

QUEENSLAND MOUNTAIN BIKE STRATEGY 2018



Queensland
Government



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Mountain Bike Australia

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The authors of the Queensland Mountain Bike Strategy acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, water and community. We pay respect to Elders past, present and emerging.

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MOUNTAIN BIKE AUSTRALIA





CONTENTS

EXECUTIVE SUMMARY	4
DEMAND FOR MOUNTAIN BIKING IN QUEENSLAND	5
TRAIL SUPPLY IN QUEENSLAND	5
GAP ANALYSIS	5
CONSULTATION	5
STRATEGIC PRIORITISATION FRAMEWORK	6
QUEENSLAND PRIORITY MOUNTAIN BIKE REGIONS	6
TOURISM & EVENTS QUEENSLAND REGIONS	6
RECOMMENDATIONS BY REGION	8
INTRODUCTION	9
WHAT IS MOUNTAIN BIKING?	10
WHO ARE MOUNTAIN BIKERS?	10
TYPES OF MOUNTAIN BIKERS	11
REGION OVERVIEW	12
QUEENSLAND POPULATION & DEMOGRAPHICS	13
BENEFITS MOUNTAIN BIKING PROVIDES TO THE COMMUNITY	14
THE RISE OF BLUE DERBY	17
CONSULTATION	18
STAKEHOLDER CONSULTATION	18
USER GROUP CONSULTATION	19
MOUNTAIN BIKING IN QUEENSLAND	20
PARTICIPATION AND DEMAND	21
TRAILS, FACILITIES AND INFRASTRUCTURE	28
GOVERNANCE AND MANAGEMENT	31
PLANNING CONTEXT	34
LAND MANAGEMENT CONSIDERATIONS	35
PLANNING HIERARCHY	36
TRAIL MODELS	40
USER TYPES	42
TRAIL TYPES	42
TRAIL CLASSIFICATIONS	43
TRAILS AND OPPORTUNITIES ANALYSIS	44
OVERVIEW	45
REGIONAL ANALYSIS	45
MULTI-CRITERIA ANALYSIS OUTCOMES	48
HIGH PRIORITY REGIONS	49
BRISBANE	51
GOLD COAST	55
MACKAY	59
SOUTHERN QUEENSLAND COUNTRY	63
SUNSHINE COAST	67
TROPICAL NORTH QUEENSLAND	71
FRASER COAST	75
SOUTHERN GREAT BARRIER REEF	79
TOWNSVILLE	83
WHITSUNDAYS	87
OUTBACK	89
RECOMMENDATIONS	90
STATEWIDE RECOMMENDATIONS	91
RECOMMENDATIONS BY REGION	93
RECOMMENDED DEVELOPMENT PROCESS	94
DEVELOPMENT STAGES	96
REFERENCES	99
ACRONYMS	99
APPENDICES	101

EXECUTIVE SUMMARY



The Queensland Mountain Bike Strategy was commissioned to gain an understanding of the existing and projected demand for mountain bike trails, identify gaps, constraints and opportunities, and provide strategies to guide trail investment decisions.

Mountain biking is one of the fastest growing recreational and adventure tourism activities and Queensland is following this global trend.

Rapid growth in participation has led to increasing demand for quality trail networks that can meet different user needs. This presents challenges for land managers, clubs, volunteers and other stakeholders. This has led to the need for a strategic statewide approach to the development of appropriate facilities, to provide environmental, social and economic outcomes for Queensland.

Approximately 20% of mountain bikers in Australia reside in Queensland (Mountain Bike Australia, 2018). The climate and proximity of residents to beautiful natural landscapes promote an active outdoors culture and lifestyle, cherished by many Queenslanders.

Queensland is a renowned nature based tourism destination, attracting visitors to its vast natural assets, which include five of Australia's eleven World Natural Heritage areas: Scenic Rim National Parks, Fraser Island, Riversleigh Fossil Fields, the Wet Tropics, and the Great Barrier Reef.

DEMAND FOR MOUNTAIN BIKING IN QUEENSLAND

Through consultation activities and a range of data sources, an understanding of participation in mountain biking was established. A demographic profile of mountain bikers was developed, as well as an understanding of where they ride, what style and types of trails are desired, and their propensity to travel for mountain biking and events.

There is high existing demand for mountain biking facilities within and surrounding highly populated metropolitan areas and popular tourist destinations. Many regional areas have outstanding topography, terrain, existing infrastructure and services that have the potential to create demand for mountain biking and yield significant economic benefits.

TRAIL SUPPLY IN QUEENSLAND

There are a number of established mountain bike trails and facilities throughout Queensland that already provide immense benefits to local communities. In various regions, enhancement of existing trail quality, accessibility, supporting facilities and effective promotion has the potential to cater for the demand for recreational and mountain bike tourism experiences. Detailed assessment of existing sites should be undertaken as part of a strategic planning process to identify these opportunities. Recommendations for planning processes are provided within this Strategy.

An inventory of all mountain biking trails in Queensland is not stored and maintained by a designated organisation. There are a range of sources available to obtain information regarding trail locations, lengths, classifications and maps.

An understanding of the current trail supply was established drawing primarily on information from *Where to Mountain Bike in South East Queensland*, (G.Duncan & M.Roberts), complemented by research of online sources and consultation with state government, local governments, mountain bike clubs and trail care alliances.

Queensland has approximately 840km of sanctioned purpose built single track mountain bike trail. The analysis of existing trails considered tenure, quantity, classifications, styles and diversity, to help identify gaps in the supply when compared with the demand across Queensland and its regions.

GAP ANALYSIS

The gap analysis highlighted the current gaps in participation in the broader community, lack of supply and diversity of adequate trails and infrastructure, as well as lack of coordinated governance and management to consistent standards. Critical gaps were as follows:

Gaps in participation in the broader community:

- Underrepresentation of youth and females
- Lack of community programs aimed at increasing participation
- Lack of centralised participation and trail usage data reporting

Lack of trails, facilities and infrastructure that cater to the needs of all abilities:

- Lack of accessible trail information
- Undersupply of introductory trail experiences to cater for beginners and build skills and confidence
- Undersupply of black and double black classification trails that cater to the needs of riders of advanced abilities
- Lack of all mountain and gravity trail types

Lack of tourism product:

- Lack of single track trail networks that will draw visitation from intrastate, interstate and overseas
- Lack of locations that could cater for national and international mountain bike events
- Lack of visitor information and services

Lack of statewide coordination, governance and management:

- Lack of local standards guiding the planning, design, construction and management of mountain bike trails
- Lack of resourcing for trail maintenance

CONSULTATION

A staged consultation process was carried out, using a combination of online community surveys and stakeholder liaison to explore the requirements and aspirations in Queensland. An initial community survey was distributed to identify the needs and demand within the wider community. Targeted requests for information were sent to various Local and State Government bodies, as well as mountain bike clubs and trail care alliances. On site investigations were very limited due to time and budget constraints, but were undertaken where possible. A number of stakeholder meetings were held to discuss opportunities, constraints, plans and issues in further detail.

The key outcomes from the research and consultation processes established the need for statewide strategic planning of mountain biking facilities.

STRATEGIC PRIORITISATION FRAMEWORK

A key aim of the Strategy was to develop a strategic prioritisation framework to guide investment decisions.

In order to determine priorities, a Multi Criteria Analysis (MCA) was developed and applied to every Local Government Area (LGA) in Queensland. LGAs were grouped and designated as Mountain Bike Regions, which were aligned with the boundaries of the Tourism and Events Queensland Tourism Regions.

The MCA was an objective assessment utilising industry benchmarks, trail supply information and data gathered through Geographic Information System (GIS), the Australian Bureau of Statistics (ABS), Tourism Visitation Statistics (TVS) and input from consultation activities. The results of the MCA determined the level of priority for Queensland mountain bike regions.

QUEENSLAND PRIORITY MOUNTAIN BIKE REGIONS

In order to maximise the benefits, address critical gaps, and cater for the growing demand for mountain biking in Queensland, development of significant, diverse and unique opportunities that are supported by existing infrastructure and services should be prioritised. Following the MCA, six of Queensland's regions are considered to offer the greatest potential: The Gold Coast, Mackay, Sunshine Coast, Brisbane, Southern Queensland Country and Tropical North Queensland.

Due to the complexity and scale of potential opportunity within these regions, it is recommended that strategic regional master planning, including detailed on ground site assessments, is implemented. Regional master plans should identify appropriate parcels of land, land manager support, funding, a suitable management model and governance structure for mountain biking development in each priority region.

Additionally, there is excellent potential for the development of key mountain biking destinations in the other regions throughout the state, which would require considerably less intensive planning. These have the potential to provide a range of benefits to regional communities, and they should be planned and developed in accordance with the recommendations provided by this Strategy.

As part of the planning process, existing established trail networks throughout Queensland that already offer excellent recreational and tourism opportunities should be considered for further development and promotion to maximise benefits to the region.

TOURISM & EVENTS QUEENSLAND REGIONS

Table 1 lists the Tourism and Events Queensland Regions, and the relevant Local Governments within those regions.

Table 1 Tourism and Events Queensland Regions

Region	Local Government Areas	
Brisbane	Brisbane	Moreton Bay
	Ipswich	Redland
	Lockyer Valley	Scenic Rim
	Logan	Somerset
Fraser Coast	Fraser Coast	
Gold Coast	Gold Coast	
Mackay	Isaac	
	Mackay	
Outback Queensland	Balonne	Longreach
	Banana	Maranoa
	Barcaldine	McKinlay
	Barcoo	Mount Isa
	Blackall Tambo	Murweh
	Boulia	Paroo
	Bulloo	Quilpie
	Cloncurry	Richmond
	Diamantina	Western Downs
	Flinders	Winton
	Goondiwindi	
Southern Great Barrier Reef	Bundaberg	North Burnett
	Central Highlands	Rockhampton
	Gladstone	Woorabinda
	Livingston	Aboriginal Shire
Southern Queensland Country	Cherbourg	Southern Downs
	Aboriginal Shire	Toowoomba
	South Burnett	
Sunshine Coast	Gympie	Sunshine Coast
	Noosa	
Townsville	Burdekin	Palm Island
	Charters Towers	Aboriginal Shire
	Hinchinbrook	Townsville
Tropical North Queensland	Aurukun	Mareeba
	Burke	Mornington
	Cairns	Northern Peninsula Area
	Carpentaria	Tablelands
	Cassowary Coast	Torres
	Cook	Torres Strait Island
	Croydon	Weipa
	Douglas	Napranum,
	Etheridge	Pormpuraaw, Wujal
	Doomadgee, Hope	Wujal, Yarrabah
	Vale, Kowanyama,	Aboriginal Shires
	Lockhart River,	
	Mapoon Aboriginal	
	Shires	
Whitsundays	Whitsundays	

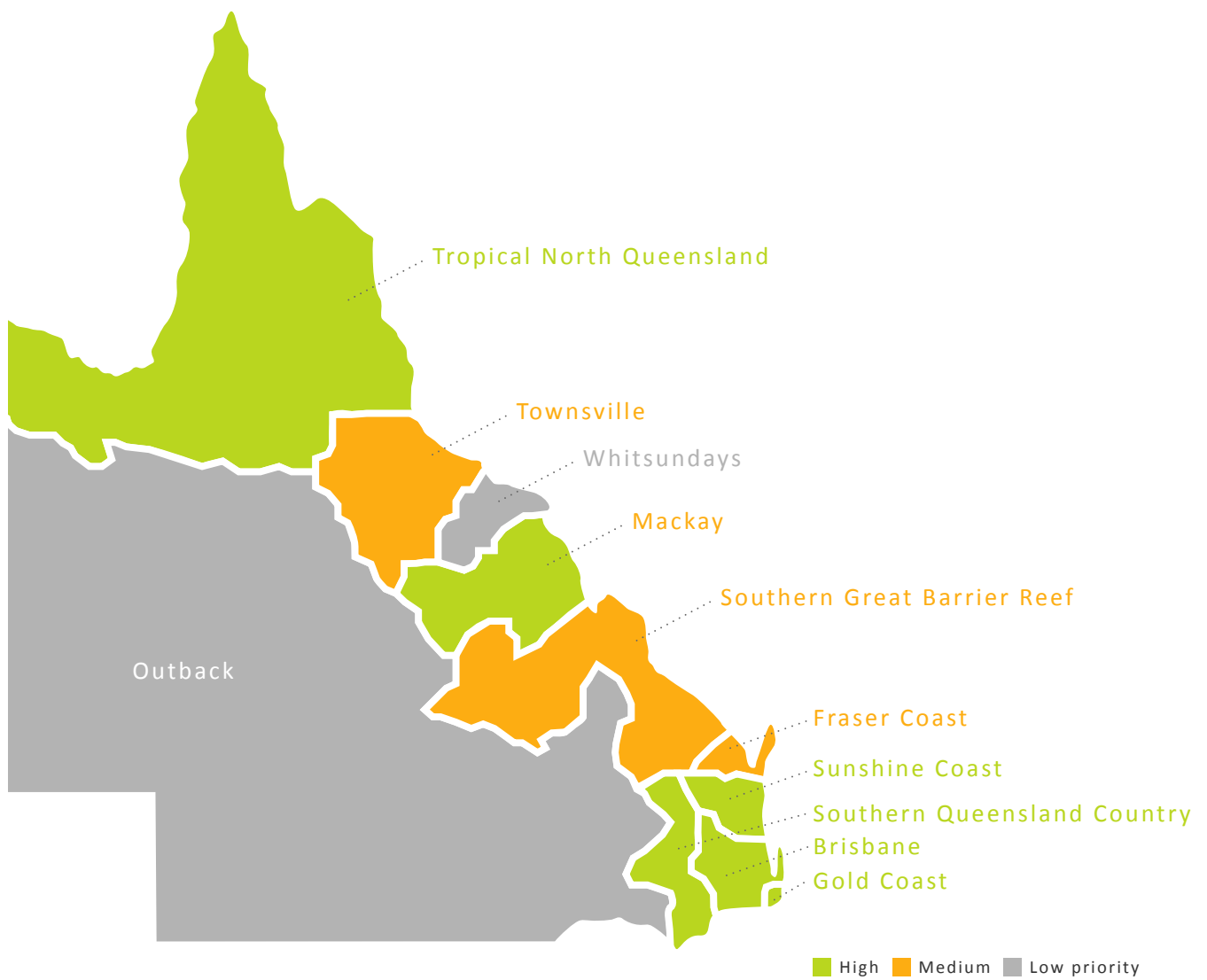


Figure 1 Overview of regional priorities

RECOMMENDATIONS BY REGION

While some regions are identified as high priority, it is recommended that a suitable level of planning commences across all regions where possible in the short term. Each of the eleven Queensland regions has the potential to provide unique and exciting experiences, which will contribute to the overall offering of the state as a diverse mountain biking destination.

To support the development and sustainability of mountain biking in Queensland, the Strategy provides recommendations to guide the development of a strategic network of mountain bike trails across all regions of the state.

Table 2 provides a summary of the level of planning that is recommended for each region. Detailed recommendations and guidance on implementation of various levels of planning for each region are provided in the Recommendations Section.

In order to establish Queensland as a mountain biking destination, the priorities should be referenced to guide investment and staging of development. These recommendations do not preclude a location from being developed, provided there is opportunity, demand, land manager and stakeholder support, funding, governance and a sustainable management model.

