

STATE MOUNTAIN BIKE PLAN

for South Australia

MOUNT LOFTY RANGES REGION
2001 - 2005



Government
of South Australia

Further information

Copies of the State Mountain Bike Plan – Mount Lofty Ranges Region can be downloaded at the Office for Recreation, Sport and Racing and Bicycle SA website.

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Information in this document may be copied provided that full acknowledgement has been made.

FOREWORD

The State Government is committed to meeting the sport and recreation needs of our community. We have been diligent over the years to ensure that new and emerging sport and physical activity pursuits are supported.

Over 42,000 mountain bikes are purchased in South Australia every year – signifying the demand and growth of off road riding. When you consider the great outdoor playground that we enjoy in South Australia, it is no wonder that the activity of mountain bike riding is growing.

Adelaide is internationally renowned as a great place for cycling, and with the Mount Lofty Ranges so close to the metropolitan area, mountain bike riding is a proven popular activity.

This State Mountain Bike Plan – Mount Lofty Ranges Region, is the first of its kind in Australia. It is a Plan that is action-focussed. The initiatives are new and innovative and I believe will become a model for the rest of the country.

The Plan is based on a coordinated approach between Government and the community for the provision and management of sustainable mountain bike opportunities in the Ranges. My intention is to use the Plan to further develop mountain bike riding opportunities in other regions of the State.

The key factor that will make the vision and purpose of the Plan a success, is that it has built on a strong open partnership between State Government, local government, Bicycle SA, mountain bike clubs, cycling organisations, environmental and other interest groups.

I congratulate all of the partners in the development of this Plan and look forward to the many innovative projects to come.



HON IAIN EVANS MP

Minister for Recreation, Sport and Racing
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ACKNOWLEDGMENTS

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contributions and efforts of the following people and the organisations they represent.

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This is the first State Mountain Bike Plan for South Australia and is possibly the first of its kind in Australia to provide a coordinated approach between Government and industry for the provision and management of mountain bike opportunities.

The first stage of the State Mountain Bike Plan focuses on the Mount Lofty Ranges region. The intention is to use this Plan as a blueprint for application to other regions within the State.

The Mount Lofty Ranges presently experiences considerable demand for mountain bike riding opportunities, predominantly in the western face of the Ranges located adjacent to metropolitan Adelaide. There are currently limited opportunities for legitimate mountain bike riding principally due to the recent emergence of the activity and in the most part, an absence of land management policies to accommodate for mountain bike riding. Issues of trail location, multi-use trail sharing, trail design, liability, environmental sustainability and a lack of appropriate information have prevailed.

Research and trend data indicates that mountain bike riding is set to continue to increase in popularity, particularly the involvement of people in non-organised recreational mountain bike riding. The proximity to metropolitan Adelaide and the natural attractiveness of the open spaces in the Mount Lofty Ranges has led to considerable use of the National Parks, ForestrySA reserves, Council reserves and connecting trails. It was the unauthorised riding in National Parks that was the main impetus to commence this Plan. The Plan now seeks to set the path for appropriate and sustainable mountain bike opportunities in the Ranges.

The Plan recognises that much of the environs used for mountain biking in the Mount Lofty Ranges have high biodiversity and conservation importance. Importantly the Plan acknowledges that mountain bike riding is not always appropriate in some areas of the

Adelaide Hills and a coordinated effort is needed to cease some existing unsustainable riding practices and for trail maintenance and rehabilitation work to be performed.

The Plan seeks to ensure that sustainable opportunities prevail through the provision of appropriate new opportunities, assessment and modification of existing trails environments and the cessation of riding on trails that are not appropriately designed or located. Through best practice techniques for trail location, design, management and use, sustainable mountain bike trails and areas can be achieved. This has been demonstrated overseas and the challenge is to apply and adapt these lessons for local environments.

The Plan acknowledges the need to educate the local mountain bike community, other trail users, cycling organisations and land managers to work cooperatively to ensure a successful future and continued mountain bike opportunities

The strategies are grouped to relate to the respective objectives under the categories of Opportunities, Environmental Sustainability, Safety, Economic Opportunities, Facilities of International Standard and Coordinated Planning & Partnerships.

Key strategies identified include:

- Providing a network of sustainable and legitimate cycling opportunities, utilising existing trails, where appropriate, and providing new opportunities for cycling and shared trail use through best practice trail provision.
- Trails are to be assessed, designed, managed and used according to environmental sustainability criteria developed for local conditions.
- Existing trails are to be assessed for compliance with safety criteria in trail management standards and develop mechanisms to report and address hazards.
- Trail rehabilitation work is proposed for existing trails that require improvement to comply with the trail management



standards or closure due to inappropriate location or design.

- Education programs are to be developed for delivery of a code of practice, trail management guideline principles, trail sharing and trail care.
- Improving compliance with trail closures and code of practice through a combination of education, engineering and enforcement.
- Utilise the Greenways Act, 2000 to provide landowners with access agreements and indemnify for liability.
- Establishing a 'Friends of Trails' network and combined code of practice for all trail users.
- Providing opportunities for land and infrastructure necessary for development of local events so that national and international mountain bike events are staged in the Mount Lofty Ranges.
- Establishing a State Mountain Bike (MTB) Committee to provide an on-going coordinated Government/Industry approach to the planning, resource allocation, management and review of the State Mountain Bike Plan.
- Establishing strategic alliances within the cycling community to provide a coordinated and effective focus for mountain bike activities.
- Providing for assistance and funding mechanisms to support mountain bike opportunities and initiatives.
- Forming partnerships with research organisations to gather information and research the effects (environmental, social and economic) of mountain bike activities in South Australia.
- Identifying and providing information and strategic physical links between the mountain bike network and regional attractions and key services.

The Plan provides a series of actions and assigns responsibilities to lead and support organisations. Of note, the following actions are fundamental to the implementation of the strategies:

The Mawson Trail is promoted as the primary bicycle route through the Adelaide Hills. It is proposed that the Trail be extended from the central Mount Lofty Ranges to the Southern

Fleurieu Peninsula and provide a series of loop trails to popular riding areas and routes.

Local trail development and management standards are to be developed and used to assess existing trails for compliance and to identify trails that require modification or cessation of use. These standards will be refined and tested through a number of foundation projects. These projects will also allow education initiatives to begin to teach mountain bike riders (and other trail users) about sustainable trail use and management. By implementing a process of assessment and rationalisation of existing trails and identifying a network of trails that meets a set of criteria approved by key stakeholders, the result will be a managed trail system.

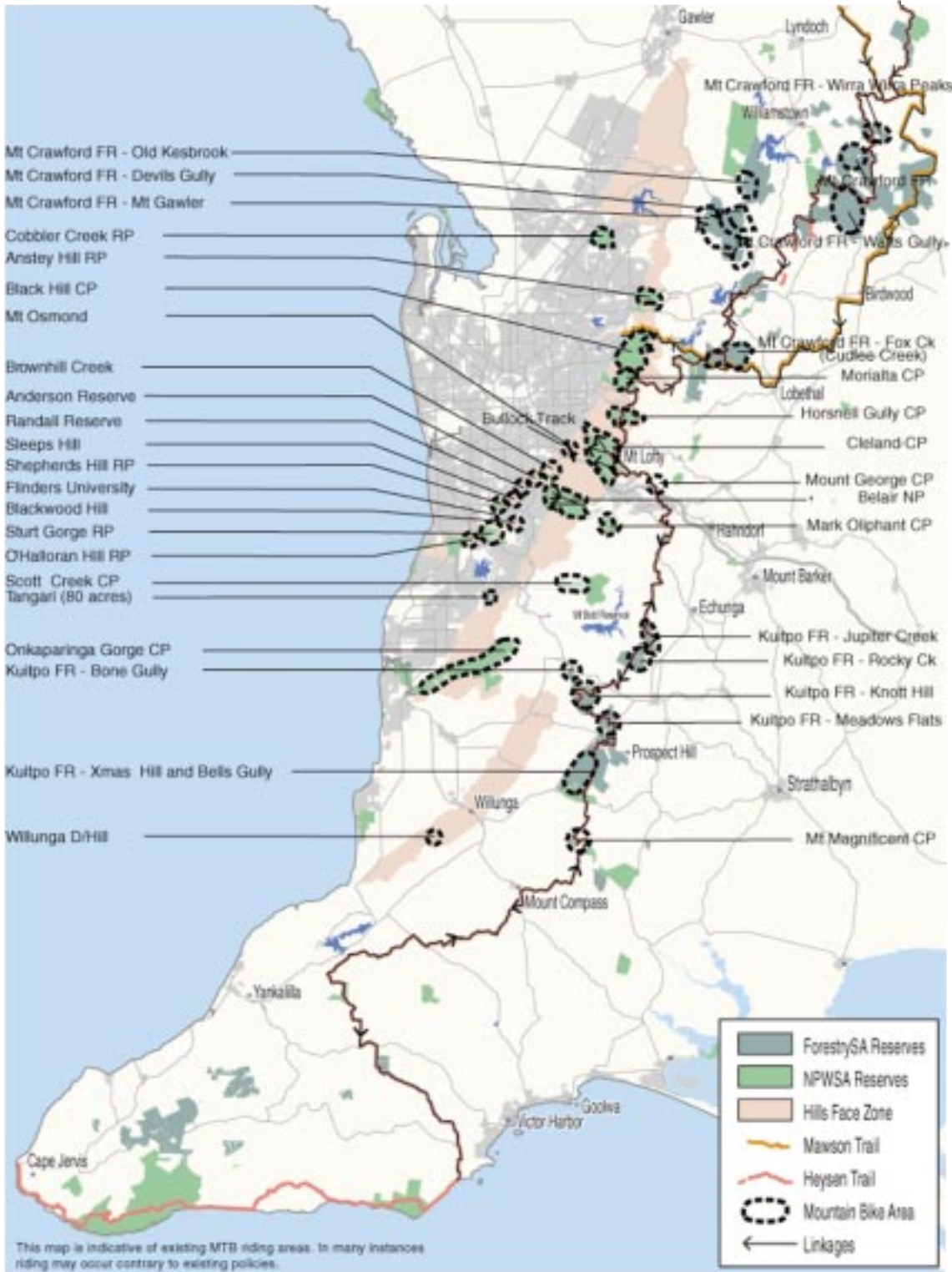
The Plan also highlights a need for land to be identified that has the potential to provide dedicated mountain bike riding opportunities. South Australia can lead the nation through the acquisition of land and development of a dedicated mountain bike park or areas to satisfy a range of objectives including education, best practice trail building, trail management, facility management, events, land care, and land rehabilitation. This initiative can coordinate with other recreational objectives and will assist to meet the demand for a network of open spaces while providing opportunities for world-class mountain bike facilities.

