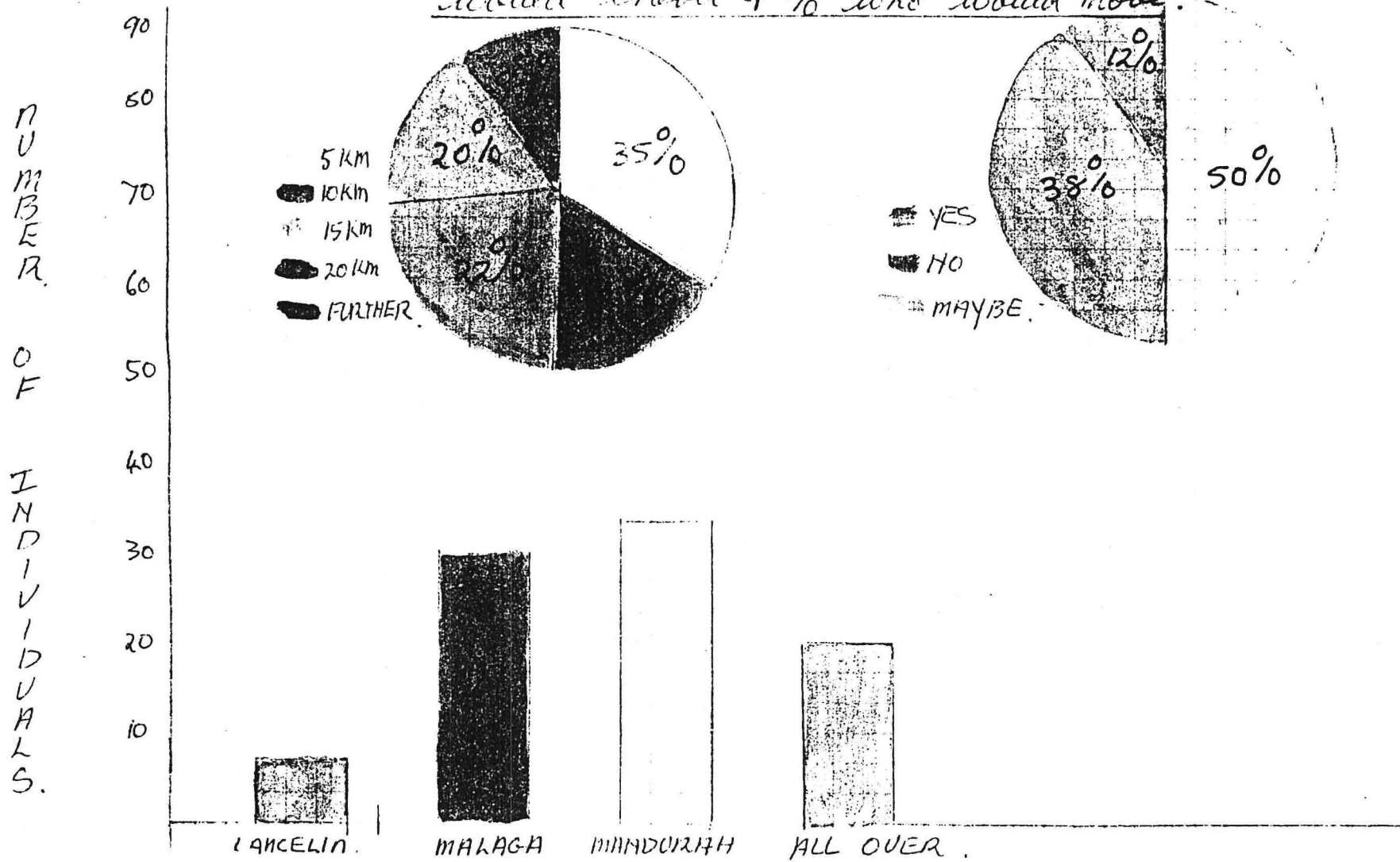
This information was enlarged upon in conversations that we engaged in during our time in the Plantation. We derived from these conversations that many felt these 'idiotic drivers' were basically inexperienced. ✓ G:12
There are a number of trails required for experienced vs inexperienced riders
Only 15% of all riders admitted to having conflict with other users of this area or adjacent areas. It was interesting to read that only 19% of riders had ever been apprehended by a Forestry Officer, however 16% said 'Yes' they had had contact or seen the 'Ranger' but it was impossible for the officer in question to 'catch up' with them.

65% said they had never SEEN any Forestry Personnel in the duration of their riding experience in the Plantation.

This illustrates quite clearly that the Plantation may be inadequately supervised by Forestry personnel bearing in mind the low numbers of people who have EVER been apprehended. ✓ G:13