Table 2 Summary of Recommendations by Region

REGION	RECOMMENDATION
High Priority	
Brisbane	Regional Master Planning to identify a trail hierarchy, suitable parcels of land and trail models, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Brisbane region. The plan should build on the work completed by LGAs, QPWS and SEQ Water to date, and should identify and prioritise opportunities through implementation of a detailed Multi Criteria Analysis.
Gold Coast	Regional Master Planning to identify suitable parcels of land, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Gold Coast region.
Mackay	Location Area Planning should be continued in accordance with the recommendations of the emerging <i>Mackay Regional Mountain Bike Strategy</i> . Explore potential to include the Whitsundays within Location Area Planning.
Southern Queensland Country	Regional Master Planning for the Southern Queensland Country Region. Development should be initially focused on existing mountain bike trail networks, which are either in their infancy or undergoing upgrades and rehabilitation. Developing these networks to their full potential will increase demand in the region.
Sunshine Coast	Regional Master Planning with a focus on Sunshine Coast and Noosa LGAs to identify a trail hierarchy, suitable parcels of land and trail models, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Sunshine Coast Region. The plan should build on the work completed by the three LGAs to date, and should identify and prioritise opportunities through implementation of a detailed Multi Criteria Analysis.
Tropical North Queensland	The <i>Tropical North Queensland Regional Mountain Bike Strategy</i> provides direction for mountain biking development, and the recommendations should be implemented. Location Area Planning in LGAs not covered by the existing regional strategy.
Moderate Priority	
Fraser Coast	Location Area Planning for the Fraser Coast Region. Continue local development in accordance with existing Concept Plans.
Southern Great Barrier Reef	Location Area Planning to identify iconic mountain biking opportunities in Central Highlands. Continue local development in Rockhampton, North Burnett, Gladstone and Bundaberg, in accordance with existing Concept Planning. Support future initiatives in Livingstone or Woorabinda.
Townsville	Continue local planning in Townsville and support recommendations of the <i>Tropical North Queensland Regional Mountain Bike Strategy</i> as they apply to Hinchinbrook.
Low Priority	
Outback Queensland	Location Area Planning for Mount Isa to identify potential opportunities. Potential to incorporate mountain bike governance and planning for Goondiwindi as part of Regional Master Planning for Southern Queensland Country region.
Whitsundays	Location Area Planning for Whitsunday to identify potential opportunities. Explore potential to include in Location Area Planning for Townsville or Mackay.

INTRODUCTION



Queensland is a favoured destination for many Australian and international tourists. Queensland is renowned for its warm climate, beaches, reefs, mountains and rainforests, and the active and outdoor lifestyles enjoyed by its residents. Mountain biking is one activity which allows many Queenslanders the opportunity to immerse themselves in beautiful natural environments. It has the potential to provide vast economic, tourism, environmental, health and social benefits to a number of communities across Queensland.

Mountain biking is a rapidly growing recreational, sport and tourism activity across Queensland, Australia and globally (Research and Markets, 2017). The existing mountain bike trails and facilities in Queensland have been developed through decades of commitment from volunteers and land managers, and provide a range of experiences. However, rapid growth and changing market trends are demanding greater diversity in mountain biking experiences, and the current facilities are insufficient to meet these needs. In order to create a sustainable, diverse network of opportunities throughout Queensland, facilities should be strategically located and appropriately planned and managed.

The growth of participation and popularity of mountain biking in Queensland has been recognised by Mountain Bike Australia (MTBA) as an opportunity to provide a range of benefits to Queensland communities. MTBA has initiated the Queensland Mountain Bike Strategy to guide development and ensure a coordinated approach to future investment in mountain biking in Queensland.

This Strategy provides information to stakeholders and decision makers to understand existing supply and demand for mountain bike infrastructure, as well as the gaps and opportunities. It provides a prioritisation framework to guide trail investment decisions and recommendations for participation, governance and sustainable development of trails, facilities and infrastructure.

WHAT IS MOUNTAIN BIKING?

Mountain biking styles are diverse, but principally involve cycling off-road on a variety of unsealed surfaces, typically through a natural setting.

Although mountain biking can be undertaken in wide open spaces, it usually involves manoeuvring through specifically designed trails which encounter obstacles such as trees, rocks, man-made structures and other technical trail features. To allow riding in these conditions mountain bikes are robust and typically have wide tyres, suspension and an upright riding position.

Mountain biking is a great way to experience the outdoors and connect with the landscape, and people of all ages and abilities participate in the activity. Mountain biking is usually highly accessible and can deliver significant environmental, social, health, cultural and economic benefits.

Mountain biking is engaged in competitively (including as an Olympic sport) and has various styles of racing, some of which have world championships managed by the Union Cycliste Internationale (UCI).

Mountain biking is considered an adventure recreation, although not all riding opportunities fit into this description. It is a relatively new activity that is experiencing rapid growth in popularity throughout the world.

WHO ARE MOUNTAIN BIKERS?

Mountain bikers are often misrepresented in the wider community as the younger adrenalin junky stereotype. However, there have been numerous studies into the demographics and profile of typical mountain bikers, which dispel this illusion.

From an economic and tourism perspective, mountain bikers are typically high yield, and willing to travel domestically and internationally to experience new trails and participate in events. Mountain bikers also make a significant volunteer contribution to trail care. Recent market research suggests that mountain bikers are:

- Mostly male (however women are a rapidly increasing market segment)
- Between the ages of 25–44
- Relatively affluent with high household incomes
- Generally well educated
- Participate frequently and over the long term
- When travelling for mountain biking, the average stay at each location 3 to 5 days, and the average spend per day is between \$60 and \$100 (accommodation, food, recreation, excluding travel cost to get to a destination) (Pinkbike, 2016).

Mountain bike trails are enjoyed by a diverse range of user types, who have varying motivators, needs and expectations.

The profiles below provides a brief overview of the various user types, the experience they seek and their market potential. Further detail regarding the various types of trails and classifications is provided in the Planning Hierarchy Section on page 36.

TYPES OF MOUNTAIN BIKERS



LEISURE: THE GENERAL CYCLIST

Leisure riders are general cyclists of all ages and abilities and potentially represent the largest market. They ride infrequently, have limited skills and prefer very accessible routes close to home, or trail centres. They are likely to try mountain biking whilst on holidays.



ENTHUSIAST: THE RECREATIONAL RIDER

Enthusiasts are recreational mountain bikers with moderate skills and variable fitness, and ride weekly. They are the existing market majority, prefer trails with good trail signs and seek technical trails. They are most likely to take short breaks to different areas.



INCLUSIVE: THE ADAPTIVE MOUNTAIN BIKER

Mountain bikers with mobility challenges seek a variety of experiences and classifications. They require modified or specialised riding equipment to participate, such as hand cycles.



INDEPENDENT: THE ADVENTURER

Independent riders are skilled outdoor enthusiasts who ride once a week and are technically proficient with a good level of fitness. They are capable of planning their own rides and ride a very wide variety of trail classifications. Independent riders seek more remote trails, and adventure is more important than technical challenge.



GRAVITY: THE ADRENALINE SEEKER

Gravity riders are highly skilled technical riders who seek very challenging trails, ride at least once a week and are often members of clubs. They require purpose built trails often with an uplift facility, which are repeatedly used in a concentrated manner. They seek specific trails with the highest classifications.



SPORT: THE RACER

Sport riders are competitive mountain bikers, who ride regular routes multiple times a week. They are generally members of mountain bike clubs. They are willing to seek less accessible trails, have a high fitness level and are technically proficient.

REGION OVERVIEW

TOURISM AND EVENTS QUEENSLAND

Tourism and Events Queensland is the State Government's statutory agency leading marketing, destination, experience and major events development. Queensland's destinations are defined by eleven tourism regions. Each region offers unique tourism experiences, which are promoted under regional branding to target markets. The tourism regions are positioned to attract mountain bike visitors in line with relevant branding and unique experiences offered. As such, the tourism regions have been used as a basis for defining and assessing potential mountain bike regions and the unique opportunities they present. The regions are shown in Figure 2 below.

QUEENSLAND PARKS AND WILDLIFE SERVICE

The Queensland Parks and Wildlife Service (QPWS) is a business unit of the Department of Environment and Science (DES), formerly Department of National Parks, Sport and Racing, whose primary responsibility includes the management and conservation of protected areas within Queensland, including National Parks, State Forest, marine parks and world heritage areas. Protected areas provide opportunities for outdoor recreation, including mountain biking, which is managed under the *Operational Policy: Mountain Biking in QPWS Managed Areas (2011)*. There are six QPWS management regions across the state; four on the mainland and two coastal. The four mainland regions all contain existing mountain bike trails and facilities within QPWS managed areas. As QPWS is a major provider of mountain bike trails, they are a key stakeholder in the Queensland Mountain Bike Strategy.

SPORT AND RECREATION SERVICES

Sport and Recreation Services is a business unit of the Department of Housing and Public Works (formerly Department of National Parks, Sport and Racing), whose primary responsibility includes developing and delivering funding, education and training programs to support community and industry sport and active recreation needs. Sport and Recreation services are delivered from a central office Brisbane and from a network of more than 20 offices and Sport and Recreation Centres throughout Queensland.

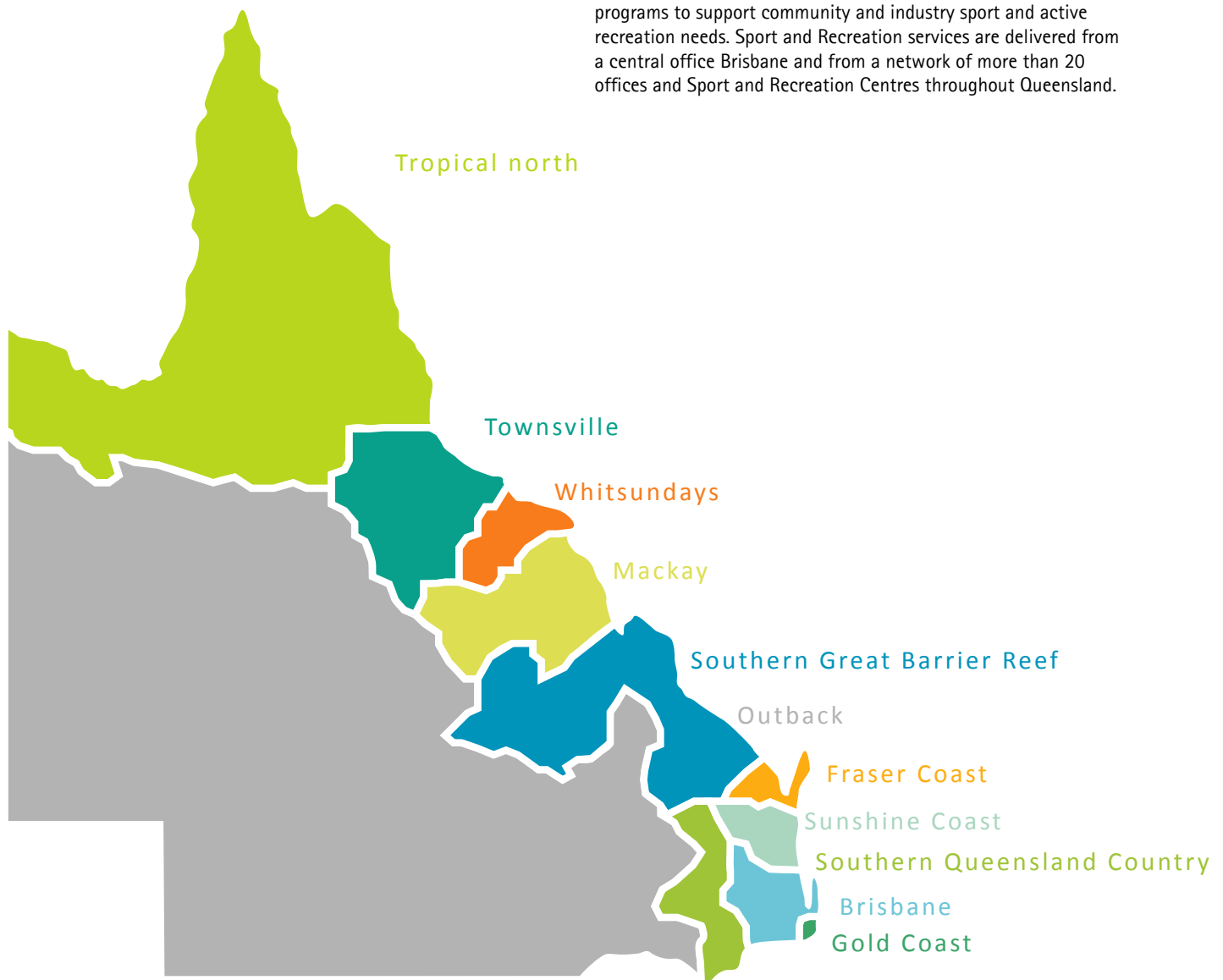


Figure 2 Overview of Tourism and Events Queensland regions

QUEENSLAND POPULATION & DEMOGRAPHICS

With a population of just over 5 million, Queensland is the third most populous state in Australia, accounting for 20% of the nation's population. Up to the September quarter 2017 Queensland had also experienced above average growth at 1.7%, compared to the national average of 1.6%. Overseas migration (predominantly from New Zealand) accounted for the largest contribution to population growth in Queensland in the 12 months to September 2017 (38.6%), followed by natural increase (37.6%) and interstate migration (23.8%). (ABS, 2017)

Forecasts indicate that by 2036 the combined population of Queensland will reach 7.3 million. The top five growth areas will be the coastal areas of Brisbane, Tropical North Queensland, Southern Great Barrier Reef, Sunshine Coast and Gold Coast. ABS data released in March also revealed Brisbane was one of the country's fastest growing cities in Australia. Queensland is less centralised than most other Australian states, with 50% of the population living outside the state capital, and 25% living outside the South East Queensland area. Queensland is home to many regional cities, the most populous being Gold Coast, Townsville, Cairns, Toowoomba, Rockhampton and Mackay (ABS). However the bulk of the population resides in the South East Queensland region, with projections indicating 75,000 new residents each year, taking the population of the region from 3.5 million to 5.3 million over the next 25 years. (Department of Infrastructure, Local Government and Planning, 2017)

The median age of residents in Queensland is 37, with an almost 50/50 split between male and female. An ageing population has been noted as one of the mega trends for the economy and is a key consideration in the strategic development of state priorities. Almost one third (32%) of the projected increase in population to 2031 will be in the age group 65 years or more. The bulk of these residents are almost all based in regional coastal areas, with 13 Queensland councils having more than 20% of their population aged 65 or over. Queensland has one of the lower median family incomes across Australia at \$1,402, only slightly below the national average of \$1,438. (ABS 2016 Census, 2016)

BENEFITS MOUNTAIN BIKING PROVIDES TO THE COMMUNITY

Sustainable mountain biking development can deliver environmental, social and economic benefits to individuals and communities. There are numerous opportunities for Queensland to leverage these benefits for the broader community.

ECONOMIC BENEFITS

Broadly, mountain biking can provide the following economic benefits:

- Increase visitation and extend length of stay in regional communities.
- Spend in regional communities.
- Economic diversification in towns experiencing decline in traditional industries and population.
- Decrease costs associated with adverse health impacts.

Mountain biking tourism is a growing trend and acts as a catalyst for economic development. People travel to various destinations around the world to experience mountain biking (Research and Markets, 2017).