Other initiatives include the establishment of volunteer MTB patrols to provide 'on the trail' education and assistance, trail care crews, a code of conduct and the establishment of a 'Friends of Trails' group to promote cooperative and shared trail use and maintenance, fund raising mechanisms, trail classifications and information delivery.

EXISTING RIDING AREAS

The following map indicates the principal riding localities within the study area. Riding

within many of the areas is not condoned and is, in some circumstances, illegal.



STAGE I MOUNT LOFTY RANGES Known Mountain Bike Riding Areas

1-2

INTRODUCTION

Through a collaborative approach between State Government, Local Government, Bicycle SA, Mountain Bike Clubs, cycling organisations and interest groups, the State Mountain Bike Plan has been prepared for the Mount Lofty Ranges region to manage the dramatically increasing use of mountain bikes within the Ranges. This Mountain Bike Plan maps a path toward the implementation of sustainable mountain bike opportunities in the Mount Lofty Ranges and is intended as a blueprint for other areas of South Australia. The Plan is a strategic plan, with a focus on achievable actions.

The State Mountain Bike Plan has been prepared for the Mount Lofty Ranges over a twelve month period in consultation with a range of stakeholders and the community generally. The development of the Plan in this timeframe complements and integrates with the review of the State Cycling Strategy conducted by the State Cycling Council.

The Plan recognises that there are a number of competing demands involved in providing sustainable mountain bike riding opportunities. The Plan identifies a series of actions and initiatives that are necessary to develop, over time, a balance between the environmental, recreational and social needs.

1-3

BACKGROUND

There is a significant trend in the way people participate in physical activity that is changing the nature of the demand for sport and recreation programs and infrastructure. People increasingly want to participate in recreational and sporting activities that are not part of an organised club structure. Data produced by the Australian Bureau of Statistics clearly shows that the most popular recreation and sport activities, in terms of participation numbers, are those that can be undertaken in a social or non-organised environment. Examples include walking, swimming, cycling and aerobics.

In line with this trend, mountain bike riding is rapidly increasing in popularity and this is placing an increased demand on land managers to provide suitable and safe places for people to ride. Along with this is the need to manage the growth of this new activity and specifically to address the environmental, recreational and safety issues.

Due to the unique nature of the Mount Lofty Ranges and the increased popularity of mountain biking in this region, in its first stage, the State Mountain Bike Plan focuses upon this region only. Many of the issues are common elsewhere in the State, however the terrain, population size, accessibility and environmental significance of the Mount Lofty Ranges justifies developing strategies for sustainable mountain bike riding opportunities in this region as a first priority.

The Government recognises that there are limited suitable and safe places for people to participate in mountain bike riding in the Mount Lofty Ranges. The increasing occurrence of unauthorised riding across a variety of land tenures (principally National Parks) was the impetus for this strategy. The State Mountain Bike Plan is about working with the community and key stakeholders towards a collaborative and coordinated approach to developing and managing environmentally sustainable mountain biking opportunities.

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GUIDING PRINCIPLES

The State Mountain Bike Plan is founded upon a number of guiding principles as described below.

Strategic Planning Approach

Strategic planning is a process for managing and influencing change. It is a flexible and responsive process that sets out broad directions that should be followed and aims to avoid inflexible and quickly out-dated plans.

Strategic plans should clearly express the view of the community for the future, provide leadership, and identify critical issues to be resolved and outcomes to be achieved. Ideally the vision should be a shared one that is developed through a consultative process involving all stakeholders.

Balancing Competing Objectives (Recreation and Conservation)

There is considerable debate around a number of potentially competing objectives for land within the Mount Lofty Ranges. Central to this debate has been the need to achieve a balance between conservation and recreation needs.

This Plan recognises that much of the land presently used for recreational mountain bike riding in the Mount Lofty Ranges is contained within reserves (including National Parks, Conservation Parks, Recreation Parks, Forestry Reserves, Native Forest Reserves, Council Reserves and National Trust of SA land). The purpose for the establishment of these reserves varies. Definitions for these reserves are contained in the Glossary (see Appendix 4 - page 51).

The Plan holds the long-term management objectives for the land as paramount and that recreational use of the land needs to accord with these objectives. While many MTB riding opportunities may exist within these reserves, the Plan recognises that the land has been set aside for a range of purposes and that recreation activities can only occur where the long term goals for the land are not

threatened by the recreational activities. As with other activities in reserves, the decision as to whether mountain bike riding will have a detrimental impact on a reserve will be determined by the professional land managers in consultation with the community.

Practical Action Focus

The State Mountain Bike Plan is a strategic document with a focus on achievable outcomes. The Plan identifies a range of opportunities over short, medium and long-term time periods. The required actions and resources are identified to ensure the outcomes are achieved.

There is considerable momentum in the community for the implementation of the recommended actions. The growth in popularity of mountain biking, the enthusiasm of participants, Government support, natural advantages, community and volunteer resources, industry support and well-timed and complementary Government initiatives, present considerable opportunities to achieve the goals of the Plan.

The Plan recognises that there are a number of potentially competing interests within the study area. This presents a number of challenges for which solutions may not be immediately apparent. In order to explore solutions, the Plan promotes an environment within which new initiatives, and practical testing of those initiatives, can occur. This will be achieved through foundation projects, trail development standards, educational initiatives, the establishment of cooperative and strategic alliances and the adaptation of current best practice for local conditions.

Sustainability

The term sustainability has been used considerably in recent years in a number of contexts, especially in terms of managing activities on land to limit impacts to a sustainable level.

Individuals, communities, corporations, Government agencies, and the United Nations have defined sustainability. The definitions vary, but all are concerned with balancing systems over time. Maintaining a balance between the needs of inhabitants and resources over time is the basis for the concept of sustainability.

The following are two noteworthy examples:

- "Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs." -- United Nations World Commission on Environment and Development
- "Sustainability is the optimal balance of natural, economic, and social systems over time"-- The Florida Centre for Community Design & Research

For the purposes of the State Mountain Bike Plan, 'sustainability' is to be the effectiveness of the Plan and its implementation to ensure that any actions or activities meet the needs of the current generation without compromising the ability of future generations to meet their own needs.

The State Mountain Bike Plan is founded on the ethos that all mountain bike opportunities must be sustainable in an environmental, economic and social sense. This means that opportunities for structured mountain bike riding must not significantly diminish, threaten or result in the unsustainable input of resources to the physical, economic and social environments.

Cooperation and Coordination

The State Mountain Bike Plan is being prepared through a consultative process, aiming to involve all stakeholders. Free and willing exchange of information between

stakeholders is crucial to the effectiveness of the preparation and implementation processes.

There are a number of Government and industry initiatives that have been taken into account when preparing this Plan. These include the State Cycling Strategy, Greater Mount Lofty Ranges Parklands Yurrebilla Strategy, Parklands 21, Metropolitan and Regional Open Space Systems, Recreational Trails Strategy, Rails to Trails, Recreation and Open Space Strategies, Planning Strategy, State Recreation and Sport Horse Strategy, Revegetation Programs and Landcare Initiatives, Regional Biodiversity Programs and Catchment Water Management Plans.

Due to the broad range of issues, objectives, timeframes and organisations, an overall strategy for the provision and management of trails in South Australia is paramount. Plans such as the State Mountain Bike Plan and the State Recreation and Sport Horse Strategy need to coordinate with and provide clear paths for the Recreational Trails Strategy to achieve appropriate outcomes.

Consultation for the preparation of this Plan has drawn out a number of community submissions confirming the need for a clear overall strategy for the provision and management of recreational trails in South Australia.

Input by all stakeholders, particularly land managers, other trail user organisations and the cycling industry and community, needs to be encouraged and fostered to ensure that this Plan continues to remain relevant and is robust in its design to accommodate change until the Plan is reviewed.

Best Practice

The State Mountain Bike Plan and the actions that follow in the implementation phase, are based upon the best available research and examples of mountain bike facilities and management from Australia and overseas.

It is the aim of the project to consider the strengths and weaknesses of the best available examples and adapt and improve the techniques, mechanisms and products for local conditions and to produce models and results that are considered to be the best at the time. The aim is for South Australian outcomes to become the benchmark to which others aspire.

Continual Improvement

It is acknowledged that the management of mountain bike trails and facilities will continue to evolve as the nature of the recreation activity changes or is influenced by other factors such as changes to the recreational or environmental regimes.

Following on from the benchmarks achieved by best practice applications, the actions and outcomes of the State Mountain Bike Plan are to be subject to on-going evaluation and improvement to ensure that South Australia continues to apply the best available models and techniques for managing and providing mountain bike opportunities.

Evaluation

Evaluation of the performance of the State Mountain Bike Plan and the success of its implementation, is integral to all strategies and actions.

Better results and greater acceptance of results are achieved when all stakeholders agree to the evaluation process following their input at the start of the process. The Plan also acknowledges that resources and expert advice are also necessary to achieve effective evaluation processes. Strategic partnerships are proposed with Universities to develop best practice evaluation models. Research and data collection organisations (eg Australian Bureau of Statistics) are also to be engaged to provide credible data collection and thorough analysis of that data.

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AIMS AND OBJECTIVES OF THE STATE MOUNTAIN BIKE PLAN

Aim

The development of integrated and sustainable mountain bike riding opportunities within the State.

OBJECTIVE 1 OPPORTUNITIES

Integrated and accessible mountain bike riding opportunities that meet the needs of key riding groups.

OBJECTIVE 2 ENVIRONMENTAL SUSTAINABILITY

Development, management and use of mountain bike trails in an environmentally sustainable manner.

OBJECTIVE 3 SAFETY

The safety of all trail users through appropriate education, route selection, trail design and construction.

OBJECTIVE 4 ECONOMIC OPPORTUNITIES

Integration of mountain bike trails with other regional attractions, transport routes and services.

OBJECTIVE 5 FACILITIES OF INTERNATIONAL STANDARD

Develop a range of world class competition and event opportunities.

OBJECTIVE 6 COORDINATED PLANNING & PARTNERSHIPS

A coordinated and cooperative approach to the planning and development of mountain bike riding opportunities and issues.

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STRATEGIES

The following strategies and actions flow on from each of the six objectives of the State Mountain Bike Plan under the categories of Opportunities, Environmental Sustainability, Safety, Economic Opportunities, Facilities of International Standard and Coordinated Planning & Partnerships.