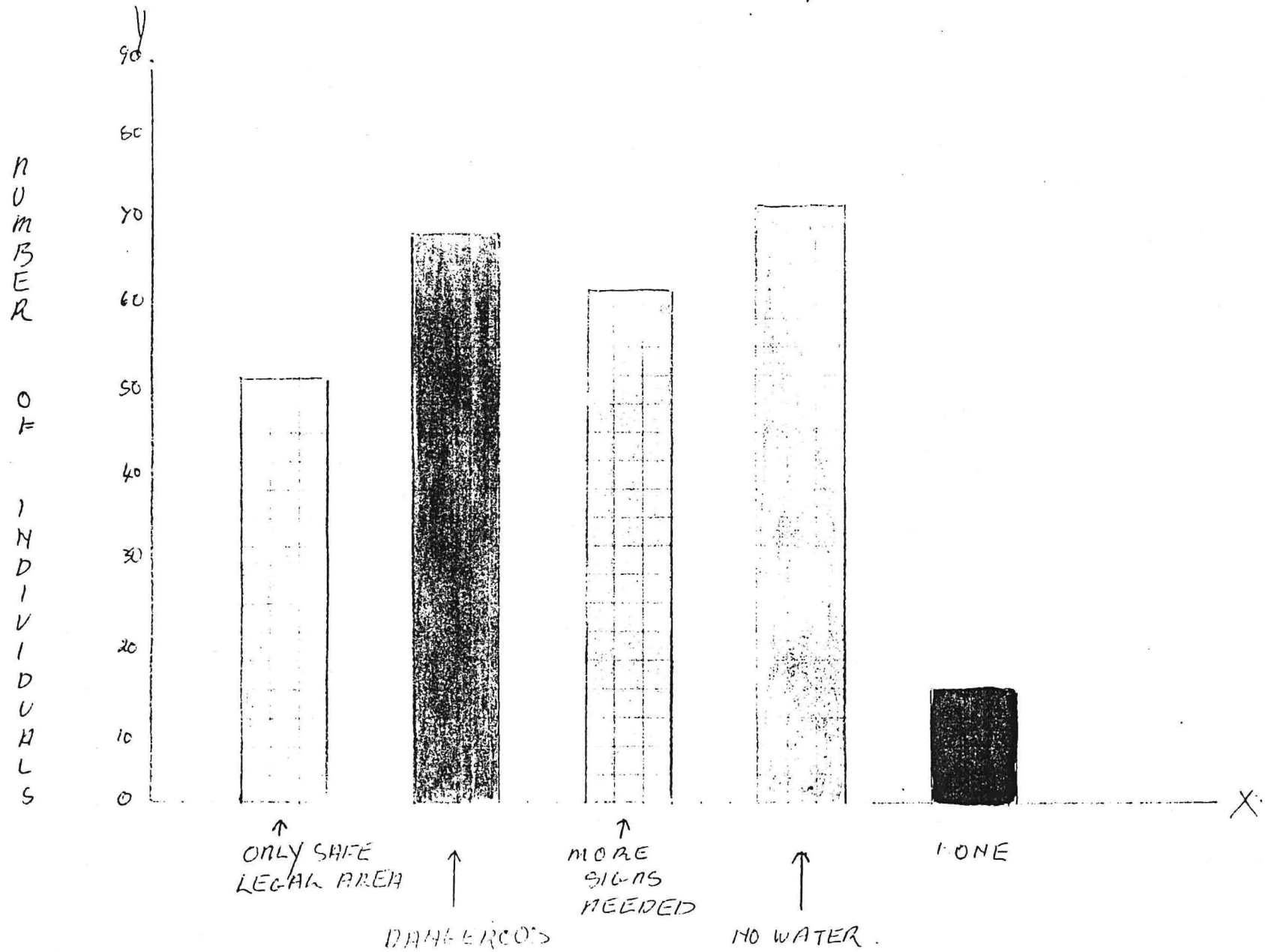
Should we be doing this - or can we use good design in such a way as to render supervision unnecessary.

Other Areas Ridden & How Far Individuals
Would Travel & % who would move.