In recent years, Queensland has experienced significant economic downturn, following high employment growth during the commodity boom. The reliance in parts of regional Queensland on export-led mining and subsequent market downturn has had adverse impacts on unemployment rates and house prices.

Considered investment in mountain biking trails and facilities can have significant return on investment in the form of regional economic development, as well as decreased costs associated with physical and mental health issues.

The following case study on Blue Derby demonstrates these economic opportunities, which have the potential to provide similar benefits in regional Queensland, where there is significant opportunity to develop mountain biking.

SOCIAL AND HEALTH BENEFITS

Broadly, mountain biking can provide the following social and health benefits:

- Opportunities to socialise with friends and family.
- Engagement in the community.
- Increased participation in healthy outdoors activity.
- Increased self-efficacy, risk evaluation and problem solving in children.

Worldwide, children are spending much less time outdoors and engaged in unstructured play compared to indoor time or screen time (P.Starling, 2011).

Physical inactivity, obesity, cardiovascular disease and diabetes all significantly contribute to chronic diseases and reduced life expectancy in Queensland (Queensland Health). Over 60% of adults, and 24% of children in Queensland are overweight or obese (Australian Bureau of Statistics, 2014–15).

The importance of regular physical activity to the health and wellbeing of adults, and in prevention of chronic diseases, is well established. *Australia's Physical Activity & Sedentary Behaviour Guidelines* (Australian Department of Health, 2012) for Adults (18–64 years) recommend accumulating at least 2.5 hours of moderate intensity physical activity each week. The Guidelines for Children aged 5–12 years recommend at least 60 minutes of moderate to vigorous intensity physical activity daily.

The community survey conducted through developing this Strategy identified the most common reasons for participating in mountain biking were mental health benefits, improving general health and wellbeing, fitness and social interactions. An assessment of the existing mountain bike trail networks in Queensland identified that the majority cater for approximately 1–2 hours of ride duration.

Increased participation by children and adults in mountain biking has the potential to reduce the risk of physical and mental health problems adversely affecting Queenslanders.

ENVIRONMENTAL BENEFITS

Broadly, mountain biking can provide the following environmental benefits:

- Well planned and managed trails increase access to natural areas for recreation whilst protecting environmental values.
- Trails increase community ownership and connection with natural areas, creating stewards for long term conservation outcomes.
- Strategic planning of mountain biking facilities to cater for the full spectrum of opportunities can prevent the development of user built unsanctioned trails in unsuitable environments.
- Passive surveillance provided by trail users can reduce antisocial behaviour and illegal dumping of waste in natural areas.

Growing populations are increasing pressure on land and biodiversity, impacting on air quality, water quality and significant environmental values.

South East Queensland (SEQ) is expected to grow by almost 2 million people over the next 25 years (Department of Infrastructure, Local Government and Planning, 2017).

Development on land outside the existing urban area boundary will be necessary to accommodate this growing population, and it is anticipated that more than 300,000 additional dwellings will be constructed between Noosa and Tweed Heads.

Shaping SEQ (regional planning strategy) aims to sustainably accommodate the growing population, conserving natural areas and recreation opportunities vital to SEQ's way of life.

Creating opportunities in cities and urban areas for everyday interactions with nature provides an unparalleled opportunity to reconnect people with biodiversity. As tools for conservation, trails preserve important natural landscapes, provide needed links between fragmented habitats and offer opportunities for protecting plant and animal species (Trails and Greenways Clearinghouse).

The provision of well planned and managed mountain bike trails in natural areas, particularly in areas currently and forecast to experience high population growth and expansion, has the potential to positively contribute to conservation efforts and preservation of natural areas in Queensland.

**"THE \$3.1 MILLION, 80KM
NETWORK IS REPORTEDLY
ATTRACTING MORE THAN
30,000 VISITORS EVERY
YEAR, WHO SPEND FOUR
TO FIVE NIGHTS IN DERBY
THEN ANOTHER FIVE
NIGHTS ELSEWHERE IN
TASMANIA."**



THE RISE OF BLUE DERBY

Blue Derby in Tasmania is a case study for the success of mountain bike tourism in achieving economic benefits for local communities. The Tasmanian Cycle Tourism Strategy aims to establish Tasmania as the cycle tourism capital of Australia, and is backed by a \$6 million fund.

After suffering a decline in traditional mining and forestry industries, the rural township of Derby has been revitalised by the investment in more than 80km of purpose built mountain bike trails. Offering a range of experiences through pristine bushland on the town's doorstep, the 'Blue Derby' mountain bike tourism destination is widely regarded as the mountain bike capital of Australia, its closest rivals located across the ditch in New Zealand. In 2017, the Blue Derby trails were voted by professional mountain bikers as the best in the Enduro World Series (EWS) competition. This was the first time a stage of the EWS was held in Australia.

The \$3.1 million, 80km network is reportedly attracting more than 30,000 visitors every year, who spend four to five nights in Derby then another five nights elsewhere in Tasmania. The return on investment has been estimated at \$30 million per year. A \$2.5 million Federal Government grant enabled the project, aiming to develop a new industry to help the region recover from the collapse of the forestry industry.

Further investment is planned for Stage 2, a 66km network south of St Helens, including an iconic Bay of Fires Descent Trail.

The township of Derby has largely embraced the opportunities provided by mountain biking, with the development of new food and beverage outlets, accommodation and bike stores.

Programs have been established to provide local disengaged youth the opportunity to experience mountain biking in Blue Derby. The experiences have been transformative for young people in St Helens, who have limited alternative options for

recreation. The programs provide them with an appreciation of the natural environment, personal health and wellbeing benefits, as well as career options in adventure guiding, mountain bike maintenance and tour guiding.

While there has been immense success in terms of economic longevity of the town, some local residents have expressed their concerns and fears that the new mountain biking culture has displaced the more traditional values of the town and its people. The case has highlighted the importance of community engagement and consultation in the development process, to ensure old and new industries can co-exist harmoniously.

Building on the success of Blue Derby, Stage 1 of the \$4.1 million, 100km+, Wild Mersey Mountain Bike Development in the North West of Tasmania, catering for more beginner and family experiences, commenced construction in 2018. The North West is predicted to attract over 138,000 new visitors, and create 51 full time jobs, contributing \$6.88 million to the economy.

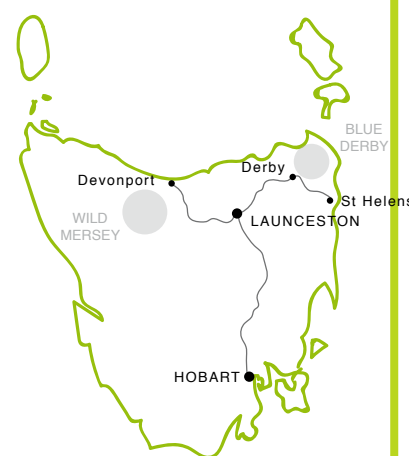


Table 3 Planning and Development Timeline

Partners	Planning	Funding
Multiple State Government Departments	2002 – Trails Tasmania Strategy 2004 – Northern Tasmania Regional Recreation Trails Strategy 2005 – Mountain Biking in Tasmania: A summary of current trends and future opportunities	2013 – \$2.45 million funding towards mountain bike trails in North East Tasmania – Australian Government's Regional Development Australia Fund. \$550k investment from other project partners.
Multiple Local Government Agencies	2005 – Cycling Tourism in Great Western Tiers 2007 – IMBA Hollybank Concept Plan 2008 – Mountain Bike Tourism – Market Profile for Tasmania	2017 – Funding for Blue Derby Stage 2 announced. \$2.5M Federal Government, \$600k Local Government
Private sector	2009 – Tasmania Mountain Bike Plan 2009 – Tasmania Mountain Bike Marketing Strategy	2017 – \$6 million for cycle tourism in Tasmania – Department of State Growth
Mountain Bike community	2011 – Mountain Bike Tourism Potential in Northern Tasmania 2012 – North East Tasmania Trail Development Region Planning 2012 – North Eastern Mountain Bike Development Project Discussion Paper	2018 – Funding for Wild Mersey Stage 1 announced: \$300k Federal Government, \$600k State Government, \$200k Local Governments
Event promoters	2013 – Potential for Mountain Biking in North Eastern Tasmania	2018 – Labour Government commitment to \$4 million statewide Tracks and Trails Community Grants Program over three years
Local business	2013 – Hollybank Mountain Bike Facility Master Plan 2013 – Blue Derby Concept Design 2013 – North Eastern MTB Development Business Case 2015 – Opening of Blue Derby Stage 1 2016 – Opening of Blue Tier descending trail, Derby 2016 – Planning and Economic Modelling, Blue Derby Stage 2 2017 – Tasmanian Government Cycle Tourism Strategy 2018 – Wild Mersey Mountain Bike Trails Development	

A photograph showing two people mountain biking through a dense, lush forest. The person in the foreground is wearing a blue shirt and black shorts, while the person behind them is wearing a grey shirt and shorts. They are riding on a dirt trail surrounded by tall trees and thick undergrowth. The word 'CONSULTATION' is overlaid in large white letters on the left side of the image.

CONSULTATION

Consultation with key stakeholders and the mountain biking community in Queensland was integral to understanding the issues and opportunities to be addressed through the Strategy. The following were identified through the consultation stage:

- Key stakeholders
- Existing trail supply and demand
- Preferences and habits of Queensland mountain bikers
- Gaps in provision
- Aspirations for further development
- Status and limitations of current planning and policy
- Governance and management challenges and opportunities

Overall, consultation identified the increasing need for more diverse mountain biking opportunities in a range of locations. Stakeholders and mountain bikers shared aspirations for development of opportunities to provide a range of experiences to encourage recreation, competition and tourism.

The following provides an overview of the consultation activities undertaken through the project.

STAKEHOLDER CONSULTATION

The purpose of stakeholder consultation was to inform stakeholders of the Strategy and the opportunities mountain biking presents in Queensland. Stakeholders were requested to provide information pertaining to opportunities and impacts in relation to current, planned and potential mountain biking development across the state. In order to collect data from across the state, consultation primarily targeted Local Governments, mountain bike clubs and trail care alliances, and land managers QPWS and SEQ Water.

Stakeholders were requested to provide documentation on current and planned projects, as well as input via a survey and an interactive online map to identify aspirational locations for mountain biking development. Local Governments and land managers were requested to provide further detail via a questionnaire, to identify trails and recreation planning and projects where there was alignment with potential mountain biking opportunities in their areas. Follow up meetings were held in person and over the phone with stakeholder representatives where required to obtain further detail regarding high potential opportunities.

Where possible, existing mountain biking forums around the state, such as those co-hosted by MTBA and QORF, (South East Queensland in September 2017 and North Queensland in April 2018) were also used to inform the Strategy regarding key issues and opportunities for mountain biking.

The list of stakeholder organisations that provided input into the Strategy is provided in Appendix 3.

Key findings of stakeholder consultation activities included:

- There are significant and numerous opportunities to attract mountain bike visitors and tourists by developing mountain biking opportunities.

- There has been considerable growth in participation and demand for mountain biking particularly in recent years.
- There is significant knowledge of mountain biking and the associated benefits throughout most stakeholder organisations.
- Local Governments are increasingly advocating for the benefits of mountain biking, tailoring plans and strategies toward environmental benefits and communicating with councillors and politicians. However, there is a need to continue these efforts and target advocacy activities to support new plans and proposals.
- There is increasing support for continued development of recreation and mountain bike trails, evidenced by existing policy and planning, as well as willingness of organisations.
- Mountain bike clubs and trail care alliances have formed positive collaborative relationships with land managers to develop and maintain mountain bike trails in their communities.
- The majority of existing trails are on public land and there are management challenges associated with competing demands for recreational use, particularly in national parks.
- There is limited potential to expand existing trail networks due to lack of land area available and suitable visitor infrastructure, particularly in highly populated areas.
- Severe lack of diversity in trail development models and lack of commercial development due to legislative constraints on some tenures.
- Ongoing development and management of trails needs to consider the high cost and resourcing requirements for maintenance.

USER GROUP CONSULTATION

User groups (mountain bike clubs and trail care alliances) were consulted in the preparation of the Strategy, and were requested to provide information on mountain bike strategies, plans, designs, maps and participation data where available. Organisations were invited to attend consultation meetings along with the relevant LGAs and land managers, where these were scheduled.

User group consultation helped to identify gaps in the supply of trails, desirable locations for development and events, details of key partnerships and core issues affecting the progression of their projects which could be addressed through the Strategy.

The list of user groups who provided input into the Strategy is provided in Appendix 3.

An online user survey was distributed to the wider mountain biking community, to understand the existing trends and preferences for mountain biking development across Queensland. The survey identified where respondents ride, why, how often, and where they would like to ride if trails were provided.

The survey was developed using an online form with an interactive map interface, and was widely distributed throughout the mountain bike community. It was promoted via social media, MTBA's membership database, QORF member newsletters and Facebook. The survey received 825 individual responses during the month long comment period, with 97% of responses from Queensland residents. Respondents identified 74 aspirational locations for development of new mountain bike trails.

This feedback formed an integral component of the Queensland Mountain Bike Strategy. Key findings of user group consultation activities included:

- Queensland has potential for iconic, world-class mountain biking experiences.
- Desire to identify the 'next mountain biking destination' to attract interstate mountain bikers during winter as an alternative to other destinations.
- High existing and growing demand for mountain biking opportunities in Queensland.
- Growing perception of mountain biking as a family friendly activity, rather than exclusively for hard-core enthusiasts.
- Counter data indicates growth in participation on sanctioned mountain bike networks.
- Perceived conflict between mountain bikers and other recreational users due to growing popularity in public lands.
- Severe lack of diversity of experience that users are seeking, in terms of trail types and classifications.
- Mental health benefits, social aspect and participation with family and kids identified as the primary motivators for undertaking mountain biking.
- Desire to transition from user created trails to land manager ownership, development of standards to make mountain biking more accessible for the wider community.
- Outdoor recreation underpins Queensland's tourism sector. Mountain biking has a role in this to advocate for trail development and maintenance.
- Lack of 'champions' within land manager organisations driving strategic development of opportunities.
- Lack of sustainable maintenance model, land managers heavily reliant on volunteer resources.
- Lack of accessible and consistent participation data and business case for land managers to see and plan for growing demand.
- Lower rates of school aged children participation in cycling and mountain biking, due to lack of places to ride close to home, entry level trails in existing networks and community participation programs.
- Queensland mountain bikers tend to travel shorter distances to their local trails compared with the rest of Australia, with 90% of survey respondents stating they travel less than 30 minutes to their local trails.
- Need for clear rules on trail etiquette, particularly where mountain bikers share trails and reserves with other users.
- Lack of knowledge on the impacts of e-bikes, which are growing in popularity.

MOUNTAIN BIKING IN QUEENSLAND

A full-page photograph of a male mountain biker riding through a tunnel made of corrugated metal. The biker is wearing a blue and black patterned jersey, black shorts, a blue helmet, and red-tinted sunglasses. He is leaning forward on his handlebars. The tunnel's interior is made of silver corrugated metal with some blue graffiti. The exit of the tunnel shows a dirt trail, trees, and a bright sky.