The strategies also provide targets for measuring the outcomes, and responsibilities are allocated to lead and support agencies.

The role of the lead agency will be to initiate, motivate, manage, coordinate and take overall responsibility for achieving the targets and satisfying the strategies. The lead agency is not necessarily responsible for funding and resourcing the actions; this can be the role of the support agencies as well as providing information and technical support to the project management carried out by the lead agency. Cooperation and the combination of resources and skills, will be paramount to reaching the goals.

This strategy focuses on the next three to five years. Where appropriate, timelines for each target have been set. The majority of the recommended actions are scheduled for implementation in the next three years. All actions are scheduled for commencement within five years and many are on-going as indicated. Actions will be scheduled for implementation based on logical progression and recognition of the priorities determined through the consultation process.

OBJECTIVE 1 OPPORTUNITIES

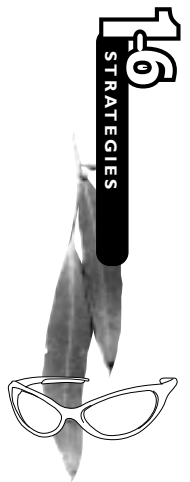
Integrated and accessible cycling opportunities that meet the needs of key riding groups.

STRATEGY 1.1

Provide a network of legal cycling opportunities, utilising existing trails, where appropriate, and providing new opportunities for cycling and shared trail use through best practice trail provision.

Issues / Rationale

- The demand for legitimate mountain bike riding opportunities exceeds supply and is increasing. This is evidenced by a range of data including sales figures, participant numbers in organised events and social rides, club membership and anecdotal evidence from land managers.
- A study of Recreational Trail usage in South Australia (McGregor Tan 2000) indicates that less than 10% of people that cycle on trails belong to an organised cycling club or group. This presents a challenge to deliver initiatives and bring about behavioural change.
- Considerable unauthorised riding occurs in National Parks and Council reserves in an ad hoc manner.
- National Parks and Council reserves may provide a number of mountain bike trail opportunities subject to environmental criteria, trail design and trail sharing acceptance.
- There is no hierarchy of trails or preferred trail network. This makes management of trails inefficient and present management efforts are largely ineffective or absent.
- Greater utilisation of existing trails reduces the need for new trails and the associated impacts upon biodiversity and natural environments.
- Effective links between the metropolitan area and the Hills, and between existing open spaces, can benefit the recreational, touring and commuter cyclists. These links require assessment for environmental/biodiversity significance as part of the evaluation of their appropriateness.
- A wide range of rider groups or categories exists; their preferences for trail experiences vary significantly.
- Casual and recreational riding can co-exist with other trail and park users on appropriately designed trails.
- Potential exists to cater for family, touring



and passive recreational opportunities on existing trails including firetrails, vehicle management tracks, public roadways and with the extension of the Mawson Trail concept.

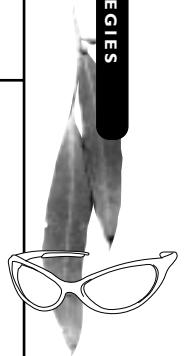
- Competitive or regular, recreational cyclists seeking challenging mountain biking experiences or training for cross-country and downhill racing are attracted to singletrack experiences. Multi-use trails are generally not suitable or desired by these cyclists. Dedicated areas and trails are preferred to meet the demand for these cycling groups.
- Reduced overall risk, trail maintenance and trail conflicts would result from the provision of dedicated areas for mountain biking.
- The provision of dedicated areas will relieve

pressure upon other open spaces and make the allocation of management resources more effective.

- The Mawson Trail (and to a lesser extent, the shared portions of the Heysen Trail) forms a spine for mountain biking in the Ranges. Provision for the extension of the Mawson Trail to the southern Fleurieu Peninsula is required to provide a recognised mountain bike network and to form links for loop trails and riding areas branching off this spine.
- Compliance within the MTB community can be best achieved through a combination of greater provision of legitimate opportunities, education, involvement in trail assessment, trail maintenance and improved compliance provisions. No one action on its own will be effective.

ACTION	Proposed Responsibilities	Target
<p>I.A Examine existing trails for compliance with accepted standards and landowner consent.</p> <p>(Also See Action 2.B, 2.C and 3.H)</p>	<p>Lead Organisations ORS&R/NPWSA/ Bicycle SA</p> <p>Support Organisations Mountain Bike Clubs Planning SA ForestrySA Local Government</p>	<p>Determine trail hierarchy and prioritise trails to be assessed for compliance with environmental and trail management standards.</p> <p>Endorse and mark complying trails and produce trail information.</p> <p>Land owner consent confirmed through memoranda of understandings.</p> <p>Consider utilisation of Recreational Greenways Act. 2000</p> <p>2001 – onwards</p>
<p>I.B Use of inappropriate trails to be discontinued. (See Action 3.D)</p>	<p>Lead Organisations NPWSA/ Bicycle SA / Mountain Bike Clubs</p> <p>Support Organisations ORS&R Planning SA Forestry SA Local Government</p>	<p>Improved compliance with trail closures and code of practice to be achieved through a combination of effective education, engineering and enforcement.</p>

ACTION	Proposed Responsibilities	Target
I.C Rehabilitate damaged trails.	Lead Organisations ORS&R/NPWSA/ Bicycle SA/ Support Organisations Mountain Bike Clubs ForestrySA Local Government	Trail damage caused by inappropriate trail use and design to be rectified through voluntary closures and trail care work conducted by partnership between land managers, MTB clubs, Friends of Parks and Friends of Trails. (See Priority Project 1.7.5)
I.D Identify land with opportunities for dedicated MTB activities.	Lead Organisation DEH (through Greater Mount Lofty Ranges Parklands Yurrebilla initiative) Support Organisations NPWSA Bicycle SA Planning SA ORS&R Local Government Mountain Bike Clubs	Available land is identified and examined for MTB use and future Government land disposal considerations include MTB strategy. 2000 - onwards
I.E Dedicate strategically located land for MTB park/s for recreational riding, education, trail design and management evaluation.	Lead Organisation Bicycle SA Support Organisations NPWSA ORS&R	Suitable land is secured and management agreements finalised. 2001
I.F Assess and determine areas within parks (managed under the National Parks & Wildlife Act, 1972) that are appropriate for mountain biking to contribute to an integrated trail network. Note: The purpose and long term objectives for individual parks will be a major determinant in the nature of MTB opportunities that may be considered. Any changes to current activities will require an additional public park planning phase as an amendment to the Park Management Plan.	Lead Organisation NPWSA Support Organisations Bicycle SA ORS&R Friends of Parks	Cycling is allowed on designated trails within parks and reflected in Park Management Plans. 2001 – onwards conducted on a case-by-case basis in conjunction with the review of Park Management Plans.



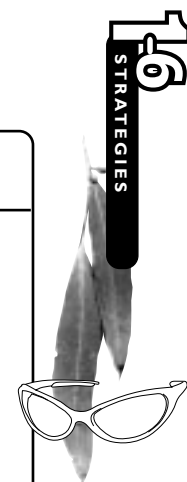
ACTION	Proposed Responsibilities	Target
<p>I.G Promote the Mawson Trail as the primary mountain bike route through the Mount Lofty Ranges with improved signage, promotion, and trail design and management processes.</p>	<p>Lead Organisation ORS&R</p> <p>Support Organisations Bicycle SA Mountain Bike Clubs NPWSA ForestrySA Transport SA Local Government</p>	<p>Mawson Trail clearly sign posted and information readily available to cyclists through printed media and internet.</p> <p>Trail design and route reviewed to provide safe and interesting cycling environments with linkages and information to connect with tourist attractions and township facilities.</p> <p>Investigate need and benefits of establishing Friends of the Mawson Trail and nurture volunteer involvement to achieve targets.</p> <p>Access to Mawson Trail (from metropolitan area) improved. This may be achieved through a combination of improved trail location/design, better use of public transport and improved linkages with the Torrens Linear Park.</p> <p>2002 - onwards</p>
<p>I.H Investigate potential for additional trail sharing of Mawson and Heysen Trails to provide cycle, walking and horse trails.</p>	<p>Lead Organisations ORS&R / Bicycle SA / Horse SA and Walking SA</p> <p>Support Organisations NPWSA ForestrySA Local Government Friends of Heysen Trail Mountain Bike Clubs</p>	<p>Additional shared use of portions of Mawson and Heysen Trails is trialed.</p> <p>2001/2002</p>
<p>I.I Investigate the feasibility of extending the Mawson Trail from Adelaide to southern Fleurieu Peninsula.</p>	<p>Lead Organisation ORS&R</p> <p>Support Organisations Bicycle SA Mountain Bike Clubs NPWSA ForestrySA Transport SA Recreation SA Horse SA Walking SA</p>	<p>Mawson Trail extended from Adelaide to southern Fleurieu Peninsula.</p> <p>2002 to 2005</p>

ACTION	Proposed Responsibilities	Target
I.J Provide a series of loop trails branching from the Mawson Trail with linkages to riding areas and nodes.	<p>Lead Organisation ORS&R/NPWSA Local Government</p> <p>Support Organisations Bicycle SA Mountain Bike Clubs NPWSA ForestrySA Transport SA Recreation SA Horse SA Walking SA</p>	<p>The Mawson trail is integrated with popular riding areas and trails through the provision of signage, information and new linkages utilising road reserves and rail corridors.</p> <p>2002 - onwards</p>

STRATEGY 1.2

Provide assistance and funding mechanisms to support mountain bike opportunities and initiatives.

ACTION	Proposed Responsibilities	Target
I.K Establish methods of funding the growth of mountain bike opportunities in a sustainable and mutually beneficial manner.	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Cycling Industry Mountain Bike Clubs ORS&R NPWSA ForestrySA</p>	<p>Establish mountain bike alliance (charitable trust) to facilitate and encourage industry, government and user contributions to central fund for supporting the development and growth of MTB opportunities in SA.</p> <p>2000 - onwards</p>
I.L Establish Memoranda of Understanding between Bicycle SA with ForestrySA and NPWSA to guide and detail the development, use and maintenance of new and existing trails over the next 5 years.	<p>Lead Organisation Bicycle SA/ Mountain Bike Clubs</p> <p>Support Organisations NPWSA ForestrySA Local Government</p>	<p>Memoranda of Understanding signed between Bicycle SA and cycling clubs with ForestrySA and NPWSA.</p> <p>Note: This will require trail development standards, trail assessment and adequate physical and financial resources.</p>



STRATEGY 1.3

Identify barriers to participation and develop mechanisms to assist new cyclists to access and participate in appropriate mountain bike opportunities.