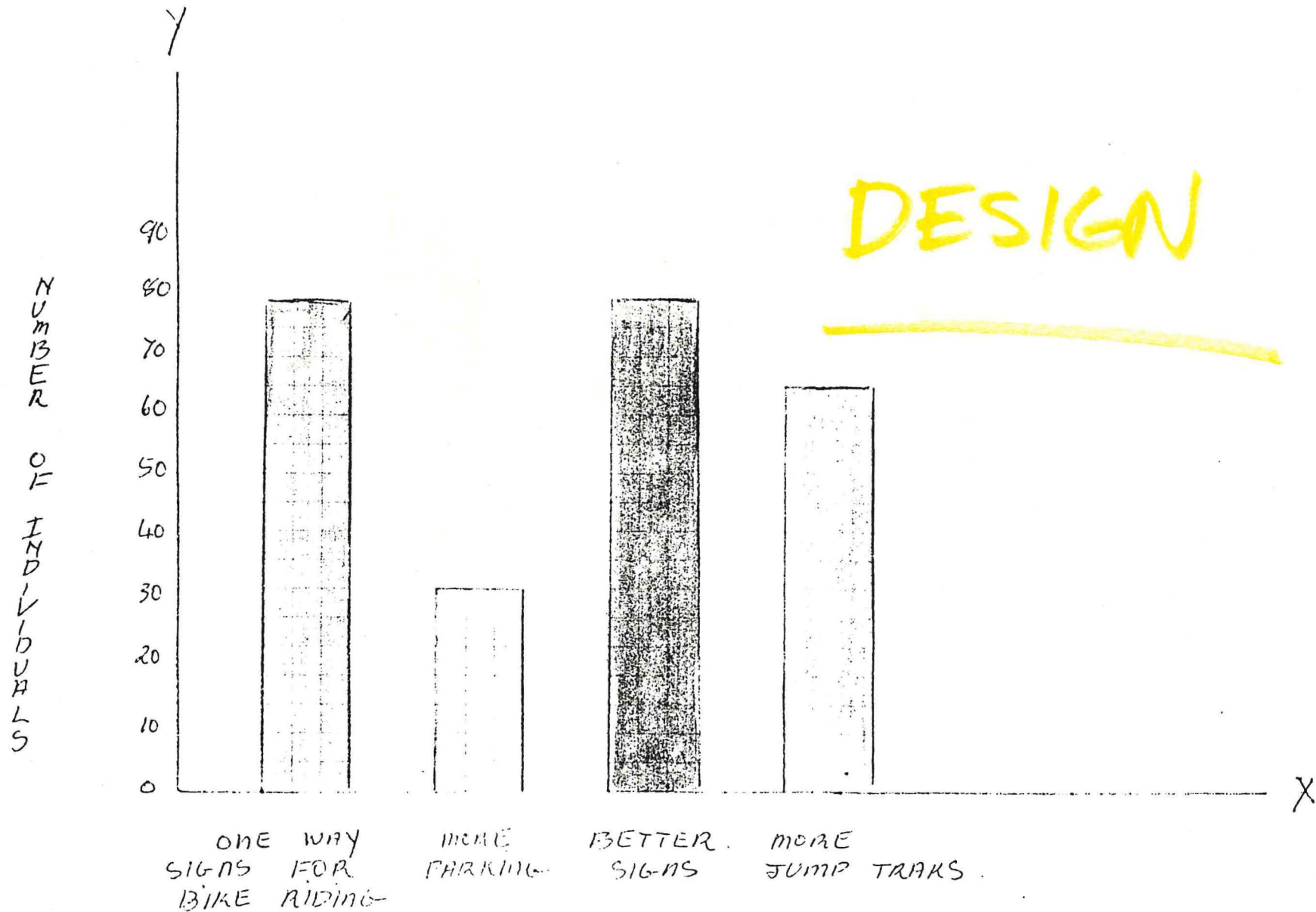
AREAS THAT BIKES ARE
RIDDEN IN

Attributes & Problems of Area.

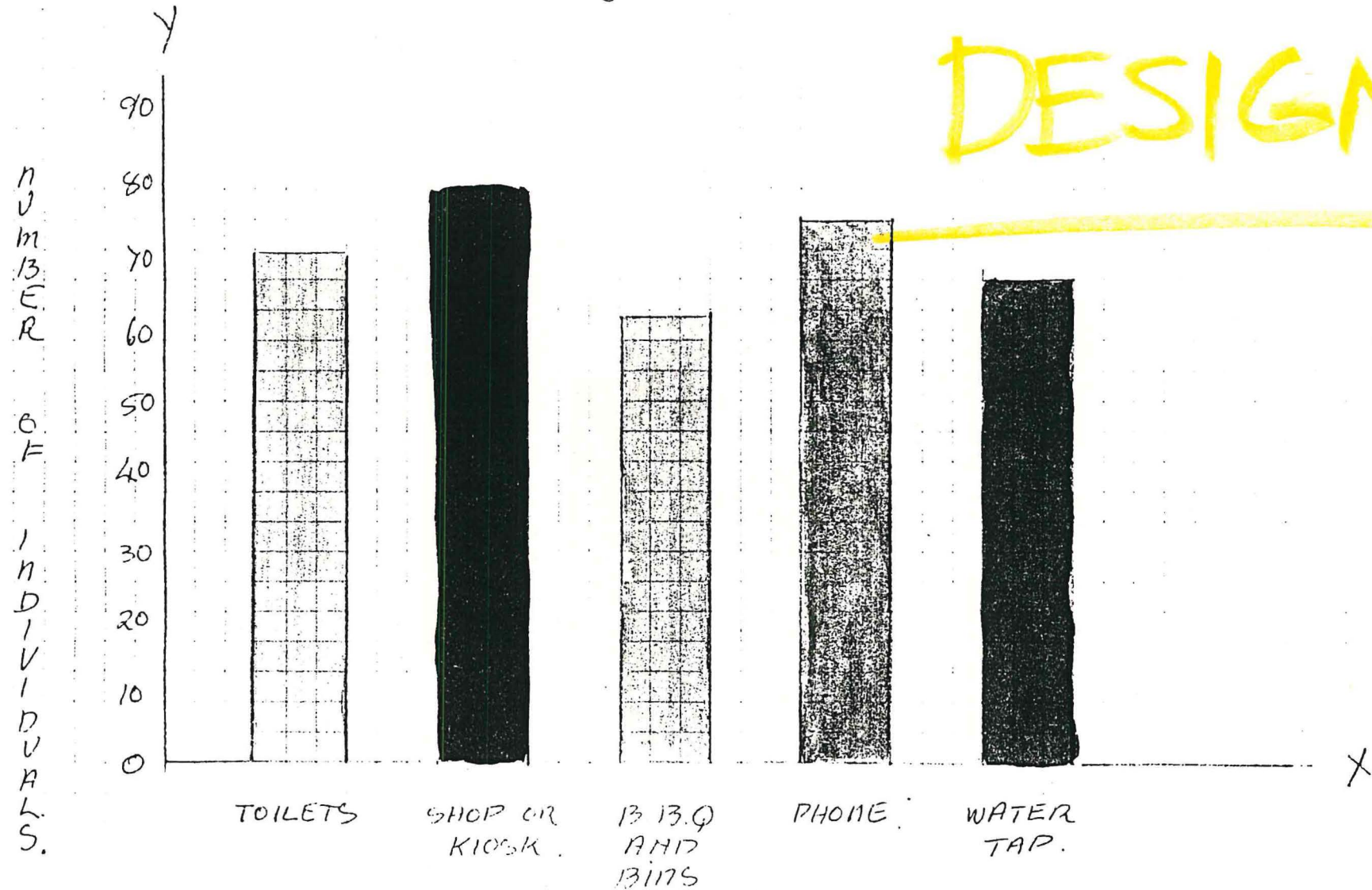


Improvement, Needed to Area.