"MOUNTAIN BIKE TRAIL NETWORKS IN SOUTH EAST QUEENSLAND HAVE SEEN BETWEEN 50% AND 300% GROWTH IN USAGE SINCE 2009"

This section analyses participation in mountain biking by using available data and reviewing the existing supply of trails and events. Formal data on trail usage and participation rates is limited to information collected via the consultation process. Membership data, event participation and available counter data indicate growth in participation in mountain biking in Queensland.

PARTICIPATION AND DEMAND

In 2017, more than 800,000 Queenslanders rode their bike in a typical week for exercise, fun and/or travel to work (Austroads, 2017). In 2017, there were 35 mountain bike clubs, 9 private promoters, 3 schools and one trail care alliance affiliated with MTBA in Queensland. There were 3,224 individual MTBA members in Queensland (Mountain Bike Australia, 2017), which account for 23% of MTBA's national membership, second to only New South Wales for membership numbers. Comparison of participation rates and membership levels confirms that the majority of riders are not members of MTBA.

According to the user survey, 76% of respondents were members of mountain bike clubs or trail care groups; 55% of respondents to the *Australian Mountain Bike Market Survey (2016)* were members. Due to these surveys being targeted toward enthusiasts, rather than the potentially much larger leisure market, the actual proportion of riders who are members is estimated to be lower. However, the importance of the enthusiast market should not be underestimated. While this market represents potentially fewer riders in number, these riders participate on a much more regular basis (at least once per week), while the larger potential market of leisure riders may only be participating once in a year. A greater variety and quantity of trails is required to meet the needs of the regular riders.

In destinations where mountain biking has been well established for the last 20 years, such as North America and Europe, participation levels in mountain biking range between 4–6% of the nation's population. The *Ausplay National Sport Participation Survey (2017)* estimates the national participation level in mountain biking is 1.1%. Compared to international benchmarks, this indicates there is potential for significant continued growth.

Of Queensland MTBA members, 81% are male, 19% are female. 36% of all members are in the 35–44 age group. This is consistent with the *Australian Mountain Bike Market Survey (2016)* data.

User survey respondents indicated their primary motivations for participation were mental health benefits, followed by the social aspect and that it is something they can participate in with family. When asked how often they go for a mountain bike ride, the majority of respondents indicated they ride two to three times per week, and they most often participate in a small group of 2–4 people.

Over a third of riders indicated they ride alone. Survey respondents indicated that cross country was the most preferred trail type, followed by downhill (meaning the discipline of downhill, not just descending trails, refer page 42). When asked whether their nearest trails catered for the type of riding they do, most respondents stated yes, but highlighted the lack of:

- Quantity of trail
- Advanced, progressive and technical trails
- Variety of experiences
- Maintenance and signage
- Gravity and downhill trails
- Dirt jumps and skills tracks

Respondents provided suggestions and information on aspirational new facilities that they felt could be developed in 53 unique locations around the state. Reasons for their suggestions included:

- Capitalising on the tourism industry
- Providing critical links between existing trail networks
- Unique terrain providing excellent opportunity for mountain biking
- Potential to offset load on existing heavily used networks in the Greater Brisbane area
- Potential for iconic riding experience
- Highly accessible locations with existing facilities and links to neighbourhoods
- Potential for mountain bike events

The *Australian Mountain Bike Market Survey (2016)* indicated the most common trail classification ridden was the intermediate (blue square) classification (61%), followed by the advanced (black diamond) classification (30%), however there was a declining demand for intermediate, and growing demand for advanced. Most respondents (45%) described their ability on a mountain bike as "I have advanced ability and am capable of riding steep and challenging trails with obstacles such as jumps and drops", and 38% described their ability as "I have intermediate skills and am capable of navigating more demanding trails and obstacles". The most preferred aspect of trails was descending (55%), followed by undulating (40%). The most important factor when judging the attractiveness of a mountain bike trail or facility was the quality of the trail (63%) and location close to home (20%).

EVENTS

Over 177 competitive and social mountain bike events were registered in Mountain Bike Australia's event registration system, and held across Queensland in 2017, in cross country, downhill, gravity enduro, endurance / marathon and cyclo-cross (MTBA, 2017). These are only some of the events delivered in Queensland; many others are registered through alternative event registration systems. In addition to these, countless multi-sport and off-road triathlons are run across Queensland with a mountain biking component. Of the more than 16,000 participants, approximately 80% were male and 20% female. Table 4 provides a summary of event participation in each region. Refer Appendix 5 for a list of MTBA sanctioned mountain bike events held in Queensland in 2017.

MTBA held eleven national rounds (a third of the national calendar) in Queensland. These included cross country, downhill, gravity enduro, endurance/marathon and cyclo-cross events.

A round of the UCI Mountain Bike Cross Country and Downhill World Cup (and Championship in 2017) was hosted in Smithfield, Cairns in 2014, and in its first year contributed an estimated \$3.5 million to Queensland's economy (Department of Transport & Main Roads). In the 2017 UCI Mountain Bike World Championship, there were 595 competitors (89% international from approximately 35 countries). Of the World Championship participants, 33% were female and 67% male (excluding the mixed XCR teams). Event organisers estimated a total of 10,000 participants and spectators visited the event over the four days.

In April 2018, the Gold Coast hosted the Commonwealth Games at Nerang. There were 1,900 ticketed spectators in the venue and it is estimated more than 5,000 spectators entered the trails throughout the event.

TRAIL USAGE

Trail counters are in place on a number of popular mountain bike networks, but not all. Data collected in recent years indicates significant growth, with some trails receiving as many as 80,000 visitors per year. Mountain bike trail networks in South East Queensland have seen between 50% and 300% growth in usage since 2009.

Table 4 Queensland Mountain Bike Event Participation Summary

Region	Total Events	Female Participants	Male Participants	Teams	Total Participants
Brisbane	44	1 310	4 151	201	5 662
Tropical North Queensland	44	646	2 013	262	2 921
Townsville	23	354	2 368	53	2 775
Southern Queensland Country	9	444	828	20	1 292
Southern Great Barrier Reef	20	112	948	73	1 133
Gold Coast	6	101	704	8	813
Mackay	16	145	601	15	761
Sunshine Coast	9	37	591	0	628
Fraser Coast	6	28	75	2	105
Whitsundays	0	0	0	0	0
Outback Queensland	0	0	0	0	0
Total	177	3 177	12 279	634	16 090

In the 2016–2017 financial year, one of SEQ's most popular mountain bike trail networks, the Koala Bushland Coordinated Conservation Area (commonly known as Daisy Hill), received an average of 4,600 wheel passes monthly, which is estimated at more than 55,000 passes per year, more than double 2009 levels.

Counts have shown that mountain bike participation has increased where new styles of trails have been provided. It is anticipated the addition of more trails will contribute to significant future growth.

BARRIERS

In order to increase participation in mountain biking, it is important to understand the barriers. Through the consultation activities, a number of barriers and potential solutions were identified.

From the user survey, membership data, event participation, and many other sources with consistent figures, it is clear that women are extremely underrepresented in mountain biking. Female respondents to the survey indicated the primary barriers preventing them from riding a mountain bike more often were lack of time, and lack of skills and confidence; whereas male respondents indicated the primary barriers were lack of time and lack of mountain bike trails close to home. Among some of the other barriers for females were the lack of beginner trails, leading to a preference for other forms of cycling. However, provision of beginner trails alone does not fully address the barriers to women's participation. A number of initiatives have been run by MTBA, clubs and local governments to encourage women's participation, such as female only mountain bike events and introductory skills and coaching programs. There is a need to build on these successes to achieve sustainable growth in women's participation.

Barriers were a topic discussed at the QORF SEQ Mountain Bike Forum, held in September 2017. One of the key issues identified was the low representation of children in mountain biking. This is thought to be related to modern cultural changes whereby children no longer ride bikes to school, are highly supervised and tend to participate more in indoor activities. Most mountain bikers access mountain bike trails by car, due to the distance from home, which presents a significant barrier to children, unless their parents or carers are riders. Mountain bike trail networks are usually developed to progress the skills of enthusiasts, rather than providing entry level opportunities for children and other new users. There is a need to plan and design mountain bike trail networks to cater for a range of abilities.

There is a lack of community programs to encourage children to mountain bike. MTBA is actively implementing mountain bike skills programs through schools to increase participation among children, however lack of funding is limiting progress and reach. It is acknowledged that schools offer great potential as a way of introducing children to mountain biking. It is important to build on the success of community programs to encourage greater participation of children, who represent the future of the sport.

Along with identifying the barriers, it was highlighted that there is little information available to help understand the barriers.

Participation information is limited, due to the informal nature of mountain biking, compared with other sports, and the difficulty of collecting consistent data. It is challenging for the profile and significance of mountain biking to compete against other sports, such as football or netball, which are highly regulated, and require formal clubs and facilities to participate. MTBA is a non-funded National Sporting Organisation which receives no funding from the Federal Government for high performance or participation based initiatives. Organised sports have multiple opportunities to record participation levels and collect fees, which can be leveraged for co-funding of new facilities and programs. As a result of their visibility and categorisation as mainstream, these sports often receive high levels of support from Local Governments and land managers. There is a need to collect consistent participation data to raise the profile of mountain biking with government and land managers.

Another barrier for mountain biking relates to how outdoor recreation is regarded in policy and planning systems within local governments. Recreation fields for organised sports are generally always considered and allowed for in town planning processes. However, trails and outdoor recreation facilities do not afford the same consideration. Many local governments in Queensland are starting to recognise the demand and need for mountain biking and are proactively planning for trails and facilities.

A great example of this is evident in the Gold Coast, where the LGA has engaged with local mountain bike users, land managers and other stakeholders to activate the community through a mountain bike working group, with a focus on developing existing networks and identifying new projects.

There is a need to build on such successes, and further advocate to decision makers for outdoor recreation to ensure mountain biking is considered in local government planning processes along with other forms of sport and recreation.

ACCESS

In addition to the barriers to participation in mountain biking, there are some barriers that prevent mountain biking or the development of opportunities in some areas. This can be attributed to the activity being incompatible with conservation values, competing land uses, lack of supporting policy, plans or lack of advocacy, many of which can be overcome.

The demand for more mountain bike trails, more variety and more advanced technical trails is restricted by the limited availability and accessibility of suitable trail networks and facilities such as pump tracks, skills parks and dirt jumps.

The user survey indicated most people travel less than 30 minutes to their local trails. While there are a number of trail networks in Queensland within close proximity to population centres, survey respondents indicated they generally do not cater for the experience they are seeking.

There is a need to improve the availability and desirability of mountain bike trail networks and facilities such as pump tracks to a greater number of people.

TOURISM MARKETS

In 2017, Queensland had an estimated 2.7 million international visitors (approximately 33% of total international visitors to Australia) who spent over \$5.3 billion. Domestic overnight visitors, numbering 21.8 spent over \$15.8 billion, with the majority travelling for holidays (Tourism and Events Queensland, 2017). Intrastate visitors account for 70% of domestic visitation.

Brisbane, Gold Coast and Tropical North Queensland received the highest levels of international visitation, while Brisbane, Gold Coast and the Sunshine Coast received the highest levels of domestic visitation.

The largest international markets to Queensland are China, New Zealand, Europe (excl. UK), North America, UK and Japan. World class beauty and wildlife are among the top five most important factors for these international visitors to Queensland.

Cycle tourism was identified by the United Nations World Tourism Organisation as a key growth adventure tourism activity in their *Global Report on Adventure Tourism (2013)*, due to its low-impact, high-spend, and high-dispersal nature. The report identified that cycle tourists typically stay longer, spend more and engage in a broader range of experiences than the average visitor. As such, targeting mountain bike tourists offers the opportunity to convert day trippers into overnights and increase average length of stay.

Whilst there is limited data available to quantify the number of visitors to the state who participate in mountain biking, it is possible to capture some of this participation through Tourism Research Australia's activity assessment for visitors to Queensland who undertake any form of cycling while on their trip. This section includes conservative assumptions and should be used as a guide until comprehensive data becomes available.

Table 5 shows that those overnight visitors who undertake cycling while on holiday is dominated by the intrastate market (171,000 visitors), followed closely by international (157,000 visitors). Assessment of similar data in other states has shown quite different results with the intrastate market nearly doubling international participation. This may be an indication of both a greater participation by international visitors in recreational activities in Queensland, and the high international visitation experienced by Queensland in general. Cycle tourists also stay considerably longer than the average visitor; 42.7 nights for international visitors who undertake cycling compared to 19.8 nights for the average international visitor, and 4.1 nights for intrastate visitors who undertake cycling compared to 3.2 nights for the average intrastate visitor, and 7.1 nights compared to 5.7 nights for interstate visitors.

Table 5 Overnight visitors to Queensland who undertake cycling while on their trip (Year ending December 2017)

	Visitors	Average length of stay (number of nights)
International	157,000	42.7
Domestic overnight total	290,000	5.3
a. Interstate	119,000	7.1
b. Intrastate	171,000	4.1
Total	448,000	18.4

Source: Tourism Research Australia, International and National Visitor Surveys, Year Ending December 2017

Note: International visitors may have undertaken cycling anywhere in Australia, not necessarily Queensland. For domestic visitors, the activity would have been undertaken specifically in Queensland.

Anecdotal evidence also suggests significant economic activity as a result of micro tourism riding activities across key areas in the state. This can be evidenced by the thousands of riders going in to the existing trail networks on any given weekend, and the increasing numbers of users on trails and routes.

This assessment of the current cycling tourism market indicates that there is a significant opportunity to capitalise on cycle tourism, and particularly mountain biking which has the highest participation growth within the cycle tourism sector.

In terms of purpose, the largest proportion of cycle tourists visit Queensland for holidays, followed by visiting friends and relatives, as outlined in Table 6.

Table 6 Purpose of trip for visitors to Queensland who undertake cycling on their trip (Year ending December 2017)

	Holiday	Visiting friends and relatives	Other
International	78%	22%	18%
Domestic	61%	23%	16%

Source: Tourism Research Australia, International and National Visitor Surveys, Year Ending December 2017

Note: International visitors may have undertaken cycling anywhere in Australia, not necessarily Queensland. For domestic visitors, the activity would have been undertaken specifically in Queensland. 'Purpose of trip' is a multi-response question and will sum to more than 100%.

The International and National Visitor Surveys undertaken by Tourism Research Australia provide information regarding cycle tourists who visit Queensland. This data does outline the size and scope of cycle tourism, however it does not provide any detail on all segments of cycle tourism, such as whether cycling is a primary travel motivator or an incidental activity, or in which cycle tourism sector (i.e. mountain biking) participation took place.

International cycle visitors to Australia vary quite dramatically from the domestic cycle tourist in regard to their age, type of accommodation used and way in which they participated in cycling.

International visitors who go riding during their trip are:

- Mainly from the UK (20.2%), New Zealand (9.2%), the USA (8.9%), and Germany (6.5%)
- More than half (50.3%) are under 30 years of age
- Many are backpackers – 40.3% of all international cycling visitors stayed in backpacker hostels.
- International visitors (especially backpackers), who most likely go riding as part of the activities included in their organised tour – participation in cycling therefore depends on whether tour operators include cycling in their tour itineraries.

In terms of country of origin, Table 7 provides an overview according to the Top 13 countries who undertake cycling, however it should be noted that the cycling activity may have been undertaken anywhere in Australia, not necessarily Queensland. It is evident when viewing the annual change that there has been extraordinary growth in nearly all markets, with exceptional growth amongst European markets (France 91.1%, Switzerland 87.5% and UK 33.8%). The New Zealand market consistently performs well ranking second, with steady growth year on year. This is to be expected as the New Zealand market has a large cycling fraternity (particularly mountain biking) and is renowned internationally for its cycle tourism offering.