ACTION	Proposed Responsibilities	Target
I.M Develop mechanisms for point of sale, delivery of information about MTB Plan and locations of appropriate MTB riding opportunities to cyclists.	Lead Organisation Bicycle SA/CIA Support Organisations Mountain Bike Clubs Lead Organisation Passenger Transport Board	Bike shops distribute information and promote goals of MTB Plan. 2002 onwards
I.N Investigate improved public transport availability for cyclists and bikes to access sustainable trails.	Support Organisations Transport SA State Cycling Council Lead Organisation Bicycle SA	Public transport (bus and train) accommodates cyclists and provides links to key MTB sites. 2002 onwards
I.O Identify barriers or factors that prevent participation in appropriate mountain bike riding.	Support Organisations ORS&R DEH Transport SA CIA Mountain Bike Clubs	Barriers identified and strategies developed to address.

OBJECTIVE 2 ENVIRONMENTAL SUSTAINABILITY

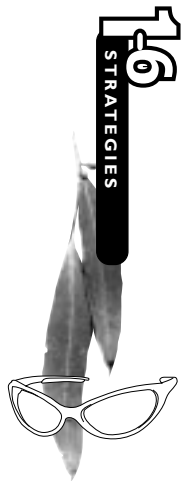
Development, management and use of trails in an environmentally sustainable manner.

STRATEGY 2.1

All trails are assessed, designed, managed and used according to environmental sustainability criteria developed for local conditions.

Issues/Rationale

- Existing trails were not generally designed or intended for MTB use.
- Riding has occurred in a largely uncontrolled manner without an overall strategy.
- No significant local research into the environmental effects of mountain bike use has occurred.
- The Plan needs to ensure that all trails used for mountain biking accord with developed criteria to prevent any significant environmental harm or diminished biodiversity values.
- Locally developed and adopted trail standards to guide selection, design, construction, maintenance and use is required to form a standard for trail assessment and remedy.
- Significant assessment and development is required to produce standards for South Australia.
- Assessment of biodiversity, Phytophthora occurrence and conservation significance are prime determinants for trail location and environmental management.
- Data on Phytophthora occurrence and management is currently limited. Environmental trail standards will need to allow for and input into the development of management practices for affected land.
- Development of trail standards should be integrated with allied projects including the Biodiversity Survey and Greater Mount Lofty Parklands Yurrebilla Strategy.
- Inappropriate trail design and location leads to erosion, sediment travel, trail widening and vegetation damage.
- Existing MTB riding on inappropriate trails has had an adverse environmental impact.
- New trails in native bushland diminish biodiversity value. Utilisation of existing trails is therefore preferred, subject to compliance and monitoring.
- As with all trail use, MTB riding can lead to the spread of pest plants and biological threats such as Phytophthora (die back).
- New trails are created by users without input from a range of stakeholders and without expert advice in relation to biodiversity protection, conservation or trail management.
- Minimal trail maintenance is performed.
- Existing illegal status of popular riding areas prevents cyclists from organising and contributing to trail maintenance.
- The MTB community needs to be pro-active and take steps to address the effects of past practices. Significant expertise and human resources exists within the MTB community to perform trail rehabilitation work.



ACTION	Proposed Responsibilities	Target
<p>2.A Produce trail development and maintenance standards based upon locally founded research, integrated with allied projects and developed in a consultative manner for trail location selection, building and management of trails.</p>	<p>Lead Organisation Bicycle SA/ORS&R/NPWSA</p> <p>Support Organisations DEH ForestrySA Local Government Mountain Bike Clubs Recreation SA Biodiversity experts</p>	<p>Trail development and maintenance standards completed, and endorsed by stakeholders.</p> <p>2001/2002</p>
<p>2.B The trail management standards and practices are tested locally through a series of demonstration projects involving key stakeholders in the refinement and evaluation.</p> <p>(See Action 1.A and 3.H)</p>	<p>Lead Organisation Bicycle SA/ORS&R</p> <p>Support Organisations NPWSA ForestrySA Local Government Mountain Bike Clubs Recreation SA Biodiversity experts</p>	<p>The trail management standards are tested, revised and adopted generally for use in South Australia.</p> <p>2002/2003</p> <p>Sustainable trail management and design is demonstrated and stakeholders involved.</p> <p>2002/2003</p>
<p>2.C Existing trails used for mountain bike riding are assessed for sustainability compliance and their use or design modified to achieve sustainability.</p> <p>(See Action 1.A and 3.H)</p>	<p>Lead Organisation Bicycle SA Relevant land managers</p> <p>Support Organisations ORS&R NPWSA ForestrySA Local Government Mountain Bike Clubs Biodiversity experts</p>	<p>Initial assessment and trail prioritisation to commence in 2001/2002.</p> <p>Priority trails assessed and management plans developed to achieve compliance by 2003.</p> <p>All priority trails to achieve and maintain compliance by 2006.</p>
<p>2.D Mountain biking education programs are provided to promote environmental, safety and social goals.</p> <p>(Environmental programs also included in Action 3.A)</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations ORS&R/NPWSA Transport SA ForestrySA Mountain Bike Clubs</p>	<p>Mountain biking education programs (similar to existing Bike Ed program for road safety) and forums are developed and delivered to secondary schools, TAFE, WEA, Cycling organisations and outdoor adventure companies.</p> <p>2001</p>

OBJECTIVE 3 SAFETY

The safety of all trail users through good education, route selection, trail design and construction.

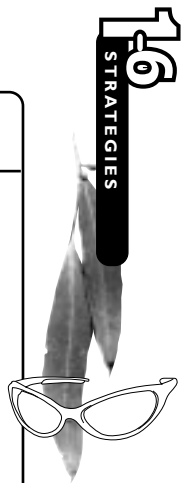
STRATEGY 3.1
 Develop education programs for delivery of code of conduct, trail management guideline principles, trail sharing and trail care.

Issues / Rationale

- Existing trails were not generally designed or intended for MTB use.
- Riding has occurred in a largely uncontrolled manner without an overall strategy.
- Multi-use of narrow trails (singletrack) is established in the pattern of use but will require revision to reduce potential for conflicts and accidents.

- Greater opportunity for singletrack and exclusive experiences sought by the MTB community.
- Lack of opportunities, trail location information and rider education has led to unsustainable riding practices.
- There have been no previous coordinated efforts to address trail sharing and to develop networks of 'friends of the trails'.
- Individual user groups have developed codes of conduct or lobbied for dedicated use trails.
- A locally developed and adopted guide to trail management is needed to provide design criteria and trail sharing standards.
- Overseas examples have benefited from the establishment of trail care crews and volunteer MTB patrols to promote sustainability philosophies, trail sharing ethos, and to perform trail maintenance work.
- Existing trail classification systems do not adequately cater for mountain bike use.

ACTION	Proposed Responsibilities	Target
<p>3.A Bicycle education programs are extended to provide off-road cycling instruction to promote environmental, safety and social goals.</p> <p>(See Action 2.D)</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations ORS&R Transport SA NPWSA ForestrySA Mountain Bike Clubs</p>	<p>Off-road cycling education programs (to complement existing Bike Ed program) and forums are developed and delivered to secondary schools, TAFE, WEA, cycling organisations and outdoor adventure companies.</p> <p>Mountain Bike clubs and individuals take part in trail management.</p> <p>2002 –onwards</p>



ACTION	Proposed Responsibilities	Target
<p>3.B Develop and deliver education and Code of Practice to MTB community and all trail users.</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Mountain Bike Clubs Cycling Industry Association (CIA) ORS&R NPWSA ForestrySA Horse SA</p>	<p>Code of Practice is:</p> <ul style="list-style-type: none"> - Developed and endorsed in conjunction with State MTB Plan. - Endorsed by all recognised cycling clubs - Widely distributed and promoted through clubs, organisations, retailers and at trail heads. - Promoted by retailers and cycling industry. <p>The mountain bike community takes ownership of its responsibility to use and maintain trails in an environmentally sustainable manner.</p> <p>Feedback from a range of trail users and managers reports responsible use of trails.</p>
<p>3.C Establish MTB patrols and provide on-going training, support and recruitment of MTB patrollers to provide 'on the trail' education, basic first aid, perform minor repairs and provide directions and point of contact between trail users and land managers.</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Mountain Bike Clubs ORS&R NPWSA ForestrySA Local Government</p>	<p>Establish and train small teams of MTB Patrols within each MTB Club and with groups of non-club affiliated riders to commence trail education. 2001/2002.</p> <p>Conduct training programs for new MTB patrollers. 2002 –onwards</p> <p>Sufficient MTB Patrols established to ensure regular exposure and contact with cyclists and trail users. Positive results and feedback received from landowners and trail users. 2003 –onwards</p>
<p>3.D Reinforce educational initiatives with effective and sufficient enforcement/compliance resources.</p>	<p>Lead Organisation NPWSA Local Government ForestrySA</p> <p>Support Organisations Bicycle SA Mountain Bike Clubs MTB Patrols ORS&R</p>	<p>Regular presence of land managers to regulate use of trails.</p> <p>The ability for volunteers (from support organisations) to supplement human resources provided by Lead Organisations is investigated.</p> <p>Improved compliance achieved through a combination of effective enforcement, education, and engineering. (See Action 1B)</p>

ACTION	Proposed Responsibilities	Target
3.E Develop a system for trail classification and trail marking for MTB use	<p>Lead Organisation Bicycle SA / ORS&R/</p> <p>Support Organisations Mountain Bike Clubs Bicycle SA Walking SA Horse SA ForestrySA</p>	<p>Trail classification system developed (taking into account Austrails and existing Mawson Trail signage) and trail marking implemented starting with priority trails.</p> <p>2002/2003</p>

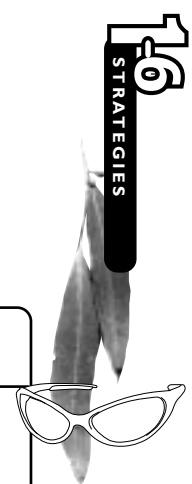
STRATEGY 3.2
Establish a 'Friends of the Trails' network and Code of Practice.