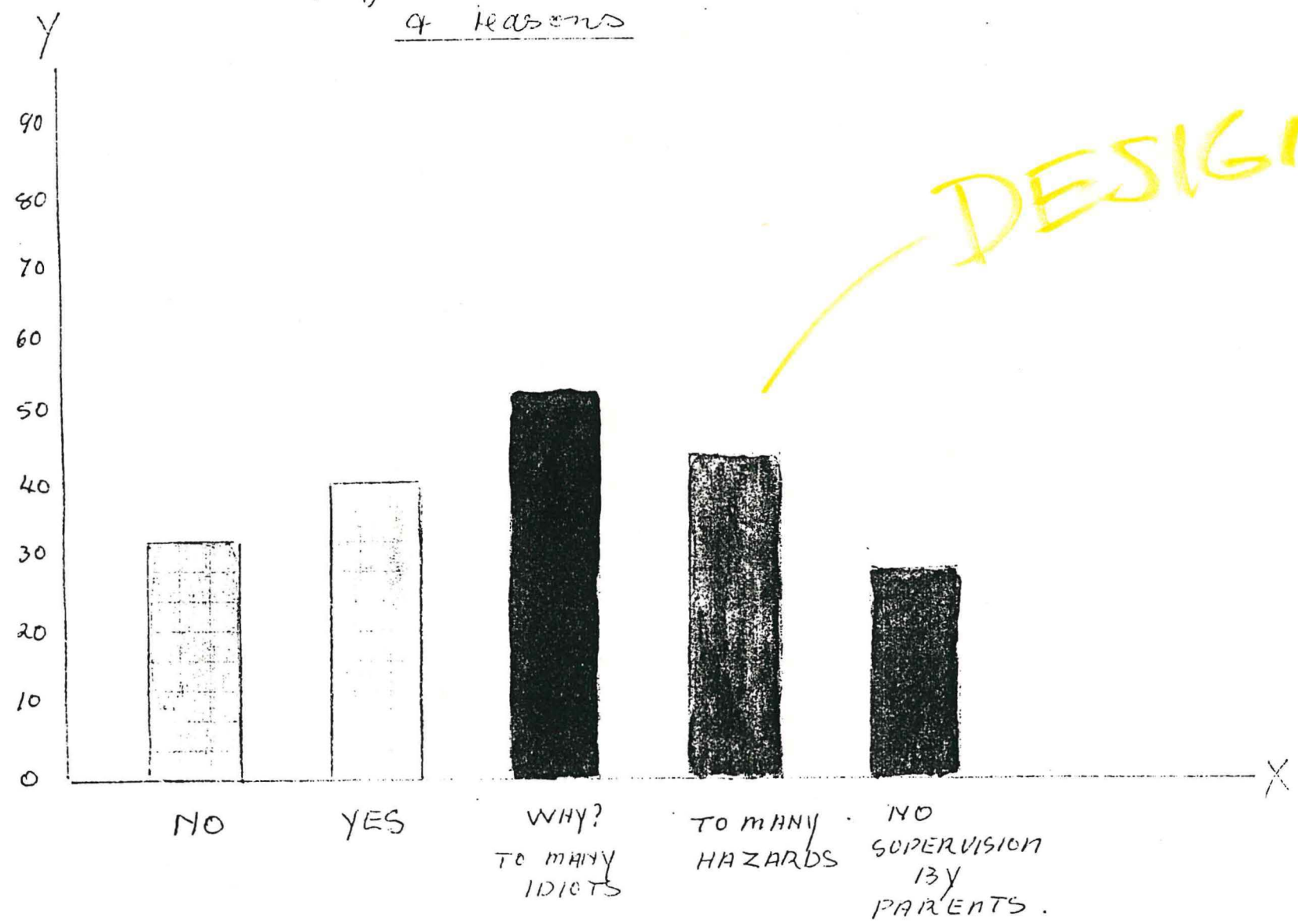
Used to Ride Bikes



Improvements & Facilities in
Riding Area.

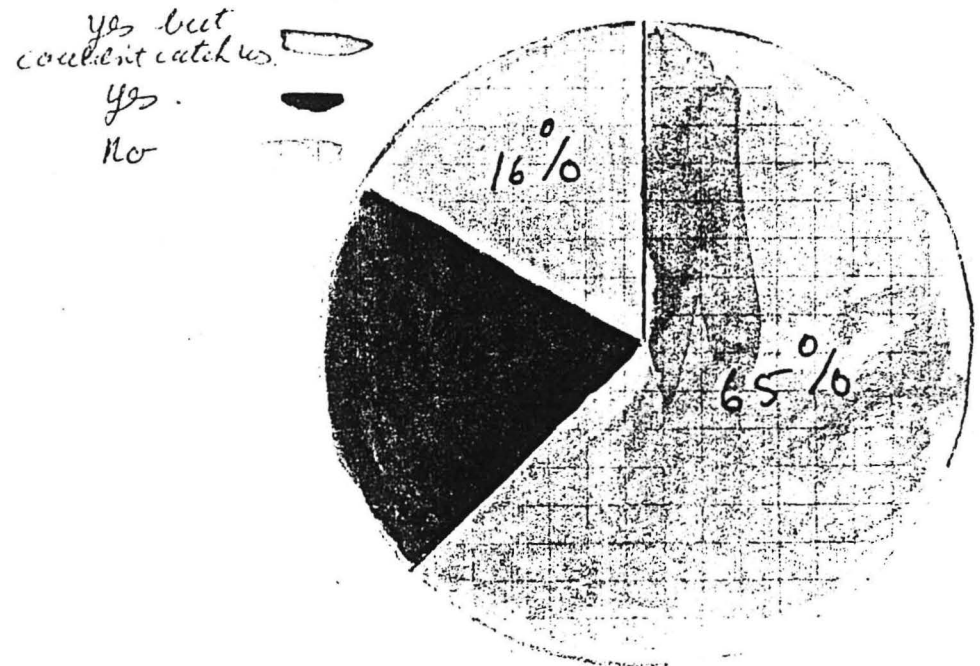
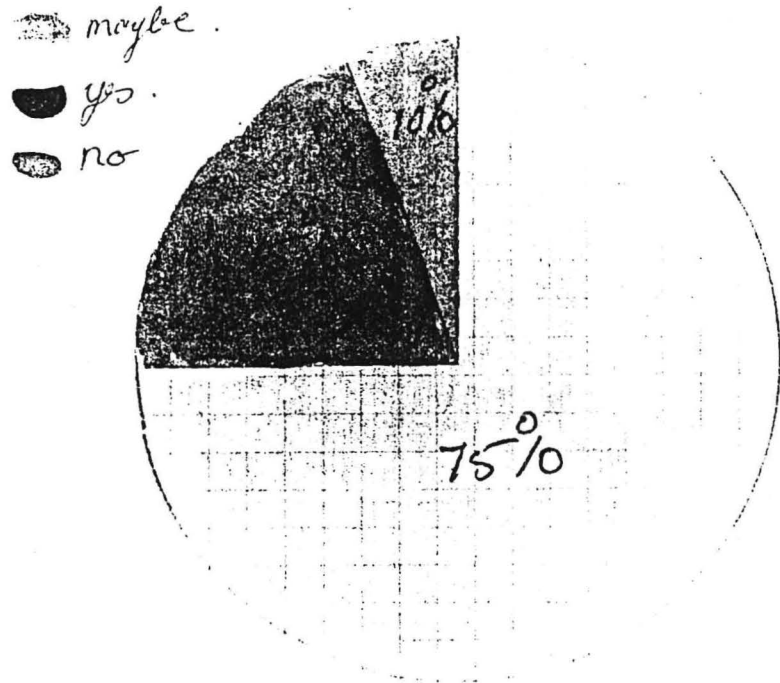