When assessed against the three year trend, growth has still been strong in the UK market, and growth has been steady across all markets; however the China market has shown the strongest

Table 7 Top 13 markets for visitors to Queensland who participate in cycling while on their trip to Australia (Year ending December 2017)

Market	Year ending December 2017		Annual change	3yr trend
	Rank	Visitors	%	%
UK	1	30,000	33.8%	11.9%
NZ	2	16,000	13.0%	4.3%
Other Countries*	3	15,000	54.8%	16.5%
Germany	4	13,000	21.9%	8.1%
China	5	12,000	-31.1%	18.4%
USA	6	11,000	-10.9%	4.5%
Other Europe	7	10,000	15.7%	6.2%
Scandinavia	8	n/p	n/p	n/p
France	9	6,000	91.1%	5.0%
Canada	10	n/p	n/p	n/p
India	11	n/p	n/p	n/p
Switzerland	12	4,000	87.5%	6.9%
Netherlands	13	4,000	-3.0%	4.1%
Total		157,000	10.2%	8.8%

Source: Tourism Research Australia, International Visitor Survey, Year Ending December 2017

Note: International visitors may have undertaken cycling anywhere in Australia, not necessarily Queensland. For domestic visitors, the activity would have been undertaken specifically in Queensland. "n/p" = not publishable due to low sample size (<40).

*Other countries grouped together as they do not account for significant numbers individually.

growth at 18.4%. This growth demonstrates significant opportunity to target these markets for cycle tourism.

A number of similarities in this data can be compared with the top 6 international markets to Queensland as shown in Table 8:

- China has just overtaken New Zealand in 2017 as the largest international market to Queensland, which can be evidenced in Table 3 with their significant cycling participation growth in the last three years.
- The New Zealand and European markets (particularly in non UK markets) have also seen growth and rank highly in terms of cycling participation and general tourism visitation.
- The UK and North America both feature highly on both tables.

The only anomaly is Japan who do not feature at all in Table 7 in regards to cycling participation but are the sixth highest visitation market to Queensland.

Table 8 Top 5 international visitor markets to Queensland (Year ending December 2017)

Market	Year ending December 2017		Annual change
	Rank	Visitors	%
China	1	503,000	3.8%
New Zealand	2	457,000	2.2%
Europe (excl UK)	3	333,000	10.9%
North America	4	291,000	3.7%
United Kingdom	5	231,000	2.8%
Japan	6	205,000	3.5%

Source: Tourism Research Australia, International Visitor Survey, Year Ending December 2017

TOURISM PILLARS

In addition to a mountain biker's primary motivators there are a number of core experiences that are recognised as being key drivers for people coming to the region. *Queensland's Experience Framework* (Tourism & Events Queensland) identifies five key Experience Pillars and supporting Hero Experiences that set Queensland apart from other destinations. Alignment of mountain bike planning with the TEQ regions and relevant experiences will ensure a coordinated approach to marketing and promotion.

Experience Pillars	Hero Experiences
Reef, Islands and Beaches	Great Barrier Reef, Islands, Beaches, Diving and Snorkeling, Sailing
Natural Encounters	Natural Landscapes, Wildlife Experiences, Marine Life Experiences
Adventure and Discovery	Adventure Experiences, Dinosaurs and Fossicking, Theme Parks, Journeys
Lifestyle, Culture and People	Food and Beverage, Outback and Country Life, Local Characters, City Experiences, Indigenous Experiences
Events	Endurance Events, Food and Beverage Events, Country Music Events, Music and Entertainment Events, Brisbane's Cultural and Creative Precincts, Blockbuster Sport, Outback Events, Indigenous Events

SUCCESS FACTORS FOR MOUNTAIN BIKE DESTINATIONS

Mountain biking has traditionally been undertaken as a recreation activity, however there is a rapidly growing trend toward mountain bike tourism. Mountain bike trails have the potential to capitalise on the domestic and international visitor markets. Building on the existing supply of mountain bike trails, the result of decades of volunteer and community efforts, can provide immense economic benefits to communities.

While it has been established there is enormous potential to attract mountain bike markets to visit Queensland specifically to undertake the activity, it is essential to understand the success factors for developing a mountain biking destination.

Mountain biking can be a primary motivator for travel or an activity undertaken whilst a traveller is visiting an area for another primary purpose. Recreational mountain bikers are drawn to high quality trails in scenic landscapes. Queensland's diverse environments, stunning scenery and range of existing nature based tourism facilities will allow the State to capitalise on the opportunities that mountain biking presents.

Successful mountain bike tourism destinations must be developed to the appropriate scale and level of significance. Further information regarding the levels of significance is provided in the Planning Hierarchy Section.

Nationally significant locations capture the tourism market for at least a week of unique riding and can provide a large recreation resource for a major population centre. They must be developed to cater for international, interstate and intrastate tourism as a priority.

Regionally significant locations cater for tourism short breaks or weekend trips and can provide a recreation resource to larger communities. They should be developed primarily to cater for interstate and intrastate tourism use and community based trail use.

Regions aspiring to develop mountain bike tourism should ensure the following are considered and adequately planned for:

- Mountain bike specific product – trails and infrastructure, commercial services
- High quality, diverse, iconic, scenic trail experiences
- Marketing and promotion – experience packaging
- Events
- Visitation and accessibility, accommodation, attractions and activities
- Revenue generation
- Unique experiences
- A positive destination image
- Partnerships and political support

Mountain bike tourism is growing globally, and a number of states in Australia are starting to invest in dedicated mountain biking and cycle tourism products. Tasmania is one of the most recent success stories (refer Case Study on page 17), investing approximately \$3 million in the development of a world class mountain bike network in Derby in 2013, which is forecast to see a return on investment of more than \$30 million per year.

A number of international destinations, such as Whistler in Canada, Rotorua in New Zealand and the 7 Stanes in Scotland, have been attracting mountain bike tourists for many years. Ride Cairns is currently Queensland's only mountain biking destination that can be marketed to the tourism market, when benchmarked against national and international standards.

Queensland has the potential to be developed and marketed as a world class mountain biking destination. Many of its diverse landscapes and environments already have international significance and receive high levels of visitation. Continued support for national and international events and attracting new events to different areas of the state is essential for raising the profile of Queensland as a world class mountain biking destination.

If trails are planned, developed and promoted appropriately, it is likely that people will travel to Queensland for mountain biking. The various mountain bike visitor markets and motivators are described further in the Planning Hierarchy Section.

GAPS IN PARTICIPATION AND DEMAND AND DESIRED IMPROVEMENTS

The following is a summary of the gaps in participation and demand discussed in the above section, as well as the desired improvements which form a basis for the recommendations provided in this Strategy.

Issue	Gap	Desired Improvements
Participation data	There is limited data available to determine and track trends in the number of participants in mountain biking. Not all mountain bikers are members of formal clubs or groups, and not all locations currently collect usage data.	Record and analyse trail usage data and market visitation for all existing and new mountain bike facilities. Establish a central reporting system to provide information for the industry.
Participation rates	While participation rates are difficult to quantify, estimates indicate Queensland has much lower rates than well established international benchmarks.	Identify and address barriers in beginner participation.
Female participation	One of the key issues identified through consultation activities was low representation of females in mountain biking.	Provide introductory experiences to build skills and confidence on beginner trails to enable progression of female riders. Identify and address other barriers to increase female participation.
Youth participation	One of the key issues identified through consultation activities was low representation of children in mountain biking.	Build on success of existing skills programs, improve access and remove barriers for youth and families.
Demand	The most popular trail networks have experienced rapidly increased usage in recent years, and are presenting a number of management challenges. User survey respondents indicated existing trails are close to home but generally do not cater for the experience they are seeking. User survey respondents, land managers and local governments identified a number of aspirational locations for new facilities that could provide a range of experiences across all regions.	Provide purpose-built trails in strategic locations, to service areas with high recreational demand and visitation, with a focus on addressing significant gaps in the market, alleviating pressure on existing facilities and meeting future growth in demand.
Profile	Mountain biking is not seen as a mainstream sport, and lack of visibility is a barrier to obtaining funding for facilities.	Increase the profile of mountain biking through advocacy to state and federal government bodies, to gain support and funding for mountain biking facilities, programs and events.
Access	There is a lack of policy and planning to support development of mountain bike trails within a range of tenures.	Increase the profile of mountain biking through advocacy to land managers.
Tourism	Cycle tourism market growth indicates potential for mountain bike tourism in Queensland. Currently, Tropical North Queensland's brand Ride Cairns is the only destination product that is capable of being marketed internationally.	Identify strategic locations to develop international mountain biking destinations and product suitable for marketing and promotion to target markets.

"ACROSS QUEENSLAND THERE ARE APPROXIMATELY 840KM OF PURPOSE BUILT, PREDOMINANTLY SINGLE TRACK MOUNTAIN BIKE TRAILS ON PUBLIC AND PRIVATE LANDS; THE RESULT OF STRONG PARTNERSHIPS BETWEEN COMMUNITY GROUPS AND LAND MANAGEMENT AGENCIES."

TRAILS, FACILITIES AND INFRASTRUCTURE

While there is a relatively high volume of trail supply in Queensland it is generally characterised by multi-use or fire access road, rather than purpose built single track trail that mountain bikers seek. Sanctioned, purpose-built trails are a fundamental requirement for mountain biking. A small number of purpose built networks exist, and more recently, private developments are starting to fill this gap.

Across Queensland there are approximately 840km (M.Roberts, 2017) of purpose built, predominantly single track mountain bike trails on public and private lands; the result of strong partnerships between community groups and land management agencies.

Existing trail facilities are generally experiencing high demand and overuse, leading to a range of management challenges (Refer page 31 for further discussion). Mountain bike riders and land managers recognise the need to provide additional trails, facilities and infrastructure to meet the existing and growing demand and needs of different mountain bike user groups. Well planned, accessible and sustainable trails, facilities and infrastructure are required to address the rapid growth in participation and associated challenges that are being presented.

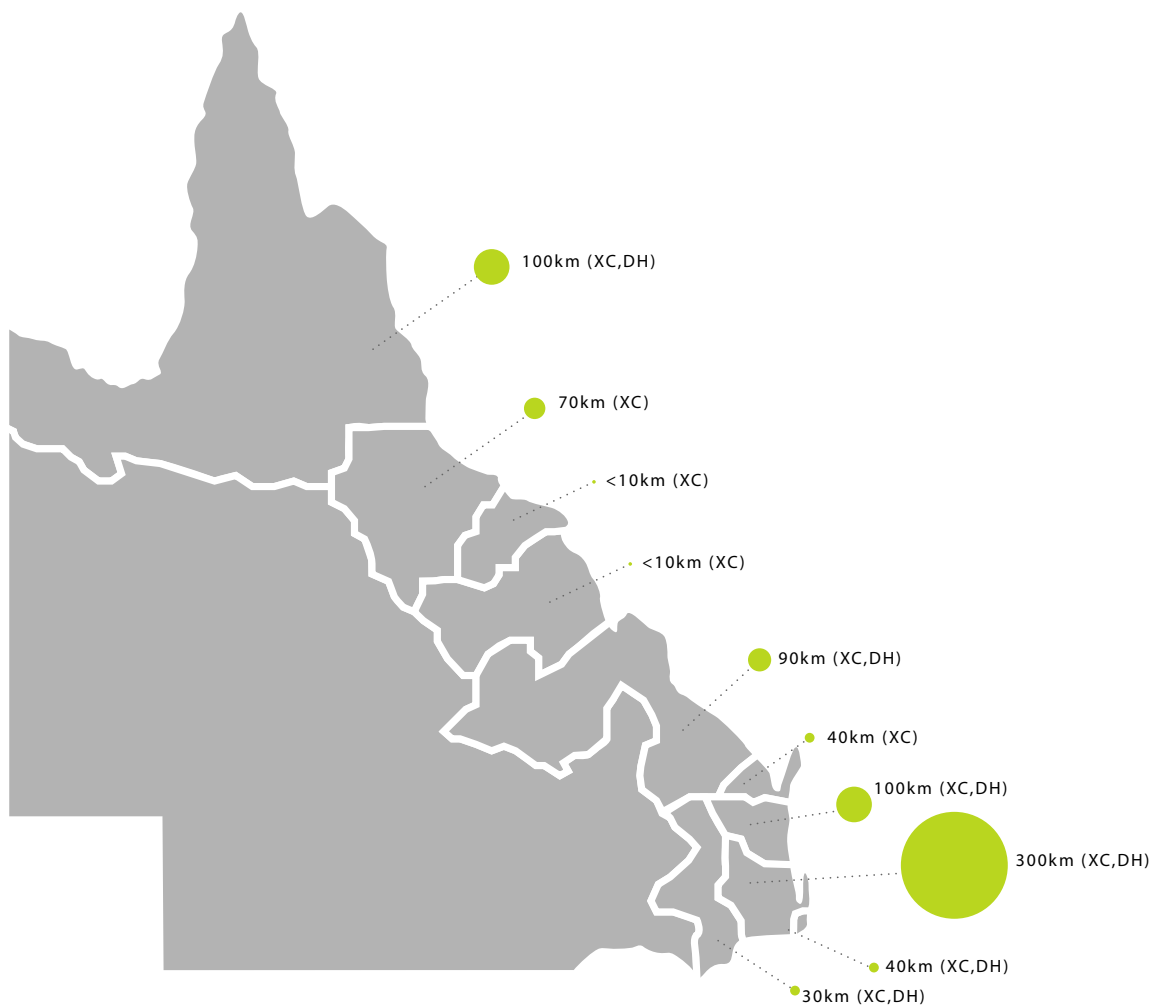


Figure 3 Existing trail supply

EXISTING TRAILS

In general, Queensland's supply of mountain bike trails is characterised by user or volunteer created trails. Growth of networks is generally organic and approved on an ad hoc basis, reacting to changing needs, rather than following a strategic development plan and standards. Depending on their level of significance, mountain bike trail networks have critical key criteria, including minimum trail quantity and facilities required. It is understood that many of the existing networks do not have a sufficient quantity of trail or the facilities required to support the level of usage they receive. A well planned and designed trail network will consider the expected usage, supporting facilities required, full life cycle costs and a sustainable management and maintenance plan. Further information regarding the level of significance is provided in the Planning Hierarchy Section.

There are a number of trail networks of varying scale in each region. The majority of networks have less than 20km of trail, and are considered 'locally significant'. The map in Figure 3 provides an overview of Queensland's purpose built single track mountain bike trail networks by region.

Figure 3 provides an overview of existing trail quantities in Queensland. Maps detailing the locations of existing trail supply per region are included in the Trails and Opportunities Analysis Section.

This is a general overview of the trails, and their designated trail types and classifications, which were sourced from existing publications. These were not based on a detailed on ground assessment of trails. The existing trails considered as part of this inventory include facilities that are open to the public on an ongoing basis. Many of the trails included are considered 'shared use', but were designed and built for the purpose of mountain biking. The information provided in this Strategy should be verified through detailed site investigations as part of further trail planning stages.