Issues / Rationale

- Trail sharing between walkers, horse riders, cyclists and joggers is commonplace and will continue to grow in prevalence in line with the trends that indicate continued popularity for 'non-organised' recreational activities.
- There is considerable common ground and

- shared objectives between the range of trail users and managers.
- Some user groups have developed Codes of Practice. Coordination is required between various codes to resolve competing and incompatible interests.
 - Uncoordinated or competing initiatives of each user group will be ineffective without a cooperative approach.
 - Trail conflicts can be reduced through better understanding of other trail user needs.
 - A 'Friends of Trails' group could provide a coordinated forum for effective education programs and resource allocation for projects.

ACTION	Proposed Responsibilities	Target
3.F Promote the establishment of a 'Friends of Trails' network with representation from all stakeholders and user groups.	<p>Lead Organisation ORS&R / Recreation SA</p> <p>Support Organisations NPWSA ForestrySA Friends of Parks Inc Friends of Parks Groups Mountain Bike Clubs Bicycle SA Walking SA Horse SA</p>	<p>Friends of Trails network established and terms of reference agreed.</p>
3.G Develop an up-to-date Code of Practice for all trail users.	<p>Lead Organisation ORS&R</p> <p>Support Organisations NPWSA ForestrySA Recreation SA Proposed Friends of Trails Bicycle SA Walking SA Horse SA Mountain Bike Clubs</p>	<p>Code of conduct for all trail users developed and adopted by key stakeholders by 2002.</p> <p>Delivery methods and timing to be determined.</p>



STRATEGY 3.3

Assess existing trails for compliance with safety criteria in trail management standards and develop mechanisms to report and address hazards.

ACTION	Proposed Responsibilities	Target
<p>3.H Existing trails used for mountain bike riding are assessed for safety compliance in accordance with trail management standards and their use or design modified to achieve sustainability.</p> <p>(See Actions 1.A, 2.B and 2.C)</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations ORS&R/NPWSA DEH ForestrySA Local Government Mountain Bike Clubs</p>	<p>Initial assessment and trail prioritisation to commence in 2001/2002.</p> <p>Priority trails assessed and management plans developed to achieve compliance by 2003.</p> <p>All priority trails to achieve and maintain compliance by 2006.</p>
<p>3.I Develop a system for MTB patrols and trail users to report trail hazards.</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations ORS&R/NPWSA ForestrySA Local Government Mountain Bike Clubs</p>	<p>Trail hazards regularly reported to land managers and action taken by land managers or MTB patrols to address hazards.</p> <p>Delineation of responsibility for tasks and remedial action to be clearly defined.</p> <p>2001/2002</p>

STRATEGY 3.4

Indemnify landowners and minimise exposure to risks for landowners and cyclists.

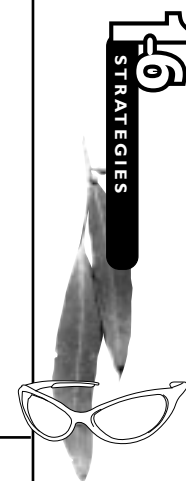
Issues / Rationale

- There is presently little or no information readily available to land managers, cyclists or other trail users regarding legal rights and responsibilities involved with trail use in South Australia.
- Land managers and other trail users are exposed to risk when their land is used for mountain bike riding (or other recreational

activities) irrespective of whether the cycling (or other trail use) occurs with the owners consent or not.

- Cycling is perceived as a low risk and unstructured activity. As such many cyclists are not aware of potential liability or the availability of insurance for third party, property or personal accident insurance covers.
- The majority of recreational mountain bike riders do not belong to a cycling organisation or club and do not access insurance cover that such organisations provide access to.

ACTION	Proposed Responsibilities	Target
3.J Raise awareness of risks, responsibilities and rights of land owners, trail managers, cycling organisations and cyclists	Lead Organisation Bicycle SA Support Organisations Mountain Bike Clubs CIA ORS&R/NPWSA ForestrySA Local Government	Develop an information booklet containing general legal information in the style of the Legal Services Commission publications eg 'Mountain Biking and the Law'. 2002 Promote and resource the capacity of Bicycle SA to provide legal advice to cyclists and cycling organisations. 2001 - onwards
3.K Where appropriate, implement and promote use of Access Agreement provisions of Recreational Greenways Act, 2000 to indemnify landowners.	Lead Organisation ORS&R Support Organisations Bicycle SA Mountain Bike Clubs CIA	Landowners have been indemnified, where appropriate.
3.L Provide and promote affordable and accessible insurance packages for cyclists.	Lead Organisation Bicycle SA/ CIA Support Organisations Mountain Bike Clubs	Coordinate insurance packages and investigate methods for delivery of insurance packages at point of sale and through cycling organisations.



OBJECTIVE 4 ECONOMIC OPPORTUNITIES

Integration of trails with other regional attractions, transport routes and services.

STRATEGY 4.1
Identify and provide information and strategic physical links between the mountain bike network and regional attractions and key services.

Issues / Rationale

- Integration between mountain bike trails and regional attractions, transportation routes and services fosters local business growth such as food and refreshment sales, related tourism activities, small scale accommodation and bike hire and riding instruction etc.
- Mountain bike events can be self-funding and provide economic benefits to the local economy.
- Information is needed about the direct and flow-on economic effects of mountain bike activities and events.

ACTION	Proposed Responsibilities	Target
<p>4.A Integrate State MTB Plan with related Government economic and tourism strategies.</p>	<p>Lead Organisation Proposed State MTB committee (See Action 6)</p> <p>Support Organisations SA Tourism Commission Transport SA Planning SA Regional Development Boards Adelaide Hills Tourism Local Government</p>	<p>MTB strategy and priorities recognised and provided for where appropriate in State Tourism Strategy and Regional Development Board Plans.</p> <p>2001 – onwards (as strategies are reviewed)</p>
<p>4.B Form strategic alliances with SA Tourism Commission, Regional Development Boards and Regional Tourism Boards</p>	<p>Lead Organisation State MTB committee (See Action 6)</p> <p>Support Organisations SA Tourism Commission Regional Development Boards Bicycle SA Local Government Mountain Bike Clubs Orienteering Association SA</p>	<p>SA Tourism Commission, Regional Development Boards and Regional Tourism Boards are involved in the preparation and review of MTB strategy and specific projects.</p> <p>Co-opt SA Tourism Commission, Regional Development Boards and Regional Tourism Boards Representative to State MTB committee on an 'as needs' basis.</p>
<p>4.C Promote the Mawson Trail as the backbone of the MTB network and promote the economic benefits of association with the Mawson Trail. Ensure that any extension of the trail considers economic opportunities.</p>	<p>Lead Organisation Regional Development Boards ORS&R</p> <p>Support Organisations SA Tourism Commission Proposed State MTB committee Bicycle SA Local Government Mountain Bike Clubs</p>	<p>Mawson Trail is universally recognised and valued as a means for supporting tourism and local business enterprise.</p> <p>Key tourism attractions and local business considered and included in new linkages and loop tracks from the Mawson Trail.</p> <p>Local business contributing resources, endorsement or becoming MTB alliance members.</p>

ACTION	Proposed Responsibilities	Target
<p>4.D Investigate opportunities to bid for or support major MTB events or events that include MTB components.</p>	<p>Lead Organisations Bicycle SA Regional Development Boards</p> <p>Support Organisations SA Tourism Commission Mountain Bike Clubs Local Government Recreation SA Orienteering Association SA</p>	<p>Opportunities identified and major mountain bike event/s are secured.</p> <p>2001/2002 –onwards</p> <p>Coordinate the MTB events included in the Australian University Games to be held in Adelaide in 2002 and 2006.</p> <p>Ensure that Adelaide has (or can provide) MTB event facilities that meet the requirements of the International Sports Federation.</p>
<p>4.E Research and distribute information depicting the economic benefits of MTB use within the Mount Lofty Ranges.</p>	<p>Lead Organisation CIA</p> <p>Support Organisations ORS&R SA Tourism Commission Aust Bureau of Statistics Bicycle SA Mountain Bike Clubs Regional Development Board</p>	<p>Information on the benefits of recreational and competitive MTB activities are collected and included in regular surveys and reports prepared to assess the contribution of recreational activities.</p> <p>'Fact Sheet' developed on economic benefits of MTB activities to provide an economic overview of the benefits of MTB industry on an annual basis.</p> <p>2002/2003 – onwards</p>



OBJECTIVE 5 FACILITIES OF INTERNATIONAL STANDARD

Develop a range of world class mountain bike competition and event opportunities.

STRATEGY 5.1

Provide opportunities for land and infrastructure necessary for national and international mountain bike events to be staged in the Mount Lofty Ranges.

Issues / Rationale

- Adelaide has an established national and international cycling profile through events such as the Tour Down Under, Solar Challenges and the Alligator Cup Endurance Race.
- Adelaide has not yet capitalised upon the natural advantages to host MTB events. There is a considerable range of venues all within relatively close proximity and with good access from the city.
- The local mountain bike community has a solid base and experience in developing competition tracks and running local events.
- With some assistance, the local skills and

expertise can be developed to provide competitive and popular national or international events.

- Only one round of the national downhill competition is held locally. This event is held on private land without Government assistance.
- Events can be self-funding and provide economic benefits to local economy.
- Several different disciplines of mountain bike events exist. While there are some opportunities for facility sharing to occur, there are also some specific needs that require individual facilities.
- Multi-sport events (eg Southern Challenge) are emerging as popular and significant events that include mountain bike riding components.
- National Parks draft 'Cycling in Parks' policy provides that cycling events will only be permitted on roads and tracks accessible to public vehicles. Such roads and tracks are not preferred for MTB competitions and do not meet criteria for world class competition facilities.
- World-class events, or nationally significant events, do not necessarily need to involve competition but can be participation based eg Victoria's 'Around the Bay in a Day' ride.