Safety of Area for Bike Riders & reasons



Reasons for lack of

Conflicts & Contact with Forestry
Personnel & other Public



Conflicts with other users
of Pine Plantation

Contact with Forestry
Personnel

OUR RECOMMENDATIONS BASED ON DATA

We feel that the Department of Forests have to address themselves to some immediate problems, with particular regard to health and safety.

1. These riders are primarily under the age of 21 and most of them travel from the lower socio-economic areas of Perth. They are in the main only interested in free lance trail bike riding and could be referred to as the 'unclubbable' youth. ✓

It is our opinion that this area is ideally suited to off-road vehicle use because of its isolation. THEY SHOULD NOT BE MOVED. We feel that more hectares within the recreation area should be made available to the riders. Neither Horses nor picnickers were sighted by us in the four consecutive weekends that we visited the plantation. The Off-Road Vehicle appears to be the primary user of this recreational area and the Motor Cycle area is smaller than the Equestrian section whilst the area allotted to Walks/Picnickers is much larger. Refer Map. ✓

BUT with good design a better/safer experience could possibly be built using a smaller area. Our proposal is to extend the area of 442 hectares which is allocated to the Off-Road Vehicle users. The new borders could include Robinson Road as the western boundary and the eastern boundary could be moved from Eastman Road to Gaskell Avenue.

2. Alarming many of these riders are unlicensed, and many have in their possession (75%) unregistered vehicles, which are high performance machines capable of travelling at 105kms an hour. Many are under age and without adult supervision. The Forest Ranger needs to be aware of these facts and he should have the power to enforce the Off-Road Vehicle Act (Appendix C). The Ranger needs a registered motor bike himself to allow him to patrol the area more effectively. It is our belief that Forestry personnel need to be rostered for weekend duty in order to supervise the Plantation. ✓

3. 72% of riders travel to Gngangara in a Motor Vehicle. These vehicles do not park in a central area.

A Staging Area should be constructed for Parking in One central area.

A Staging Area could include facilities such as Toilets, Kiosk, Rubbish Bins, Water Taps and self contained, coin-fed bar-be-ques.

This facility with these inclusions would encourage people to meet and leave their vehicles in the one spot. ✓

Problems of
F. D. acting
as
Police men

DESIGN

Proposal 3 continued - Staging Area

We believe it would also assist the Forestry Personnel as they could police the area more effectively by banning motor vehicles and trailers in other areas of the Forest. Other benefits include:

- . reduction of traffic congestion
- . free movement of trail bike riders
- . reduction of soil erosion and damage to Plantation

4. The Boundary signs are clearly inadequate. Most said the signs did not give enough information.

Large, clear, colourful signs need to be erected on the public road particularly. These signs should indicate that unregistered vehicles are prohibited. The present Give Way and Stop signs need to be updated by the Main Roads Department as they are not clearly visible.

The signs which indicate the boundaries have faded and they are too small to provide any startling effects, visually. It is also necessary to locate a boundary sign at the southern end (Gnangara Road) which would be clearly visible to the riders when they entered the plantation.

5. Of all improvements listed by those surveyed the idea which was expressed by most was to introduce a one-way direction system.

The present unstructured 'free road' system is potentially dangerous. One Way signs need to be erected to eliminate head-on collisions. On the day we surveyed we witnessed a bad accident. The child involved required surgery and he was rushed to Wanneroo hospital.

6. Another facility which has been overlooked by the Forest Dept. is that of the provision of Rubbish Bins. There is only one rusty, badly damaged bin in the entire recreation area.

7. We are also aware that many users are not wearing safety helmets and protective clothing. We believe that this could be policed by the Forestry personnel, in accordance with the Off-Road Vehicle Act.

CONCLUSION

If the Forest Department are prepared to adopt the above recommendations the land could be managed far more effectively whilst continuing to provide much needed space for this popular form of leisure.

I concur with J. Ednie-Brown when he says:

"Timber production conflicts with mining and agriculture but in varying degrees it is compatible with water catchments wildlife and recreation".