In addition to those listed below, there are a large number of reserves which permit mountain biking on multi use or fire access trails, which have not been quantified. Other trails that have been excluded from the summary are:

- Trails located on private land that are only open to the public for special events
- Rail Trails
- Fire access and other trails that permit mountain bikes
- Unsanctioned or illegally constructed trails

The preferences and habits of mountain bikers were identified through the mountain bike user survey and other consultation activities undertaken. Preferences were also compared to the broader market where other studies and publications have been completed, such as the *Australian Mountain Bike Market Profile Survey (2016)*.

Gaps between supply and demand are leading to the creation of informal mountain bike trails. Most land managers interviewed had faced and are facing ongoing challenges of managing unsanctioned trails. There is a need to address the creation of informal trails, as they have the potential to impact on environmental and heritage values, cause conflict with other trail users and land uses, and expose riders to increased risk and land managers to increased liability. These challenges can be addressed through investment in development of high quality, desirable trails in the right locations.

GAPS IN TRAILS, FACILITIES AND INFRASTRUCTURE AND DESIRED IMPROVEMENTS

The following is a summary of the gaps in trails, facilities and infrastructure discussed in the above section, as well as the desired improvements which form a basis for the recommendations provided in this Strategy.

Issue	Gap	Desired Improvements
Trail Information	Current trail information and maps are available from a range of sources, such as land managers, mountain bike clubs and other trails resources, but there is inconsistency in trail types and classifications, depending on the publisher of the information. Signage and way-finding on trail networks is often inconsistent, lacking or absent, making it difficult for users to gauge potential skill level required.	Adopt the emerging National Mountain Bike Management Guidelines to inform mountain bike trail types and classifications, to ensure information is accessible to users and expectations are met.
Trail Types	The majority of existing trail is cross country trail. <5% is downhill specific trail, which is concentrated in several locations. The user survey indicated that downhill was the second most preferred trail type. There was no identified existing All Mountain style trail within the data provided or the user survey. The Australian mountain bike market survey identified All Mountain was the most preferred riding style, with All Mountain also being the most common type of bike owned by respondents.	Increase the variety of purpose built mountain bike trails to ensure a suitable mix of trail types is provided and caters for the relevant markets.
Trail Classifications	80% of existing trail is green or blue classification. User group consultation identified that there is demand for more black and double black trails to cater to the needs of riders of advanced abilities. Need for introductory experiences to encourage youth and female participation.	Improve diversity of classifications to achieve a suitable mix of all classifications of trail, with a focus on identifying opportunities to create black and double black classification trails.
Trail Quantity	The typical preferred duration of a mountain bike ride is between 1-2 hours. The majority of existing trail networks cater for less than 1 hour of riding time.	Increase trail quantities in high demand locations, and ensure trail networks are supported by appropriate infrastructure required for the relevant level of significance.
Development of Trail Destinations	The majority of existing trail networks are considered locally significant, and do not have the key requirements to attract tourism markets.	Identify strategic locations across all regions to develop (or upgrade existing) purpose built facilities and mountain biking tourism destinations, ensuring appropriate supporting infrastructure and facilities exist or can be developed.
National and International Events	Events have the potential to provide significant economic benefits and to raise the profile of mountain biking destinations. There are a small number of trail locations in Queensland currently used for national and international events.	Identify existing and potential locations capable of hosting national and international mountain biking event facilities within proximity to good amenities and infrastructure. This includes identifying existing facilities that could be upgraded or expanded to cater for these events.

GOVERNANCE AND MANAGEMENT

EXISTING GOVERNANCE

Across Queensland, there are a number of separate governance structures that have been established to identify and develop local mountain biking opportunities. There is no central governing body coordinating mountain biking in Queensland, however Mountain Bike Australia has facilitated the development of this Strategy with a key objective to establish a suitable structure.

All key stakeholders play a vital role in the governance of mountain biking, and through the models in place, are progressing with mountain biking projects with varying degrees of success. Stakeholders manage a number of priorities and work within a range of individual governance formats, many of which are not directly relevant or specific to mountain biking.

While every location has differing requirements depending on the range and number of stakeholders involved, there is an opportunity to establish a statewide governance hierarchy, which identifies the appropriate structure for every region and location. Ensuring there is coordination of mountain biking development, at a statewide, regional and local level, will enable improved communications between land managers and grass roots organisations, and streamline decision making processes.

Through consulting with key stakeholders including state and local government, land managers, mountain bike clubs and groups, various models emerged, including the following.

Regional Coordinating Body

Regional coordinating bodies have formed to identify mountain biking opportunities that will provide benefits to a broad region. An example of this is the Tropical North Queensland region. The *Tropical North Queensland Regional Mountain Bike Strategy* recommended establishing a regional coordinating body for mountain bike user groups and land management agencies to oversee the implementation of the Strategy's recommendations.

Local Working Group

Local working groups have formed to identify mountain biking opportunities that will provide benefits to a single location or local government area. An example of this is the Gold Coast Mountain Bike Working Group, which is led by the City of Gold Coast, and comprises representatives from QPWS, SRS, Nerang Trail Care Alliance, Destination Gold Coast, Tourism Events Queensland and MTBA. The working group is convened on a regular basis and coordinates research, planning, funding opportunities, events and management actions.

Club Led

Where clubs have formed strong relationships with land managers, they have established lease agreements and undertaken planning and development of mountain biking opportunities relatively independently. An example of this is the Gladstone Mountain Bike Club, who are the lease holder of a parcel of Council owned land, and are progressively improving and expanding their local trail network.

Government Led

Where state and local governments have identified demand, multiple agencies may coordinate to develop or enhance a mountain biking opportunity. An example of this is the Daisy Hill Koala Bushland Directions Paper, which was prepared by the former Department of National Parks, Sport and Racing, to guide the area's management, use and enjoyment by a range of users over a ten year period.

Private Developer

Private developers have pursued opportunities where there is

a clear demand for mountain biking, which is not being met by existing provision. Where developers own the land, there is sometimes less need to partner with other stakeholders, and the developer has fewer constraints on what can be developed. An example of this is Hidden Vale near Ipswich, which is part of a larger private commercial development, consisting of over 100km of diverse mountain bike trails, a range of visitors services, events and tours. The product is very high quality and is provided to users at a relatively low cost.

EXISTING MANAGEMENT

The development of mountain bike trails across Queensland has largely been a result of partnerships between land managers, state and local government agencies and trail groups (mountain bike clubs or trail care alliances). The ongoing trail management and maintenance is typically led, coordinated, undertaken and/or funded by the mountain bike clubs or trail care alliances with support from land managers. Club members and volunteers make up only a fraction of the broader community who use the mountain bike trails, and so provide a valuable resource to land managers. A range of stakeholder and community partnerships have formed to oversee trail development across Queensland.

QPWS Managed Areas

High population growth close to natural areas is increasing pressures on land management and demand for visitor experiences. Much of these lands are under QPWS management.

QPWS manages mountain bike trails in accordance with the *Operational Policy: Mountain Biking in QPWS Managed Areas (2011)*. The policy states where mountain biking is allowed in QPWS areas, and covers single-use mountain bike trails, multiple-use trails (where mountain bike is a recognised use) and other QPWS managed roads. The policy generally supports the development and management of mountain biking activities where appropriate. On QPWS managed areas, cross country and touring styles of mountain biking will generally be catered for, while limited opportunities will be provided for other styles including downhill and freestyle.

Demand for mountain biking is growing rapidly, with new styles and events evolving over time. In many areas, demand for mountain biking and events is growing faster than QPWS is able to respond, and the current policy does not deal directly with some particular styles or events. For example, there is growing demand and lack of supply for gravity trails and e-bike requirements. Generally, applications for trail development and events are assessed on a case by case basis, rather than from a strategic policy position.

QPWS is committed to supporting a sustainable mountain biking community, and has partnered with mountain bike clubs and trail care alliances as a management strategy to manage and develop mountain bike trails in various areas throughout the state.

Existing infrastructure and facilities are under growing pressure as demand for mountain biking trails increases in areas that must also cater to a range of other users. National parks are highly valued by the community, which can result in pressures and constraints to development. This can limit the potential mountain biking development that can occur in national parks and other protected areas, and strategic planning for these opportunities is particularly important to ensure QPWS can meet the needs of all users.

Resources for maintenance are particularly restricted, and QPWS is reliant on volunteer support through partnerships. Promotion and advertising of commercial business is not permitted on QPWS managed areas, so corporate sponsorship models that work in other places are unable to be implemented. QPWS does not currently collect revenue from entry fees to parks and reserves, whereas most other states do this.

Trail Maintenance

Increased use of existing facilities, as well as poor trail design and construction, can lead to accelerated deterioration of trails and higher resourcing requirements for ongoing maintenance. In many instances, volunteer trail groups are delegated some of the management and maintenance responsibilities, strengthening relationships between land managers and the mountain biking community.

The standards to which trails are maintained is influenced by available resources and the skill and experience of the parties undertaking the work. It can be challenging for land managers with limited or no mountain bike trail experience to set appropriate standards. Some land managers employ professional trail builders to undertake routine trail maintenance. However, there is no existing professional certification framework and curriculum to identify minimum qualifications of trail builders.

Funding for trail maintenance is often difficult to source, and is rarely provided through grant funding. Grants are usually limited to capital works. Other options for funding include:

- Club membership fees and fundraising activities
- Corporate sponsorship and advertising
- Event contributions
- Local government contributions
- Revenue generation from commercial models

There is a need for more innovative funding and maintenance models. A great example of innovation is a partnership between the Noosa Trailblazers mountain bike club, Noosa Council and QPWS. The Noosa Trailblazers have an agreement with QPWS to maintain the mountain bike trails in Wooroi (Tewantin National Park), which are located on State Government managed land, using volunteers and professional contractors, and Noosa Council provides funding toward this program.

Scarcity of resources places increased pressure on land managers and volunteers who maintain trails, and as a consequence, often maintenance requirements cannot be met. A number of respondents to the user survey stated that many existing facilities were in need of improved maintenance. The impacts of poorly maintained trails can be significant for user safety and experience, as well as the environment.

Development of appropriate trails through sustainable planning, design and construction practices will minimise long term maintenance and resourcing requirements. As part of the development process, a trail management and maintenance plan should be developed to inform life cycle costing of the new facility prior to construction.

It is important to clarify and formalise roles and responsibilities of 'trail owners' and 'trail operators'. The trail owner is the entity that owns the physical structure of the trail and is usually the land owner or manager where the trail is located. The owner carries liability for the health and safety of all trail users. The trail operator is the entity that maintains the trails to the agreed standards of the owner.

Challenges for Land Managers

Council and state managed reserves are under pressure from the growing popularity of mountain biking and population growth.

There are a range of issues and challenges for land managers in managing the growing demand for mountain biking and visitor expectations. Broad challenges identified through consultation with land managers include:

- Catering for single-use mountain bike trails, while balancing the needs of other user groups
- Balancing conservation or public health values and recreation values in parks and reserves
- Growing demand and lack of supply for new styles of mountain biking
- Growing number and variety of events, and the impacts of events on trails (e.g. mountain bike trails used by multi-sport racing and mountain bike racing)
- Management and prevention of unsanctioned trail development
- Management models are heavily reliant on community and volunteer champions and resources
- Limited availability of funding for maintenance
- Lack of standards for maintenance and construction

GAPS IN GOVERNANCE AND MANAGEMENT AND DESIRED IMPROVEMENTS

The following is a summary of the gaps in governance and management discussed in the above section, as well as the desired improvements which form a basis for the recommendations provided in this Strategy.

Issue	Gap	Desired Improvements
Governance	A governance hierarchy is essential for a coordinated and strategic approach to development and sustainability of mountain biking. Queensland has a number of existing governance models in place, which are achieving varying levels of success, but occurring separately with no overarching coordination and leadership.	Establish guidelines for the establishment of regional mountain bike working groups in each region to progress the recommendations of the Queensland Mountain Bike Strategy at a regional level.
Standards	Trails are generally developed to IMBA Guidelines. There is no local standard guiding the planning, design, construction and management of mountain bike trails.	Adopt the <i>National Mountain Bike Management Guidelines</i> as the guiding document for all mountain bike trail development and management in Queensland. Implement best practice design, construction and maintenance in accordance with the Guidelines to minimise environmental impacts and showcase that mountain bike trails can be achieved sustainably.
Management & Maintenance	Maintenance is heavily reliant on volunteer bodies, is not standardised, and is not well resourced.	Identify appropriate maintenance and management models, and ensure a sustainable funding model is established for planned mountain bike facilities.
Demand for Events	The number and variety of events is growing, which impacts on trails and increases maintenance requirements. Requests are managed on a case by case basis and some events cannot be catered for.	Identify facilities that can cater for a variety of events, and ensure new facilities are planned with consideration to event requirements and permanent infrastructure.



PLANNING CONTEXT

Existing literature including relevant policies, strategic plans, guidelines, tourism, recreation and trail planning documents, were reviewed to provide the strategic and planning context for mountain biking in Queensland.

The following strategies, policies, guidelines and plans have been considered in the preparation of this Strategy. These documents will provide strategic context to guide further levels of mountain biking development. Further details of the literature review are provided in Appendix 1.

State Planning and Policies

- Operational Policy – Mountain biking in QPWS managed areas (DNPSR, 2011)
- Operational Policy – Organised events (non-commercial) on QPWS managed areas (DNPSR, 2013)
- Operational Policy – Commercial Tourism and Recreation Activities in QPWS managed areas (DNPSR, 2015)
- Queensland Cycle Strategy 2017–2027 (DTMR, 2017)
- Queensland Cycling Action Plan 2017–2019 (DTMR, 2017)
- Queensland State of Cycling Report (DTMR, 2017)
- Tourism and Events Queensland Strategic Plan 2017–21 (TEQ, 2017)
- Queensland Ecotourism Plan 2015–2020 (DNPSR, 2015)
- Queensland Adventure Activity Standards – Mountain Biking (DNPSR, 2013)
- The Queensland Plan, Queenslanders' 30-year vision (State of Queensland, 2014)
- Measuring Participation in Outdoor Activities (QORF, 2017)

Regional Mountain Bike Plans

- Developing Mountain Biking in Queensland: Regional Solutions (QORF, 2014)
- Tropical North Queensland Regional Mountain Bike Strategy (FNQROC, 2015)
- Ride Cairns www.ridecairns.com

Local Recreation and Trails Plans

- Daisy Hill Koala Bushland Directions Paper 2017–2027 (DNPSR, 2017)
- Eastern Escarpment Conservation Area Plan (RCC, 2017)
- Gold Coast Nature Based Recreation Plan 2015–2025 (CGC, 2015)
- Gympie Tracks and Trails Plan (GRC, 2014)
- Logan Recreation Trails 2010–2020 (LCC, 2010)
- Noosa Sport and Active Recreation Plan (NSC, 2017)
- Sunshine Coast Recreation Trails Development Plan 2017 (SCC, 2017)
- Various Mountain Bike Club Trails Plans and Strategic Documents

Other Publications

- National Mountain Bike Management Guidelines (Draft)
- Adaptive Mountain Bike Guidelines, (Break the Boundary, 2017)
- Western Australian Mountain Bike Management Guidelines (DBCA, 2017)
- Western Australian Mountain Bike Strategy (WestCycle, 2015)
- Victoria's Trails Strategy 2014–24 (State of Victoria, 2014)
- NSW Sustainable Mountain Biking Strategy (NSWNPWS, 2011)
- Queensland Mountain Bike User Survey Interim Report (QORF, 2013)

LAND MANAGEMENT CONSIDERATIONS

Policies regarding management of mountain biking vary between regions and localities. Major land managers in Queensland were consulted to discuss statewide policies, approach, opportunities and challenges associated with mountain biking across various land tenures.