ACTION	Proposed Responsibilities	Target
<p>5.A Identify key sites for each discipline of MTB competition and determine economic feasibility and resources required for competition facilities investment to occur.</p>	<p>Lead Organisation State MTB committee (see Action 6A)</p> <p>Support Organisations Australian Major Events Bicycle SA Mountain Bike Clubs ORS&R MTBA Orienteering Association SA</p>	<p>Sites identified for cross-country, downhill, and dual slalom, MTB orienteering and trials competitions.</p> <p>Resources determined and strategies for obtaining resources and on-going management developed.</p> <p>Potential determined to develop existing or new 'non-competitive' events to achieve national or international status.</p>
<p>5.B Provide training and assistance (or improved access and information for existing courses) to event organisers to improve quality of events and management practices.</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Mountain Bike Clubs ORS&R Orienteering Association SA</p>	<p>Event management courses run for local event organisers.</p> <p>Input of landowners and surrounding landowners/occupiers taken into account to provide high level of community acceptance for events.</p>
<p>5.C Explore funding opportunities to provide improvements to existing competition and event infrastructure.</p>	<p>Lead Organisations ORS&R Bicycle SA Mountain Bike Clubs Orienteering Association SA</p> <p>Support Organisations ForestrySA Local Government Recreation SA SA Tourism Commission Australian Major Events</p>	<p>Infrastructure improvement achieved through user pays and utilisation of recreation/sporting grants. Eg chair lift established at key downhill track.</p> <p>2002 - onwards</p>



OBJECTIVE 6 COORINATED PLANNING & PARTNERSHIPS

A coordinated and cooperative approach to the planning and development of mountain bike riding opportunities and issues.

STRATEGY 6.1
 Establish a State MTB Committee to provide an on-going coordinated Government/industry approach to the planning, resource allocation, management and review of the State Mountain Bike Plan.

Issues / Rationale

- Mountain bike riding occurs over a variety of land tenures and is managed in various ways.
- There is presently no overall governing body to provide direction, management, information and education to the mountain bike community.
- The State Mountain Bike plan preparation has brought together a range of stakeholders to form a cohesive and effective project management group.
- To date, mountain biking has not had an effective peak body in South Australia. Bicycle SA as the peak body for recreational cycling and cycling education, is best placed to provide leadership and administration to an on-going mechanism for mountain bike management.

ACTION	Proposed Responsibilities	Target
<p>6.A Establish a State MTB committee to oversee the implementation and review of the State Mountain Bike Plan and to have input into other strategic plans and to advise Government and the cycling community in relation to resource allocation.</p> <p>(See Action 4.A and 5.A)</p>	<p>Lead Organisation ORS & R</p> <p>Support Organisations Bicycle SA Transport SA NPWSA DEH (Biodiversity) ForestrySA Mountain Bike Clubs Local Government Friends of Parks Walking SA Horse SA Planning SA Water Catchment Management Boards</p>	<p>State MTB Committee established with all relevant stakeholders, terms of reference agreed.</p> <p>ORS&R providing management and administration support.</p> <p>Terms of reference and responsibilities to be established initially.</p> <p>2001</p>
<p>6.B Establish process for evaluating success of State MTB Plan.</p>	<p>Lead Organisation Proposed State MTB Committee</p> <p>Support Organisations Bicycle SA Universities Mountain Bike Clubs Orienteering Association SA</p>	<p>Evaluation model and program developed for the assessment of the State MTB Plan.</p> <p>2002/2003</p>

ACTION	Proposed Responsibilities	Target
<p>6.C Use evaluation methods developed above to test success of foundation projects.</p>	<p>Lead Organisation Bicycle SA Proposed State MTB Committee</p> <p>Support Organisations Universities NPWSA ForestrySA Mountain Bike Clubs Local Government Biodiversity experts Water Catchment Management Boards Orienteering Association SA</p>	<p>Foundation projects evaluated and recommendations for broad use promoted.</p> <p>2001/2002</p>
<p>6.D Promote the incorporation of MTB priorities into the State Cycling Council initiatives including the State Cycling Strategy and continue to have input.</p>	<p>Lead Organisation Proposed State MTB Committee</p> <p>Support Organisations State Cycling Council Bicycle SA Transport SA Mountain Bike Clubs</p>	<p>Continue to ensure the State Cycling Council incorporates and supports the strategies from the State Mountain Bike Plan.</p>
<p>6.E Promote the recognition and incorporation of the MTB strategies and actions into relevant Government Strategies.</p>	<p>Lead Organisations Planning SA</p> <p>ORS&R SA Tourism Commission Local Government Bicycle SA</p> <p>Support Organisations NPWSA State Cycling Council State MTB Committee</p>	<p>MTB strategy and priorities recognised and provided for where appropriate in State Planning Strategy, Greater Mount Lofty Parklands Yurrebilla Strategy, State Tourism Strategy, Regional Recreation and Sport Strategic Plans and Recreational Trail Strategy.</p> <p>2001 – onwards (as strategies are reviewed)</p>
<p>6.F Promote the recognition of relevant MTB activities and sites within Local Government Development Plans</p>	<p>Lead Organisation State MTB Committee Local Government Planning SA</p> <p>Support Organisations Bicycle SA ORS&R NPWSA ForestrySA Mountain Bike Clubs Orienteering Association SA Other land owners</p>	<p>All key MTB sites are recognised and provided for in Council Development Plans and Recreation/Open Space Strategies when they are developed or amended.</p> <p>2001 – onwards</p>



STRATEGY 6.2

Establish strategic alliances for the cycling community to provide a coordinated and effective focus for mountain bike activities.

ACTION	Proposed Responsibilities	Target
<p>6.G Promote the affiliation of cycling organisations with Bicycle SA to provide a coordinated peak body for mountain bike activities and develop strategies to attract recreational cyclists to join.</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Cycling Industry Association Mountain Bike Clubs Orienteering Association SA</p>	<p>Affiliation of existing MTB organisations achieved and membership of peak mountain bike cycling body (Bicycle SA) increased.</p> <p>Effective methods to attract recreational cyclists to become members are implemented.</p> <p>2001 - onwards</p>
<p>6.H Develop cooperative management strategies with agreements between peak body, cycling groups and land managers</p>	<p>Lead Organisation Bicycle SA</p> <p>Support Organisations Mountain Bike Clubs ForestrySA NPWSA Local Government</p>	<p>Memoranda of Understanding established between land managers and cycling bodies to assist in the management, design and maintenance of trails and facilities used for mountain biking.</p>

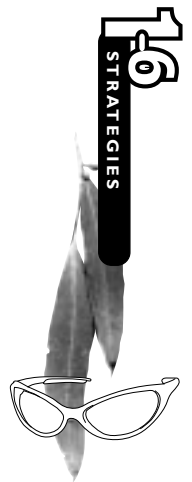
STRATEGY 6.3

Establish strategic alliances with research institutions to gather information and research the effects (environmental, social and economic) of mountain bike activity in South Australia.

Issues

- Effective evaluation processes need to be developed and agreed at the beginning of the process.
- An agreed process involving all stakeholders' inputs will provide better results and a higher level of acceptance.
- Resources are required to develop evaluation processes.

ACTION	Proposed Responsibilities	Target
6.1 Establish research program with universities.	Lead Organisation Bicycle SA Support Organisations Universities	Local university endorses study and student/s engaged for thesis or undergraduate study into effects of MTB use. 2002 - onwards



17 PROJECTS

Priority Projects and Implementation

The following section briefly describes a number of key initiatives identified in the strategies that are important for the State Mountain Bike Plan to achieve its goal of providing achievable outcomes and actions.

It also sets out in more detail the

partnerships involved and the contributions and resources required to bring about these initiatives. This will enable stakeholders to plan for their participation and make available the funds or resources required by their contribution.

1 TRAIL DEVELOPMENT & MANAGEMENT STANDARDS

TRAIL DEVELOPMENT & MANAGEMENT STANDARDS for South Australia

Description:

Preparation and delivery of the first MTB trail development and management standards for South Australia to demonstrate world best practice in trail building, management and maintenance.

The standards will be prepared through a synthesis of international examples, expanded and refined to produce a unique and locally applicable working document.

The standards will incorporate selection and design criteria for environmental sustainability, safety, trail selection, trail classification, development, management and maintenance.

Benefits:

- An agreed reference document is essential to form the basis of all trail selection and management decisions and evaluation of trail use and improvement.
- The trail management standards will be used as the foundation for the demonstration projects, MTB Park and future trail initiatives.
- The trail management standards will be transferable and applicable to other riding areas within the State. (Some local variations for soil and vegetation types will be necessary).
- The trail management standards will be applicable to long-term trails and temporary trails used for special events or competitions.
- Consultation has indicated strong support (particularly amongst land managers) and urgency for the development of standards to assist trail development and management.

Lead Agency:

ORS&R/Bicycle SA

Contributing Organisations:

NPWSA Planning SA
ForestrySA Mountain Bike Clubs

Resources required:

- Project management and staff (Bicycle SA)
- Staff and administration costs (ORS&R)
- Educational material production costs (ORS&R)
- Educational material delivery (Bicycle SA)
- Expert advice from biodiversity experts



FOUNDATION TRAIL 1: Assessment and Rehabilitation of Popular Riding Area

Description:

In conjunction with the development of the SA MTB Trail Development & Management Standards, this will focus on a popular riding area that includes a number of trails and a combination of trail uses and recreational activities.

Initially the project will involve an assessment of the existing trails for suitability for MTB use and identify any trails that are unsuitable or require modification to achieve compliance with the trail management standards.

The project will then involve the bringing together of all stakeholders for the open space and developing an agreed management plan for the future sustainable use of mountain bikes on the land.

This project will be best located in a popular riding area, near to the city and involve a combination of landowners, trail users and trail types (fire trails and singletrack).

Benefits:

- Provides a multi-use site for significant trialing and refinement of trail management standards.
- Engages a range of Government and non-Government landowners, recreation and sporting activities and conservation groups.
- Will provide an opportunity to demonstrate rehabilitation of a popular recreation area and an intensively used recreation area.
- Engages the MTB community to work with land managers, friends groups and other trail users in the assessment and repair of trails.
- Will provide an excellent opportunity and exposure to promote the benefits of proper trail design and management.
- Will assist to instil the sustainability philosophy amongst the MTB community that trails must be designed, used and maintained responsibly or access to the trails will be lost.
- Will improve safety of the track.
- Will provide an ideal venue to hold trail education forums and educational initiatives due to accessibility, vehicle parking and some infrastructure.