1:71

excellent information

Not Police - not us

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Our thanks also to Mr. Keith Sclater at the Wanneroo Division of the Forests Department who answered our many enquires.

APPENDIX B

THIS SURVEY IS BEING CONDUCTED FOR THE FORESTS DEPARTMENT
IN ORDER TO DETERMINE THE FUTURE USE OF THE
GNANGARA (MOTOR CYCLE) AREA

Information required.

USER CHARACTERISTICS

- a) Age Suburb Postcode
- b) Do you belong to a motor cycle club ? Yes No.....
- c) If not, would you join one ? Yes No.....
- d) How long have you owned a trail or motor cycle ?
- e) Or How long have you been hiring a motor cycle ?

MOTOR CYCLE DETAILS

- a) Type of motor cycle Cubic Capacity
- b) Who owns the machine ? Self Friend Hired
- c) Is it licensed for on-road usage ? Yes No
- d) Is it registered as an off-road vehicle? Yes No
- e) What is the difference between c) and d) ?.....

HOW DO YOU TRAVEL TO THE AREA

- a) Do you travel by yourself ?..... Friend.....Parents.....
- b) What transport is used? Car with trailerUtility.....
Truck Motor Cycle

USAGE

- a) Where did you learn of the Gnangara area?
- b) When did you begin using it ?.....
- c) How often do you use the Gnangara Motor Cycle area ?
Saturday Sunday Weekday Everyday
- d) What time do you usually arrive and leave?
- e) Do you know the boundaries of this area ? Yes No.....
- f) Do the signs give enough information about the
boundaries ? Yes No
- g) Should there be more information available to you? Yes....No...
- h) If yes then what would you suggest?
- i) Do you ride in any other areas in Perth?
- If so where?
- j) If answer No, why?
- k) How far would you be willing to travel to another area?
.....
- l) If another trail bike area was designed and developed according
to your requirements 10 km north of Wanneroo, would you move ?
Yes No

/ SEE OVER

EXPERIENCE

- a) Why do you use this area, what attributes and problems does the area have for bike riding ?
.....
- b) List improvements or new developments that you would like to see in the riding area
.....
- c) List facilities that you will like to see in the riding area
.....

MANAGEMENT

- a) Is the area safe for bike riding ? If not, then list your reasons
 - i)
 - ii)
- b) Have you had any conflicts with other users of this area or adjacent areas? If so, explain
.....
- c) Have you had any contact with Forests Department personnel, in this or adjacent areas? Please give details
.....
.....

Thankyou for your co-operation.

Signed

NOTES:

The owners and drivers of off-road vehicles used in the areas of the State detailed on the back page.

An off-road vehicle is a vehicle which is not licensed under the Road Traffic Act. This means that ordinary vehicles - including four wheel drive vehicles - registered for on road use are not affected.

HOW ARE THEY AFFECTED?

Off-road vehicles must be registered.

Off-road vehicles must comply with prescribed safety and noise standards.

Off-road vehicles can be used only in certain specified areas (Permitted Areas), or on private land with the owner's or occupier's consent.

Children under eight years of age are not allowed to drive off-road vehicles (except on private land where the owner's or occupier's consent has been given).

REGISTRATION

The Road Traffic Authority will register recreational vehicles. Exemption from registration applies to :

- Vehicles already licensed with the Road Traffic Authority.
- Vehicles used exclusively on private land.

Registration will be for twelve months, at an annual fee of four dollars.

A number plate, at a further cost of four dollars, and a Certificate of Registration will be issued for each vehicle.

The number plate must be attached to the rear of the vehicle and the Certificate of Registration carried on the vehicle whenever used in a Permitted Area.

Only a person who has attained the age of eighteen years can register a recreational vehicle.

Third party insurance cover is provided with the registration and third party cover is not compulsory.

Any change of address or transfer of ownership of an off-road vehicle must be notified to the Road Traffic Authority.

VEHICLE STANDARDS

Off-road vehicles must comply with certain prescribed noise and safety standards to qualify for registration and must continue to meet the standards whenever used in Permitted Areas.

Minimum safety requirements relating to the construction and operation of off-road vehicles are laid down in the regulations.

The maximum permissible noise levels are also prescribed in the regulations. It is compulsory for all recreational vehicles to be fitted with an efficient muffler.

PERMITTED AREAS

The Act provides for Permitted Areas to be declared for use by off-road vehicles.

Permitted Areas may be restricted to certain types of vehicles - for example, mini bike areas, dune buggy areas.

Details of Permitted Areas can be obtained from the local council or the Lands and Surveys Department.

FAILURE TO COMPLY WITH THE ACT

The penalties set down for offences against the Act include :

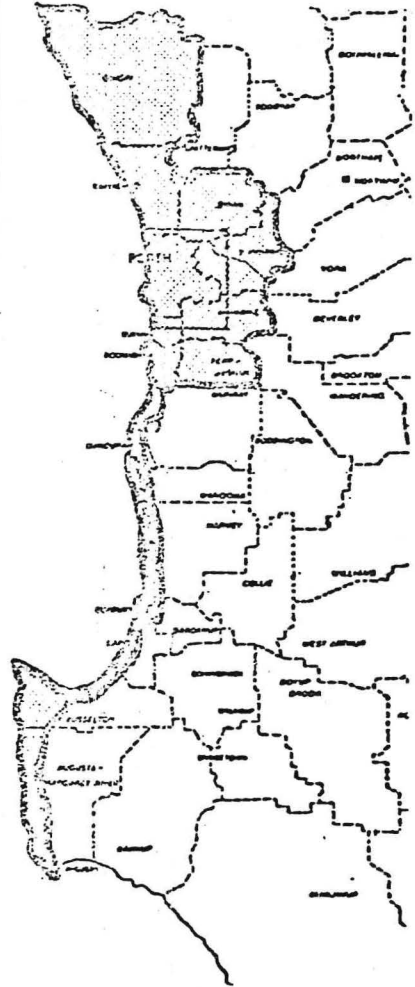
Using an off-road vehicle outside a permitted area	\$500
Using an off-road vehicle in a dangerous condition	\$500
Causing undue or excessive noise	\$200
Failure to register an off-road vehicle	\$200
Allowing a person under eight to have control of an off-road vehicle	\$200

A Court may also order the confiscation of a vehicle for up to one year.