QUEENSLAND PARKS AND WILDLIFE SERVICE

As the largest land management agency in Queensland, QPWS is responsible for the supply of the majority of mountain bike trails in Queensland. Support from QPWS is vital for future development of mountain biking across Queensland. The following provides an overview of the policy and planning, partnerships and challenges relating to management of mountain biking in QPWS managed areas.

Policy and Planning

QPWS is currently undergoing strategic planning at a state level to introduce a new levels of service and values based management framework. There will be underlying action and operation plans that will apply local policies, and ensure consistency across QPWS estate with respect to individual activities. Strategic plans are under development for a series of high priority parks, however these priorities may not necessarily align with potential mountain biking planning priorities.

There is not currently a strategic approach from QPWS to expand mountain bike trails and facilities. Mountain biking on QPWS managed lands is subject to *Operational Policy – Mountain biking in QPWS managed areas (2011)*. At a park level, local management statements apply as to how to address applications for new activities or events.

QPWS is willing to support a strategic planning approach to mountain bike development, in order to create new opportunities for mountain biking to cater for anticipated increased participation.

SEQ WATER

SEQ Water aim to have a consistent approach to development and management of mountain biking to minimise impacts on water catchment and dam storage areas under their management. Mountain biking is recognised as an activity in current recreation planning documents.

The two most significant sites designated as 'inside supply' are at Wyaralong (Mt Joyce) and Hinze Dams. These networks are managed as single use mountain bike only.

All SEQ Water managed land receives 2.7 million visits per year for recreation. The guiding principles for SEQ Water managed lands are Water Quality and Sustainable Access and Use. SEQ Water undertake annual trail auditing using a variety of accredited professional trail builders.

HANCOCK QUEENSLAND PLANTATIONS

Queensland's state forests are located on public land, covering approximately 300,000 hectares throughout the state. Commercial plantation forests are managed, grown and harvested by HQ Plantations Pty Ltd. Public access, recreation and commercial activities are permitted on state forest lands but may require a permit. Mountain biking is permitted on state forest lands on fire access trails and other shared use trails, however there are no existing purpose built mountain bike single track trail networks.

LOCAL GOVERNMENTS

Local Government Authorities (LGAs) have management responsibility for significant reserves across the state, and help to meet the demand for mountain bike trail development by providing purpose built mountain bike single track trail networks.

All LGAs consulted as part of the Strategy development were supportive of continued development of mountain biking. Of the 78 LGAs in Queensland, 30 expressed interest in either establishing mountain biking or supporting and growing existing activities. Several LGAs also expressed interest in forming collaborative working groups to coordinate regional mountain biking priorities and plans.

Many LGAs are implementing or developing recreation or trail plans, which include recommendations to implement mountain bike trails. Some LGAs have partnered with local mountain bike clubs to produce local mountain bike master plans for specific sites.

PRIVATE DEVELOPERS

Private developers are able to provide different experiences than those offered by government managed developments. With the growth in popularity of mountain biking and recognition of the economic opportunity, private developers are investing in facilities to cater for niche and growing mountain bike markets.

There is one existing prominent private mountain biking development in Queensland, which is the Hidden Vale Mountain Bike Park, located one hour from Brisbane City. The land and trails are owned and operated by Spicers Retreat, as part of a luxury country retreat with accommodation, dining, spas and corporate and event facilities. Visitors pay a small fee to use the trails, which are very high quality.

Another private mountain biking development, Guanaba Experience in the Scenic Rim Regional Council area, is in the planning phase and due for implementation in 2018. The adventure park will include approximately 30km of descending, shuttle assisted mountain bike trails amongst a range of other activities.

There are a number of smaller private commercial developments, which incorporate mountain bike trails alongside other attractions and facilities like golf courses.

While private developers have some freedom to provide different experiences than those on public lands, they face the same legislative requirements, level of scrutiny and due diligence to ensure a facility will not negatively impact on the environment.

PLANNING HIERARCHY



In order to develop a statewide strategic approach to the establishment of mountain biking facilities, it is essential that the right type of trails are developed in appropriate locations. To achieve this, an understanding of trail planning hierarchies, models, riding styles, user types, trail types and classifications is required.

A planning hierarchy has been used in other mountain biking strategies, such as Tasmania and Western Australia, to guide investment decisions for mountain biking infrastructure. Building on the success of these planning hierarchies, MTBA is developing the *National Mountain Bike Management Guidelines*, which will set out planning and management standards for mountain bike trails across Australia. The following section has been compiled from these existing sources and will be referenced throughout the Strategy.

Queensland should implement a planning hierarchy, to ensure all land managers, government departments, mountain bike clubs and other key stakeholders are informed and following a consistent planning process when implementing mountain biking projects.

Queensland should implement the planning hierarchy outlined opposite, to ensure appropriate planning has been undertaken to support government investment in mountain biking. Further detail regarding scope and methodology for the Regional Master Planning, Location Area Planning and Site Planning processes is provided in the Recommendations Section. Regional recommendations are provided to inform the level of trail planning that should be undertaken within each region.

National Mountain Bike Management Guidelines	The Guidelines provide a planning hierarchy to enable consistent trail planning throughout Australia, in line with best practice planning, design and construction principles.
Queensland Mountain Bike Strategy	The Strategy sets out the challenges and gaps to be addressed at a state level, to maximise the benefits of mountain biking in Queensland
Regional Mountain Bike Master Plans	Regional Master Plans provide a detailed review of opportunities and constraints of a specific region, which usually comprises multiple LGAs. The master plan sets out the development priorities for the region.
Location Area Plans	Location Area Plans are generally implemented for a specific Local Government, or group of LGAs in close proximity. They may consist of or reference a suite of documents, including broader Recreation, Tourism, Natural Area and Trail Plans.
Site Planning	Once identified in a Location Area Plan, an individual site can be planned. Site planning will be implemented in a number of steps to ensure trails are designed and constructed appropriately.

SIGNIFICANCE HIERARCHY

Establishing the scope and scale of a new trail network is essential to ensure networks of the right type, size, scale and extent are established in the right locations. Development strategies include location significance, distribution, event requirements and trail model detail. The trail significance hierarchy (D.Davis, 2010), gives a quantitative justification for identifying the size of a trail network.

A significance hierarchy system will be defined under the emerging *National Mountain Bike Management Guidelines* to inform appropriate size and scale of mountain biking facilities. It is recommended that Queensland adopt the National Guidelines.

The significance hierarchy typically comprises three levels: National, Regional and Local. The quantitative criteria for the significance of a location include:

- Minimum supporting infrastructure requirements
- Length of trails and number of loops
- Proportion of single track
- Minimum site area required
- Proximity to major transport links / airports / highways
- Accessibility from major highways
- Exclusion zones (to be determined at the regional level)

Local Significance

A mountain bike facility for a small community and/or a tourism resource that caters for day trips.

Regional Significance

A mountain bike facility for a small population centre or large community and/or a tourism resource that caters for short breaks or weekend trips.

National Significance

A mountain bike facility designed for a large population centre and/or a tourism resource that caters for at least a week of unique riding opportunities.

The establishment of a diverse range of locally, regionally and nationally significant locations within a single region will result in an internationally significant destination to cater for visitors from across a broad spectrum of markets and user types.

An appropriate level of significance for individual trail developments must be established in the initial stages of any new trail planning, and the following questions can help to determine the appropriate significance level within the hierarchy:

- What is the proposed significance of the trail system to both local and wider communities in terms of both economic and social impacts?
- What is the significance of the proposed trail system in terms of wider recreation and access issues?
- Will the development of the proposed trail system have impacts that are felt nationally, regionally, or locally (community level)?
- How many people and communities is the proposed trail system likely to affect – positively or negatively?

Locally Significant Locations

Locally significant locations cater for community based trail use with tourism demand limited to day visits. Facilities are developed within a 10–15km zone from population centres unless servicing existing recreation and camp sites, or significant population centres where alternate opportunities do not exist. Locally significant locations can develop around the trail town and trail centre models, but can also be stand-alone individual and networked trail systems.

They contain limited services and infrastructure but can still host events. Excluding long distance trails, up to 20km of trail may be developed with the majority being singletrack forming at least two loops. Locations of local significance may develop limited trail types and classifications and can expect demand from surrounding regionally and nationally significant locations.

Regionally Significant Locations

Regionally significant locations cater for small population centres or large communities and/or tourism resources that cater for short breaks or weekend trips. Facilities should be developed within a 15–20km zone, and be focused around a primary trail centre or trail town model.

They provide a minimum level of service and infrastructure and can host national and regional events. Excluding long distance trails, regionally significant locations contain at least 20km of trail with the majority being singletrack, forming at least two major loops. Locations of regional significance should encompass broad trail types and classifications. Regional locations will see demand for trails from surrounding nationally significant locations.

Nationally Significant Locations

Nationally significant locations capture the tourism market for at least a week of unique riding and can provide a large recreation resource for a major population centre. They are developed to cater for international, interstate and intrastate tourism as a priority and facilities fall within a 20–25km zone. Trail development is focused around a primary trail town model and can include trail centres, networks or individual trails as part of the hub.

Excluding long distance trails, locations should contain over 80km of trail with the majority being singletrack, forming at least four major loops. Locations of national significance should develop all trail types and classifications where appropriate.

These locations will experience very high demand and should provide a high level of services and infrastructure to riders and also have the ability to cater for major international and national events.

Similar to the development of Blue Derby (refer Case Study), staged development should be implemented to prove the benefits of the network. It is generally recommended that a location is developed to a regional level of significance before expanding.

The benchmarks of 80km and intended length of visitor stay should be reviewed and adjusted based on the relevant geography within a region when undertaking regional master planning (Refer Recommendations Section). A nationally significant facility is not required in all regions or locations to have positive outcomes and provide the benefits of mountain biking. The appropriate level of development should be determined in planning stages as detailed in the Recommendations Section.

Figure 4 ranks how critical, preferable, or non-essential the key requirements are for each location significance level.

Key Requirement	National	Regional	Local
Trail Quantity	> 80km	> 20km	< 20km
Tourism Market			
Recreation Resource			
Singletrack			
Accommodation			
Café			
Visitor Services			
Visitor Information			
Car Parking			
Toilets			
Showers			
Bike Sales and Repair			
Bike Hire			
Trail Signage			
Trail Mapping			
Event Infrastructure			
Diversity of Trail Types			
Diversity of Classifications			

Critical
 Preferable
 Non-essential

Figure 4 Key requirements for mountain bike facilities by significance

EVENT REQUIREMENTS

There are specific event requirements to cater for mountain bike racing. All styles of mountain bike racing require particular infrastructure design. Of particular importance is the need for trail networks to be designed to cater for different racing formats. Consideration should also be given to the need for group starting areas, event villages, overflow parking, spectator viewing, and provision of essential services such as power and water.

Typically, if planned for, these event requirements can form part of the facility development with minimal additional investment, however if not planned for, the ability to cater for events can be severely restricted.

MTBA sets and maintains the regulations for club, state and national level mountain biking events. The Union Cycliste Internationale (UCI) is the world governing body for cycling competition, and oversees all international cycling races, including the World Cup Series, World Championships and the Olympic Program. The UCI sets and maintains the rules and regulations for all cycling disciplines, apart from Enduro World Series (EWS). The capacity of the Queensland regions to hold UCI and EWS sanctioned events should be reviewed broadly in Regional Master Planning and Location Area Planning.

Event Venue Requirements

For state level events, riders should expect a higher level of competition than for local club-run races. By aspiring to provide facilities suitable for national level events, state level events should benefit from these facilities.

National event venues are generally considered with regards to criteria:

- Preferably within 90 minutes' drive of a major airport, sufficient access to car hire services and easy access for freight deliveries.
- Wide range of accommodation options located at or near the venue (min. 1000 beds).
- Attractive accommodation, travel and service to riders and teams.
- Wide range of visitor services and facilities at venue location (supermarket, restaurants, take away food, tourist services, medical services, garages, chemists and bike stores).
- On site venue facilities must include mains or generator power, adequate parking, bike wash, close access to running water or tank, public toilets, internet coverage and a village area.
- On site venue services and additional benefits must include access to office accommodation or close and economical supply of site sheds, hire companies, bus and driver rentals, crowd control fencing, security services, parking, first aid and medical services, timing, public toilets, fire and emergency service and State Emergency Service nearby.
- Venue should be family friendly and include village activities.
- Local mountain bike club located at the venue location.
- Local hospital within a 30-minute drive.
- Event layout as per MTBA / UCI guidelines.
- Shuttle uplift service for downhill races.

TRAIL MODELS

A trail model defines how a mountain bike facility can be developed and applied to a population centre or an individual site. Trail models heavily influence all parts of the trail planning, design and delivery process. There are four main types of trail models, defined below.

A trail model defines the extent of development for a mountain bike facility. Depending on a number of factors, the scale of trail model can vary significantly from individual trails up to trail centres and trail towns. The type of trail model should be established at an early stage and must be appropriate to the scope, scale and goals of the development.

The trail model should also be appropriate to the significance rating of the mountain bike facility and where possible, allow for opportunities to generate revenue that can sustain the development. Table 9 defines the scope and extent of each type of trail model.

Development of a mountain biking facility based on a trail model does not preclude other types of trails from being developed within or nearby the location. The potential integration and conflict management associated with user groups in the area would be managed through further stages of planning.

TRAIL TOWN

A trail town is a population centre or popular recreation destination that offers a wide range of high quality trails as well as related services, facilities, businesses, strong branding and supportive governance. It can incorporate trail centres and typically has multiple trail networks. A trail town may consist of a number of sites, hosting several signed and mapped trails of varying type and classification.

Mountain bike facilities such as car parking and visitor services are available within the vicinity, typically provided by independent businesses, land managers or local governments. In order to appeal to the market majority, it is important trail towns are user friendly and have high quality directional signage and maps.

Trail towns benefit from having a single central information and service centre to promote and provide access to trails. Although different, these can act similarly to a trail centre.

Trail towns should have at least one cohesive trail network offering multiple classifications and trail types within a single uninterrupted area (for example, with no major road crossings). Atherton is an example of an existing trail town in Queensland.

TRAIL CENTRE

A trail centre is a single site with dedicated visitor services and mountain bike facilities, provided by a single trail provider. It includes multiple signed and mapped trails of varying type and classification. A trail centre can be part of a trail town and incorporates a trail network. They are typically located close to major population centres or iconic locations. Hidden Vale is an example of an existing trail centre in Queensland.

TRAIL NETWORK

A trail network is a single site with multiple signed and mapped trails of varying type and classification, with no visitor centre and limited mountain bike facilities. A trail network may be standalone within a population centre or individual location, or form part of a trail centre or trail town. If not part of a trail town, trail networks are often located away from population centres, or in a location that does not provide essential mountain bike services.

Trail networks suit locations where demand does not exist for significant development and there is no supporting population centre. They also suit locations close to residential population centres as passive recreation facilities for community use.

With careful planning, trail networks can be designed to accommodate staged development with a view to becoming a trail centre as demand increases.

There are many examples of existing trail networks in Queensland, such as First Turkey in Rockhampton, Wooroi network in Noosa and Rowallan Park in Mackay.