Lead Agency:

Bicycle SA

Contributing Organisations:

NPWSA	ORS&R
Local Government	Mountain Bike Clubs
Planning SA	Friends of Parks

Resources required:

- Draft SA MTB Trail Management Standards
- Financial Resources (ORS&R/Planning SA)
- Project Management (Bicycle SA)
- Management Plan Facilitation (Bicycle SA/NPWSA/ORS&R/Local Government/Planning SA)
- Materials/Equipment (NPWSA/Local Government)
- Labour (MTB Clubs/Community)
- Expert advice from biodiversity experts



<p>FOUNDATION TRAIL 2: Rehabilitate existing trails and provide linkages to form a cross-country (XC) trail within a Forest Reserve.</p>	
<p>Description:</p> <p>In partnership with ForestrySA, it is proposed that Bicycle SA will form a cross-country trail utilising and rehabilitating, where necessary, existing trails within an existing forest reserve. This will provide a further opportunity to develop and test SA MTB Trail Development and Management and Building Standards in respect to new trails. This trail is likely to be a small loop trail with connection to an existing trail network eg The Mawson Trail where it passes through Mount Crawford Forest.</p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Provides a predominantly ‘fresh’ site and trails for the testing and refinement of trail building and management standards. • Engages the MTB community in the rehabilitation, and integration with, existing trails. • Will demonstrate that appropriate trail design can manage environmental impacts within acceptable levels. • Will provide an additional legitimate riding experience with integration to the existing trail network. • Requires MTB community to comply with trail management and building standards and to demonstrate best practices. • Will provide an additional opportunity to promote the benefits of proper trail design and management by way of signs at the trail and web based information.

Lead Agency:
 ForestrySA / Bicycle SA

Contributing Organisations:
 Mountain Bike Clubs
 ORS&R

- Resources required:**
- Draft SA MTB Trail Development and Management Standards
 - Financial Resources (ORS&R)
 - Project Management (Bicycle SA)
 - Materials/Equipment (ForestrySA)
 - Labour (MTB Clubs/ForestrySA)

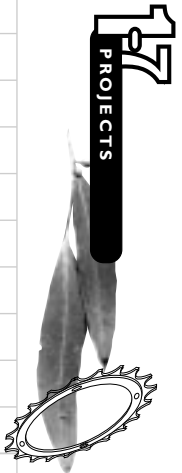


FOUNDATION TRAIL 3: Assess and Rehabilitate Existing Downhill Track (Fox Creek)	
<p>Description:</p> <p>In conjunction with the development of the SA MTB Trail Development & Management Standards, an existing downhill track used for competition and recreational riding will be assessed for compliance with the Standards. Inadequacies in the trail design will be identified and a program of works, reshaping or re-routing the trail, will be undertaken to achieve compliance with the Standards.</p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Provides site for the testing and refinement of trail management standards. • Engages the MTB community (principally the Inside Line MTB Club) in the assessment and repair of trails. • Will address environmental issues before problems are compounded by on-going use of poorly designed sections of track. • Will improve safety of the track. • Requires MTB community to comply with trail management standards and to demonstrate best practices. • Will provide an opportunity to promote the benefits of proper trail design and management as the site is frequently used by racing and recreational cyclists.

Lead Agency:
ForestrySA / Bicycle SA

Contributing Organisations:
Mountain Bike Clubs

- Resources required:**
- Draft SA MTB Trail Management Standards
 - Financial Resources (ORS&R)
 - Project Management (Bicycle SA)
 - Materials/Equipment (ForestrySA)
 - Labour MTB Clubs/ForestrySA



3 CODE OF PRACTICE

<p>Description:</p> <p>Produce a Code of Practice for MTB riding, distribute and gain acceptance of the Code amongst the recreational and competitive cycling community.</p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Promotes responsible riding and sustainability concepts. • Raises awareness and responsibility for the effects of MTB use. • Delivers message that responsible riding and trail care is paramount to maintain access to riding areas. • Quick and relatively cheap method of commencing paradigm shift in cycling community. • Combines easily with demonstration and education programs.
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Lead Agency:

Bicycle SA

Contributing Organisations:

ORS&R Cycling Industry Association

Resources required:

- Project Management (Bicycle SA)
- Administration (Bicycle SA)
- Printing (Bicycle SA/ORS&R)
- Delivery (Bicycle SA, Cycling Industry Association)



4 TRAIL EVALUATION

Description:

Undertake an inventory of trails and identify a trail hierarchy. Prioritise trails to be assessed for compliance with environmental and trail management standards and determine if continued MTB use is appropriate and if so, what actions should be taken to achieve sustainability.

The hierarchy of trails will include the identification of trails that are of State, regional or local significance. The Mawson Trail will be a trail of State significance as it forms the spine from which regional loop trails, linkages or local trails branch.

Benefits:

- Will provide detailed and up-to-date local 'state of the trail environment' information.
- Will provide a baseline from which to assess changes and impacts upon trails.
- Expected to determine a number of trails that are unsustainable for continued MTB use and will increase awareness of issues in MTB community.
- Will identify short-term trail works required to improve safety.
- Trail assessment teams will provide visible 'on-ground' presence to assist in the delivery of sustainable trail use ethos.

Lead Agency:

Bicycle SA

Contributing Organisations:

ORS&R NPWSA
 ForestrySA Planning SA
 Mountain Bike Clubs

Resources required:

- Project Management and staff (Bicycle SA)
- Staff and administration costs (DEH Trails Unit/NPWSA)
- Field assessment training (Bicycle SA, NPWSA, DEH)
- Vehicle, photography (DEH Trails Unit/NPWSA)



5 TRAIL REHABILITATION PROJECTS

Description:

Following on from the inventory of trails and identification of priority trails, rehabilitation of several inappropriate trails throughout the Ranges is to occur. This may involve the adaptation, re-routing and/or closure of certain trails.

This project will be driven by the lead agency but involve the volunteer labour (principally from MTB club members and individual riders). The purpose will be to repair damage caused by MTB use and other trail use and to develop an effective volunteer base to assist with trail management across the Ranges.

Priority areas for rehabilitation may include Anderson's Reserve, Shepherds Hill Recreation Park, Sturt Gorge Recreation Park, Belair National Park and Mount Gawler Native Forest Reserve.

This project is focussed upon making good past trail damage and not upon the building of new trails.

Benefits:

- Revegetation, weed management, storm-water management, trail construction and management techniques and skills will be a product along with restoration of several trails.
- Greater understanding of environmental issues will filter through to the broader MTB community through their involvement in 'hands-on' projects.
- Can provide additional information to input into the development and refinement of SA Trail Standards.
- Will identify short-term trail works required to improve safety.
- Trail care teams will provide a visible 'on-ground' presence to assist in the delivery of sustainable trail practices.
- Compliance with trail closure (permanent or temporary) will have a greater level of acceptance and compliance from the MTB community if they are involved in the process.
- This project can lay the foundation for the establishment of the "Friends of Trails".

Lead Agency:

Bicycle SA

Contributing Organisations:

ORS&R NPWSA
 DEH ForestrySA
 Mountain Bike Clubs

Resources required:

- Trail development and Management Standards (Project 1)
- Project Management and staff (Bicycle SA)
- Staff and administration costs (DEH Trails Unit/NPWSA)
- Field assessment training (Bicycle SA, NPWSA, DEH)
- Vehicle, photography (DEH Trails Unit/NPWSA)



6 TRAIL CLASSIFICATIONS

Description:

Use walking trail and snow skiing trail-type classification and standards to develop a State standard and possibly lead the creation of a national standard for the classification of trail according to difficulty (length, terrain type, slope etc).

Benefits:

- Provides both cyclists and other trail users with information about the location, length and type of riding that is expected.
- Minimises risk for land owners.
- Improves safety through appropriate trail choice.
- Promotes recreational riding within the abilities of cyclists.

Lead Agency:

ORS&R / Bicycle SA

Contributing Organisations:

NPWSA	ForestrySA
Planning SA	MTBA
IMBA	Mountain Bike Clubs
Orienteering Association SA	

Resources required:

- Project Management and staff (Bicycle SA)
- Staff and administration costs (DEH Trails Unit/NPWSA)
- Field assessment training (Bicycle SA, NPWSA, DEH)
- Trail marking signage (DEH Trails Unit/NPWSA)
- On-going monitoring and maintenance (Bicycle SA/DEH Trails Unit /NPWSA)



Description:

Establish the first dedicated mountain bike reserve within South Australia to demonstrate world best practice in land care, trail building, trail care, facility management, support infrastructure and education initiatives.

Benefits:

- Provides site for the testing and refinement of trail management standards.
- Provides dedicated area for cycling. This will attract more competitive cyclists away from shared trails.
- Provides ownership of trails to the MTB community to foster responsible trail practices.
- Provides opportunity to conduct MTB education schools and forums in a controlled environment.
- Provides a base from which to launch MTB patrols, trail care training and information distribution.
- Requires MTB community to comply with trail management standards and to demonstrate best practices. No other trail users will be significantly contributing to measurable impacts.
- Provides an additional site to hold MTB events.

Lead Agency:

Bicycle SA

Contributing Organisations:

- | | |
|---------------------|-----------------------------|
| DEH Trails Unit | ORS&R |
| ForestrySA | Planning SA |
| Mountain Bike Clubs | Orienteering Association SA |
| Local Government | |

Resources required:

- Project Management (Bicycle SA)
- Staff and administration costs (DEH Trails Unit)
- Land (NPWSA/ForestrySA/Planning SA or Local Government)
- Management Plan (Bicycle SA/DEH Trails Unit/DEH)
- Materials/Equipment (DEH Trails Unit, NPWSA, Planning SA)
- Labour (MTB Clubs/DEH Trails Unit)
- Educational material and delivery (Bicycle SA)
- Expert advice from biodiversity experts



Description:

To provide an extension of the Mawson Trail from Adelaide to the Fleurieu Peninsula through the Mount Lofty Ranges.

The Mawson Trail is extended by utilising existing unsealed roadways, unmade road reserves, trails and new links to connect significant mountain bike riding areas such as the ForestrySA reserves at Jupiter Creek, Meadows and Prospect Hill. Opportunities for trail sharing are to be investigated to provide additional walking and horse riding experiences.

Benefits:

- The Trail will provide the fundamental spine of the mountain bike network in the central and southern Mount Lofty Ranges.
- The Mawson Trail is a well-recognised product (of State significance) that can be effectively promoted to maximise economic benefits.
- The trail can provide a vector to link existing regional tourism and recreational infrastructure.
- The trail will provide another opportunity to rehabilitate, mark and promote the use of a sustainable MTB trail.

Lead Agency:

ORS&R / Bicycle SA

Contributing Organisations:

DEH ForestrySA
NPWSA Bicycle SA
Local Government

Resources required:

- Project Management (ORS&R/Bicycle SA)
- Staff and administration costs (ORS&R/Bicycle SA/DEH Trails Unit)
- Land (NPWSA/ForestrySA/Planning SA/Local Government)
- Management Plan (Bicycle SA/ORS&R/DEH Trails Unit/NPWSA)
- Memoranda of Understanding (ORS&R/NPWSA/Bicycle SA)
- Materials/Equipment (ORS&R, NPWSA,)
- Labour (MTB Clubs, Local Government, DEH)
- Expert advice from biodiversity experts.