Authorised officers appointed under the Act will be entitled to stop vehicles, require certain information from an owner or a driver, issue infringement notices for offences and in extreme cases impound an unregistered or a dangerous vehicle.

Authorised officers include members of the Police Force, council officers and certain Government officers.

APPENDIX C.

WHERE THE ACT OPERATES

The Act applies to that part of the State shaded on the map. This includes -

- the twenty six municipal councils in the metropolitan area and the Shires of Gingin and Mandurah;
- those portions of the Shires of Waroona and Harvey west of the Old Coast Road;
- the City of Bunbury;
- those portions of the Shires of Capel, Busselton and Augusta-Margaret River west of the Bussel Highway;

In addition to the shaded area shown on the map, the Act also operates in :

- the districts of the country town councils of Geraldton, Albany, Narrogin and Northam;
- all land under the control of the Metropolitan Water Supply, Sewerage & Drainage Board;
- all national parks;
- all nature reserves;
- the townsites of Kambalda and Coolgardie.

Although the Act does not operate outside these areas people should always respect private property and environmentally critical locations such as coastal areas and forests.

FURTHER INFORMATION

Copies of the Act and Regulations are on sale at Parliamentary Papers Sales Offices at 32 St. George's Terrace, Perth, and Salvado Road, Wembley.

Further enquiries should be made to the Road Traffic Authority, a local council or the Local Government Department.

OFF ROAD VEHICLES

A GUIDE TO THE CONTROL OF VEHICLES (OFF-ROAD AREAS) ACT AND REGULATIONS

EFFECTIVE FROM
5TH OCTOBER, 1979

Local Government Department
October, 1979

FORESTS DEPARTMENT

~~50 HAYMAN ROAD, COMO, WESTERN AUSTRALIA~~

~~P.O. BOX 104, COMO, 6152. TELEPHONE (09) 367 6998~~



Address all correspondence: Conservator of Forests

Your ref:

Our ref: GG/12

Enquiries: 980 Wanneroo Road, Wanneroo 6065
Tel. No. 4051 222

Peter Baker,
Park Management Course,
Nedland College,
NEDLANDS 6009

14th July, 1983

Dear Sir,

Possible Research Project for students
involved in Park Management Course

The Wanneroo Division, of the Forests Dept. of Western Australia has in the past and does so to the present day manage a Recreation Area located in the Gnangara Plantation.

The Recreation Area, 1430 hectare in size, includes three definable sub units, these being:-

- i) 446 ha. for equestrian use.
- ii) 542 ha. for pedestrian/picnicing use.
- iii) 442 ha. for motorcycle use.

*** Please refer to the map attached for the location of the Recreation Area and the three sub-units thereof.

Over recent years the use of the Recreation area has increased dramatically. Of major significance is the increased use of the motorcycle area and the subsequent overflow of trail bikes into surrounding areas, in particular the Equestrian area, and private holdings adjacent to Gnangara Road.

Following frequent excursions of unlicensed free lance trail bikes from the allocated motorcycle area, and the subsequent nuisance value thereof, which has resulted in complaints by residents etc. it was suggested that we 'move' the Motorcycle Area to a new location. Thereby, separating incompatible landuses and for incompatible recreation uses. However when this possibility was investigated, it was soon realized the inadequate knowledge/data that we possess or have access to concerning Trail Bike Riding as a recreational pursuit, is very limited.

...../2

*Cully's Motorcycle Shop
Wanneroo Rd - Pine Glades - near.*

We broached this problem with Lou Pike of the Wanneroo Shire who suggested the possibility of Student Research into this problem in the course of their unit studies.

Having considered this further, it was realized that this would present an ideal opportunity for the Forests Department and other Land Management Organisations, to gain an accurate and comprehensive data bank and insight into free lance trail bike riders, their needs, wants, problems, aspirations etc. from which real, practical management decisions can be based upon.

Consequently, we therefore ask that you consider for a topic of investigation and study as a practical project for your students during the coming semester, the subject of Trail Bike use in the Gnangara Plantation Recreation Area.

The Forests Department, Wanneroo would be prepared to aid the students as much as possible in this venture, for example, in administrative aid.

If further information is required and/or if you wish to discuss the project idea and objectives please ring Keith Sclater, Forests Department, Wanneroo on 4051 222.


E.M. Cracknell
District Forester

KDS:JAS
14.7.83

*** Enclosure

Land Owners to be Asked Help Stop Trail Bikes

Wanneroo Shire Council wants to get together with private land owners in a bid to stop destruction of rural areas by trail bikes and other off-road vehicles.

But it's the trail or mini bikes that are causing the main problems, the Shire Council agreed at its last meeting.

Shire President, Cr Charles Searson, said "Ten years growth can be wiped out in one minutes skidding by these trail bikes.

"It's becoming really serious now - you can see the bikes in many parts of the Shire most weekends.

"Parents drive their kids with the bikes on trailers - surely common sense should tell them the damage they are causing," he said.

Other Councillors said not only young people were involved - even middle aged riders had been seen tearing up fragile dunes by wheel spinning activities and many spectators were also being attracted.

Although the police and Shire Officers did what they could and were able to control shire owned land, it was a different matter in relation to privately owned areas.

Shire Clerk, Mr. Noel Bennetts said legislation currently being consid-

ered would hopefully resolve the situation but in the meantime there was little control that could be effected on privately owned land if the co-operation of the particular owner was not previously obtained.

Reports were received of trail bike riding in Sorrento, Marmion, various parts of Whitfords, along dunes adjacent to Whitfords Ave through to northern areas of the Shire.

Cr Searson said "It's open slather at the moment and it is not necessary because the Shire provides an area for these vehicles in Pinjar Road.

"There is no excuse for all the damage being caused in these fragile dune areas."

Cr Searson said it would be understandable; no facilities had been provided although even then it seemed to him that common sense should be used.

But when a facility was provided and still the trail bike users damaged the environment it was time to call a halt.

It was agreed that the Shire Council contact all owners of land subject to trail bike riding and seek co-operation in combating the activity in these areas.

Direction to the mini-bike area at Pinjar Road would be encouraged.

26th July Beach Buggies Cause Damage

Sand drift problems are being caused at Two Rocks Road by the increasing use of beach buggies, Wanneroo Shire Council was told.

Cr. G. Johnson, chairman of the authority's Works Committee, told the Council the sand drift problem was causing concern.

The main cause appeared to be the increasing use of the sand dunes by the buggies.

The matter should be investigated or the problem would continue to worsen, he said.

It was agreed that the Shire Engineering Department should examine the situation and submit a report to a meeting of the Council's Engineering Committee.



A member of the Wanneroo Mini-Bike Club's skilful display team is frozen by our cameraman mid air a split second before a perfect landing. The club as usual put on their highly skilful display at the recent Whitfords Carnival and Wanneroo Show. The photo above was taken during a team display at the Whitfords Carnival.

14th June 1978 Nuisance and Danger Trail Bikes

The problem of lack of control on trail bike riding was highlighted at the May meeting of Wanneroo Shire Council, involving land at Koondoola.

Mr. Keith Wilson MLA drew the Council's attention to complaints he received regarding the nuisance and dangers caused by trail bike riders on open land east of Rendell Way.

Mr. Wilson said the bikes activities constituted a danger to several young children who lived and played in the vicinity.

He said he had been informed that the noise and danger was greatest at weekends when parents actually transported their children with their trail bikes to the point under the impression that the activity was permitted in the area.

Mr. Wilson said he would be grateful if the Shire would do whatever it could to rid the read-

The Shire Council was told that the land in question was unvested Crown land.

It was agreed, however, that a sign be erected and take whatever other action is possible to stop the nuisance.

Legislation to control the use of trail bikes is currently being considered.

Under the proposed rules, announced recently by the Minister for Local Government, Mr. Rushton, certain areas will be set aside for off-road vehicles. But ordinary open space areas would not be available.

In Wanneroo an area has been set aside for trail or mini bikes in the Pinjar Road area.

The Shire Council took the view some time ago it was no use placing a blanket ban unless a

BID TO HAVE OFF ROAD VEHICLES LICENSED

Wanneroo Shire Council receiving support in bid to have off-road vehicles licensed.

This move applies to all bikes and some other vehicles such as dune buggies.

The Marmion, Sorrento, Marmion P and R Association has written giving support.

The Association and the council consider that farm units may be exempted from the licensing procedure.

The council's action follows increasing concern about trail bikes and other vehicles causing damage to open space areas.

It is felt that licensing the vehicles would give a measure of control. The

question of insurance also one concern the authorities.

The Shire of Wanneroo has set aside land near the refuse tip in Pinjar Road for the trail bikes. The council has attempted to take a constructive course by providing an area instead of implementing a total ban without making a site available.

25th Feb 1978

Should make notation of this in your paper

31 May 78

Trail Bike Legislation

Legislation is being considered for the control of off-road vehicles such as trail bikes and beach buggies.

This was reported to the Shire of Wanneroo at its May meeting in a report from Mr. Mick Nanovich, MLA for Whitford.

The Off-road Vehicles Bill had been introduced into Parliament and although it appeared on the surface to be quite simple it was in fact a complex matter.

Mr. Nanovich said that the Government had postponed dealing with the matter till the Spring session in Parliament so that various comments and observations can be received from interested people.

Mr. Nanovich was the convenor of the Joint Committee that met with the Minister on a number of occasions while the legislation was being prepared.

When the issue came up at the Engineering Committee meeting of the Shire of Wanneroo, it was agreed to obtain reports and seek comments on the Bill from Recreation Associations and other organisations for comment.

The observations need to be forwarded to the Shire within two months it was stated.

Trail bikes on open space land particularly near homes have prompted complaints in recent years in various parts of the metropolitan area.

Legislation was proposed three years ago but was dropped because it was claimed what was suggested was far too complex.

At Wanneroo a special area has been set aside for trail and mini bikes.

The Minister for Local Government, Mr. Rush-ton has stated that the aim of the legislation was not to place a blanket ban on mini-bikes but to introduce safeguards to try and avoid some of the conflict that has erupted in recent years.

When seeking reaction from the various local organisations the Shire of Wanneroo will send copies of the Bill so that those invited to comment will be aware of the proposals in detail.

OUR RECOMMENDATIONS BASED on the DATA

1. That they should not be re-located, because the area is so well situated.
2. That the boundaries should be extended.
3. That Forestry Personnel should be rostered for weekend duty in order to supervise the Plantation.
4. That a Staging Area be constructed for Parking. Facilities included should be:
Water, Toilets, Rubbish Bins
5. That clear, colorful, large boundary signs be designed.
6. One Way Direction System
7. That protective helmets, clothing be worn. This should be DONE