9 LINKAGES

Description:

To identify and provide key linkages that are required to be formalised or developed to provide a network of trails. Priority linkages are those that link the Mawson Trail with popular legal riding areas and provide access to riding areas to and from key transportation routes, infrastructure or regional attractions.

Benefits:

- Greater accessibility to riding opportunities.
- Improved links with transportation and commuting routes.
- Safe and legal connection to and between recreation nodes.
- Improved dispersion of recreational riding to reduce intensification of use of popular areas.
- Improved information and access to regional attractions and existing infrastructure.

Lead Agency:

Bicycle SA

Contributing Organisations:

DEH Trails Unit	ForestrySA
NPWSA	Bicycle SA
Local Government	Mountain Bike Clubs

Resources required:

- Project Management (ORS&R/Bicycle SA)
- Staff and administration costs (ORS&R)
- Land (NPWSA/ForestrySA/Planning SA/Local Government)
- Memoranda of Understanding (DEH/Bicycle SA)
- Materials/Equipment (ORS&R/DEH Trails Unit, NPWSA, Local Government,)
- Labour (MTB Clubs, Local Government, DEH Trails Unit)
- Expert advice from biodiversity experts.



Description:

Establish mountain bike alliance (charitable trust) to facilitate and encourage industry, government and user contributions to central fund for supporting the development and growth of MTB opportunities in SA.

Benefits:

- Provides first basis for cycling industry and participants to contribute resources for the improvement of facilities and opportunities for MTB riding in SA.
- Reduces the demand for Government assistance to support recreational cycling initiatives.
- Tax deductible donations.
- Generates ownership and motivation for the cycling industry and participants to contribute to the betterment of their sport.

Lead Agency:

Bicycle SA

Contributing Organisations:

- Bicycle Industry Traders Association (BITA)
- Cycling Industry Association (CIA)
- State Government Agencies
- Mountain Bike Clubs
- Cyclists
- Corporate Sponsors

Resources required:

- Charitable Trust establishment (Bicycle SA)
- Project Management (Bicycle SA)
- Administration (Bicycle SA)
- Board of Directors (Stakeholders)



Description:

Establish MTB patrols to provide 'on the trail' education, basic first aid, directions and point of contact between trail users and land managers.

Benefits:

- Develops ownership of issues by MTB community.
- Patrollers are volunteer mountain bike riders, which provides cost effective and respected delivery.
- Provides 'on the trail' guidance and delivery of sustainability and trail sharing ethos.
- Reduces basic maintenance tasks for landowners.
- Improves trail safety.
- Assists with information delivery in respect to directions, access and legalities.
- Provides an effective and prompt way of reporting trail issues to landowners.
- Provides mechanism for 'trail incident' reporting.

Lead Agency:

Bicycle SA

Contributing Organisations:

Mountain Bike Clubs

Resources required:

- Project initiation & management (Bicycle SA)
- Administration costs (DEH Trails Unit)
- Patrol training (Bicycle SA)
- Support equipment (basic first aid, radio, pamphlets, materials, clothing) (DEH Trails Unit)



Description:

To develop and deliver a program of education initiatives to recreational cyclists, competitive cyclists, cycling organisations, schools and other trail users.

Education delivery should also be directed towards other stakeholders including landowners, land managers, environmental groups and liability managers.

Benefits:

- Instigates a paradigm shift amongst the MTB community to instil a greater level of understanding and responsibility.
- Delivers sustainability ethos and education to all trail users.
- Fosters cooperative approach between mountain bike riders, other trail users and land managers.
- Addresses unauthorised trail building through peer group pressure.
- Encourages participation in trail maintenance by users to reduce input by land managers.
- Provides basis to develop trail hazard reporting.
- Provides basis for MTB patrols to be established.

Lead Agency:

Bicycle SA

Contributing Organisations:

ORS&R ForestrySA
 NPWSA Local Government
 Mountain Bike Clubs

Resources required:

- Project Management and staff (Bicycle SA)
- Staff and administration costs (DEH Trails Unit)
- Educational material production costs (DEH Trails Unit)
- Educational material delivery (Bicycle SA)



13 COMPETITION FACILITIES

Description:

Identify the resources and training required for South Australia to host national and international mountain bike competitions in the Mount Lofty Ranges.

Benefits:

- Adelaide has an international cycling profile that can be built upon to provide more mountain bike competitions.
- Events can be cost neutral or profitable with additional economic benefits flowing to local economy.
- Additional tourism benefits are generated for South Australia as participants and spectators stay on after or before events and experience other tourism offerings.

Lead Agency:

Bicycle SA

Contributing Organisations:

DEH Trails Unit	ForestrySA
NPWSA	Local Government
Mountain Bike Clubs	Orienteering Association SA

Resources required:

- Project Initiation & Management (Bicycle SA)
- Administration costs (DEH Trails Unit)
- Land (NPWSA/ForestrySA/Planning SA or Local Government)
- Event Management Planning (Bicycle SA/ MTB Clubs / DEH Trails Unit)
- Event Management (MTB Clubs/ Bicycle SA)
- Materials/Equipment (DEH Trails Unit, NPWSA, MTB Clubs/ Bicycle SA)
- Labour (MTB Clubs / DEH Trails Unit)
- Expert advice from biodiversity experts



14 INFORMATION & PROMOTION

Description:

Develop a range of trail information, maps and promotional material.

Benefits:

- Trail information can promote use of legal riding areas and reduce unauthorised riding in inappropriate locations.
- Trail information can improve safety and trail conflicts through educational and trail classification initiatives.
- Promotional information can include trail-sharing messages.
- Integration with other recreational opportunities promotes economic returns.

Lead Agency:

Bicycle SA

Contributing Organisations:

ORS&R	ForestrySA
NPWSA	Local Government
Mountain Bike Clubs	Orienteering Association SA

Resources required:

- Project Management and staff (ORS&R / Bicycle SA)
- Staff and administration costs (ORS&R/Bicycle SA)
- Information material/production costs and distribution (ORS&R, Local Government, Bicycle SA and Mountain Bike Clubs)



18

APPENDICES

APPENDIX I

Code of Practice

MOUNTAIN BIKE CODE OF PRACTICE

- **Plan your ride**
- **Obey 'No Bicycle' signs**
- **Ride only on formed trails designated for cycling**
- **Do not take short cuts or form new trails**
- **Share the trail**
- **Respect the rights of others**
- **Avoid riding in wet, muddy conditions**
- **Ride lightly and leave no trace or rubbish**
- **Control your bike**
- **Do not disturb plants and animals**
- **Clean your bike, don't spread weeds or plant diseases**
- **Tell other people about this code**

Keep trails open by setting a good example of environmentally sound and socially responsible mountain biking

APPENDIX 2

Glossary

The following glossary of terms has been prepared to assist consideration of this document and general discussion of mountain biking.

BISA n Bicycle Institute of South Australia. Bicycle advocacy group in SA.

Biodiversity n meaning biological diversity, the variety of all living things: the plants, animals, insects, fish, fungi, and how they relate to each other in the environment.

CIA n Cycling Industry Association.

Conservation Reserve n Pursuant to National Parks and Wildlife Act, 1972 this is Crown land that should, in the Governor's opinion, be protected or preserved for the purpose of conserving any wildlife or the natural or historic features of that land.

Council properties/land n land under the ownership or in the care and control of the relevant Local Government Authority. This can include parks, reserves and road reserves.

Crown land n land under the ownership of the State of South Australia. Normally managed and administered by State Government (eg National Parks, Water Reserves for Rosevears) or placed in the care and control of the relevant Local Government Authority.

DEH n Department for Environment & Heritage

downhill n a steep descent that challenges a rider's skills, v "to downhill" is to descend a downhill run or to race in a downhill event.

downhill bike n a dual suspension bike specifically designed to compete in downhill races, not normally used for XC riding.

downhiller n a person who commonly competes in downhill events or rides mostly downhill trails

dual suspension bike n. a bicycle with front and rear suspension. Commonly called a 'dually'.

fire-trail n. a dirt road used by four-wheeled vehicles usually for maintenance or for fire-fighting vehicles. Sometimes called fire-track or double-track. See singletrack.

Forest Reserve n Pursuant to the Forestry Act, 1950 this is Crown land the Governor

declares to be for planting with trees; protecting those trees to ensure their proper growth; and to establish, maintain, and operate mills, plant and machinery for the milling and treatment of such trees and timber.

hardtail n. any bike with front suspension but no rear suspension. Contrast with dual suspension bike.

IMBA n. International Mountain Biking Association. An organisation for trail advocacy.

line n. the desirable path or strategy to take on a tricky trail section.

MTB n. the activity of Mountain Biking. Or a mountain bike itself. v. "MTBing".

National Park n Pursuant to National Parks and Wildlife Act, 1972 this is Crown land the Governor considers to be of national significance by reason of the wildlife or natural features of that land.

Native Forest Reserve n Pursuant to the Forestry Act, 1950 this is Crown land the Governor declares to be for the conservation, development and management of land supporting native flora and fauna.

NORBA n. National Off-Road Bicycling Association. (America) They organise most of the larger races in the US.

NPWSA n National Parks & Wildlife South Australia

ORS&R n Office for Recreation Sport and Racing

Phytophthora cinnamomi n a soil borne fungal disease which causes die-back and the death of many native plant species. Commonly referred to as PC

Recreation Park n Pursuant to National Parks and Wildlife Act, 1972 this is land that should, in the Governor's opinion, be conserved and managed for public recreation and enjoyment.

singletrack n. trail just wide enough for one person or bike – highly desired by MTBers. Contrast with fire track.

sustainability adj maintaining a balance between the needs of inhabitants and resources over time.

thrash 1) v. to cause severe ecological damage to a trail, usually during the wet season. 2) adj. a damaged trail "That trail's really thrashed after last winter."



Trail development v the improvement of existing trails or the development of new trails.

Unmade road reserves n land previously set aside or 'reserved' for road construction but not utilised for that purpose. Public access to this land is legal however there is no onus upon the land manager (usually the Council) to provide a made road or path.

XC n cross-country. mountain bike trails or racecourses designed with a variety of off-road experiences including hill climbs, firetrails, singletrack downhills, creek crossing but no sealed paths or roads.

XC bike n a bike, usually a hardtail, designed for XC riding or racing. A bike built for speed across a variety of off-road trails.

APPENDIX 3

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