INDIVIDUAL TRAILS

Trails come in a variety of types and configurations and are defined by their model, system, use, direction and classification. They can accommodate a range of user types and mountain bike user types.

Individual linear or looped trails are generally not considered as a development model for a destination. Long distance trails can link individual trails and can also be the precursor to developing a destination. Small individual trails typically form part of a trail town, centre or network model. Trail networks tend to consist of a number of individual linear or looped trails.

COMMERCIAL BIKE PARKS

A commercial bike park is a trail centre facility developed and managed by a commercial entity for gain. It is generally located on a parcel of land that is reserved solely for mountain biking or trails, includes a large number and variety of trails and provides a range of dedicated mountain bike specific services. Commercial bike parks generally offer a point of difference to public facilities, as they tend to cater for a niche market. Bike parks generate revenue through a combination of income streams, which could include:

- Entry fees
- Uplift fees (shuttle uplift or chairlift)
- Car park fees
- Merchandise sales
- Food and beverage sales
- Commercial subleases
- Event fees – participants and spectators
- Coaching clinics and tours
- Other on site commercial attractions and facilities to appeal to a wide range of users and visitors

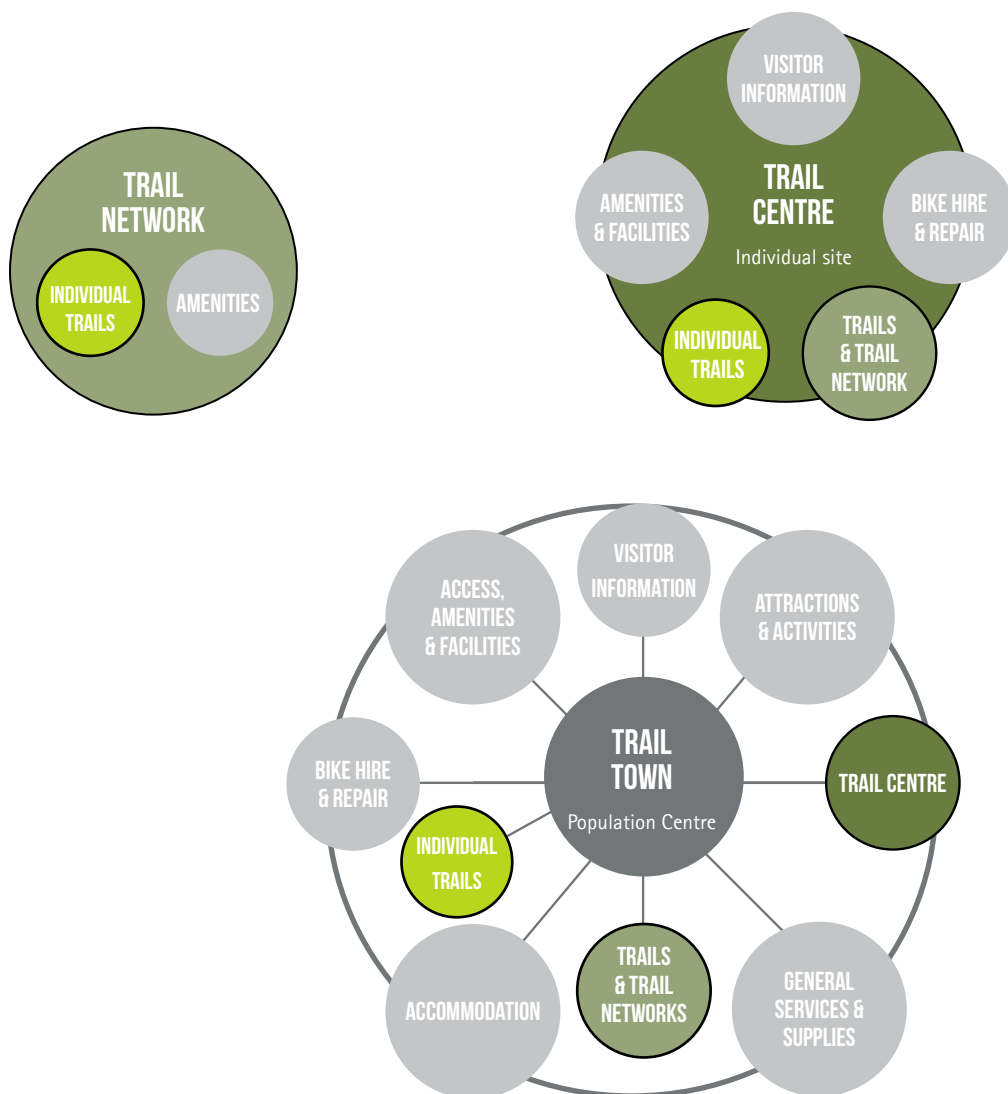


Table 9 Trail Models

	INDIVIDUAL TRAILS	TRAIL NETWORK	TRAIL CENTRE	TRAIL TOWN
National Significance	Only if part of trail town	Only if part of trail town	✓	✓
Regional Significance	Only if part of trail town	✓	✓	✓
Local Significance	✓	✓	✗	✗
Population centre based user services & facilities	✗	✗	✗	✓
Site-based user services & facilities	✗	✗	✓	✓
Associated infrastructure	✓	✓	✓	✓
Multiple trail models	✗	✗	✗	✓
Multiple trails	✗	✓	✓	✓
Single trail	✓	✗	✗	✗

USER TYPES

Type	Experience Sought	Classification Sought	Market Potential
Leisure	Includes general cyclists of all ages and abilities and potentially the largest market. They ride infrequently, often have limited skills and require very accessible trails. Not members of clubs and more likely to use highly accessible routes close to home, or make the journey to trail facilities with amenities and services such as bike hire, cafés and toilets.	Generally seek White and Green classification trails. Progress to blue trails.	Large
Enthusiast	Purely recreational mountain bikers with moderate skills and variable fitness, and ride weekly. They are typically aged 29–49 and form the existing market majority. Typically don't compete in events and possess limited outdoors experience. Prefer trails with good trail signs, seek technical but not too challenging trails. Most likely to take short breaks to mountain bike.	Mostly Green and Blue classification trails. Progress to Black trails.	Moderate
Sport	Competitive mountain bikers, who ride regular routes multiple times a week and are members of mountain bike clubs, they are a small but influential market. They are willing to seek less accessible trails, have a high fitness level and are technically proficient but may have limited outdoor skills. They ride a very wide variety of trails.	Green to Double Black	Small but influential
Adaptive mountain biking	Riders with mobility challenges who require modified or specialised riding equipment to participate, such as hand cycles. There is an emerging group of people who use off-road hand cycles to participate.	All Classifications as per the <i>Adaptive Trail Rating (ATR)</i> system	Small
Independent	Skilled outdoor enthusiasts who ride once a week and are technically proficient with good level of fitness. Generally a small market. Often involved in other outdoor activities, capable of planning their own rides and ride a very wide variety of trail classifications. Adventure is more important than the technical challenge and they seek more remote trails.	White to Black	Small
Gravity	Highly skilled technical riders who seek very challenging trails, typically ride at least once a week and are often members of clubs. They represent a small market that requires purpose built trails often with an uplift facility, which are repeatedly used in a concentrated manner. Gravity riders seek specific trails with the highest classifications.	Blue to Double Black	Small

TRAIL TYPES

Type	Description
Cross Country (XC)	Primarily single-track oriented with a combination of climbing and descending, and natural trail features of varying technicality. Cross country trails appeal to the majority market and can cater for timed competitive events. Typically bikes are lightweight with shorter travel, dual suspension or have no rear suspension.
All Mountain (AM)	Similar to cross country and primarily singletrack oriented, with greater emphasis on technical descents, with non-technical climbs. All mountain trails can cater for timed competitive events. All mountain trails may use uplift to the trailhead. Bikes are typically light weight with medium-travel dual suspension.
Downhill (DH)	Purely descent trails with emphasis on steep gradients for speed and technical challenge with a focus on skill development, can cater for timed competitive racing. Downhill trails usually require uplift to the trailhead. Bikes are designed for descending, built for strength over weight and typically long-travel dual suspension.
Freeride (FR)	Typically descent focused trails with emphasis solely on technical challenge and skill development. Feature built and natural terrain technical features, drops and jumps. Appeals to the more experienced market, caters for competitions judging manoeuvres and skills. Bikes typically medium to long-travel dual suspension built for strength.
Park (PK)	Built feature environment with emphasis on manoeuvres, skill development and progression. Appeals to wide market including youth and can cater for competitions judging aerial manoeuvres. Can include jump tracks, pump tracks and skills parks. Typically dirt surfaced but can include hardened surfaces. Bikes are typically built for strength, with short travel suspension.
Touring (TO)	Typically long distance riding on reasonably uniform surface conditions and lower grades. Touring trails are dual direction linear trails or long distance circuits with a focus on reaching a destination. Touring trails can include rail trails, access/fire roads and single track. While there is a limited market for long distance mountain biking, touring trails can be ridden in sections making them accessible to all. Bikes may be carrying panniers or towing trailers, and are usually robust with limited suspension, however, for short sections or day trips most mountain bikes are suitable.

MARKET MOTIVATORS AND NEEDS

The experiences sought, needs and preferences of the different mountain bike user types, trail facility models, infrastructure and supporting facilities are considered in the development of mountain biking facilities. Different rider types are driven by varying motivators, depending on whether they are riding for recreation or undertaking travel. Primary motivators are controllable factors that influence destination choice, including:






Market Motivator	Needs
Diversity	A large quantity and variety of trail types and classifications located in varied terrain and topography.
Uniqueness	Facilities that provide an iconic, memorable and fun experience by riding in a unique setting. Typically in a natural landscape, with high visual and emotional value, and often connected to an attraction.
Quality	A range of high quality experiences predominantly on singletrack that is purpose designed and built for mountain biking. High quality information, services and infrastructure are also important.
Accessibility	Trails located within close proximity of population centres and short stay accommodation to promote use for recreation, competition and tourism. Cohesive, well signed, mapped and promoted trails. Connectivity to other trails, transport, services and infrastructure increase accessibility from the trails. Visitor services to improve accessibility for less experienced users.
Community	A developed mountain bike community offering market credibility, sense of belonging and camaraderie through events, volunteer support and social engagement.

The different user types value different motivators depending on whether they are undertaking travel or riding recreationally, as outlined below.

Type	Reason for mountain bike travel	Recreation needs & motivators	Travel needs & motivators	Trail Types Sought
Leisure	Secondary	Accessibility & Quality	Accessibility & Uniqueness	Cross country single track and Touring trail
Enthusiast	Primary	Accessibility & Quality	Diversity & Quality	Cross country, All mountain Single track and bike park
Sport	Primary	Diversity	Community & Diversity	Cross country, all mountain single track
Independent	Secondary	Diversity	Uniqueness & Diversity	Cross country, all mountain single track, and touring trail
Gravity	Primary	Accessibility	Community & Quality	Freeride, downhill single track and bike park

TRAIL CLASSIFICATIONS

Mountain biking trail classifications are generally guided by IMBA guidelines. Trails are rated from easiest through to extremely difficult. The difficulty rating system outlines the ratings, which are determined by trail width, tread surface, average trail gradient, maximum trail gradient, natural obstacles and technical trail features. Mountain bike trails in Queensland are typically classified as follows, and will adopt the *National Mountain Bike Management Guidelines* trail classification system in future.

Classification	Description
Easiest White Circle 	Wide trails with smooth terrain and low gradients. Surface may be uneven, loose or muddy at times but free from unavoidable obstacles. Recommended for novice riders.
Easy Green Circle 	Flowing open trails on firm terrain with gentle gradients. Surface may be uneven, loose or muddy at times. Riders may encounter small rollable obstacles and technical trail features. Recommended for beginner mountain bikers.
Moderate Blue Square 	Narrow trail with loose, soft, rocky or slippery sections and hills with short steep sections. Riders will encounter obstacles and technical trail features. Recommended for riders with some technical mountain biking experience.
Difficult Black Diamond 	Trails with variable surfaces and steep gradients. Riders will encounter large obstacles and technical trail features. Recommended for experienced riders with good technical skill levels.
Extreme Double Black Diamond 	Trails may contain highly variable surfaces, very challenging terrain and/ or very steep sections. Riders will encounter unavoidable obstacles and technical trail features. Recommended for very experienced riders with high technical skill levels.

A male mountain biker is the central figure, wearing a red helmet with a white 'F' logo, a black long-sleeved jersey with a large brown 'F' on the chest, and red gloves. He is smiling and giving a thumbs-up gesture. The background is a blurred natural setting.

TRAILS AND OPPORTUNITIES ANALYSIS

"DEVELOPMENT OF SIX STATE
REGIONS SHOULD BE PRIORITISED
TO CATER FOR HIGH DEMAND,
ADDRESS SIGNIFICANT
CONSTRAINTS AND BUILD A
CRITICAL MASS FOR RECREATION
PARTICIPATION AND MOUNTAIN
BIKE TOURISM VISITATION."

OVERVIEW

A key objective of the Strategy was to develop a prioritisation framework to guide trail investment decisions.

In order to develop mountain biking priorities, it was important to firstly identify appropriate and logical planning boundaries. Alignment of key stakeholders, governance structures, land management boundaries and local government boundaries were considered. With 79 individual LGAs and six extensive QPWS management regions across the state, it was important to rationalise the number of potential mountain bike regions.

The Tourism and Events Queensland (TEQ) regional boundaries were selected as the most logical approach to mountain bike planning, as the eleven regions determine how the end user will experience each area. These regions will be referred to as the Queensland Mountain Bike Regions within this Strategy. Each region contains a range of stakeholders, including Local Governments (LGAs), Water Authorities, Regional QPWS Offices, Mountain Bike Clubs, trail care alliances and other trail user groups.

Land considered under the Strategy for potential mountain biking opportunities included national parks, state forest, conservation reserves, recreation reserves and private land in urban and rural areas.

This analysis provides a summary of broad opportunities and issues associated with each region, highlighting how they can capitalise on the potential for mountain biking and address significant gaps identified. The broad recommendations for each region provide the foundation for a prioritisation framework for the state. A regional approach to strategic implementation of mountain biking opportunities will ensure focused development and distribution of local mountain biking opportunities.

REGIONAL ANALYSIS

A number of regions in Queensland contain a variety of significant existing and potential mountain biking opportunities. The establishment or enhancement of successful mountain biking destinations in Queensland will rely on identifying unique landscapes and desirable terrain for diverse mountain bike trails. It will also require that locations are developed to an appropriate scale, are highly accessible and provide an appropriate level of service for the intended markets.

A Multi Criteria Analysis (MCA) has been developed to assess and compare the opportunities at a regional level. This analysis is primarily based on desktop information, rather than detailed site assessments. However, anecdotal information gathered through stakeholder consultation has also been considered. The MCA was developed to assess and make recommendations in relation to each region's potential under three categories: Scale, Opportunity and Deliverability. The MCA Framework is provided in Appendix 2.

The regional assessment was based on the aggregate assessment scoring of the relevant LGAs making up that region. For example, the Brisbane mountain bike region was assessed on the basis of scoring for its component LGAs – Brisbane, Moreton Bay, Redland, Ipswich, Logan, Scenic Rim, Lockyer Valley and Somerset. Where an LGA opportunity was particularly low, it was given a lower weighting or excluded from the regional assessment to avoid skewing of results.

Some of the criteria assessed are presented graphically in the following pages, demonstrating the varying potential opportunities across the state.

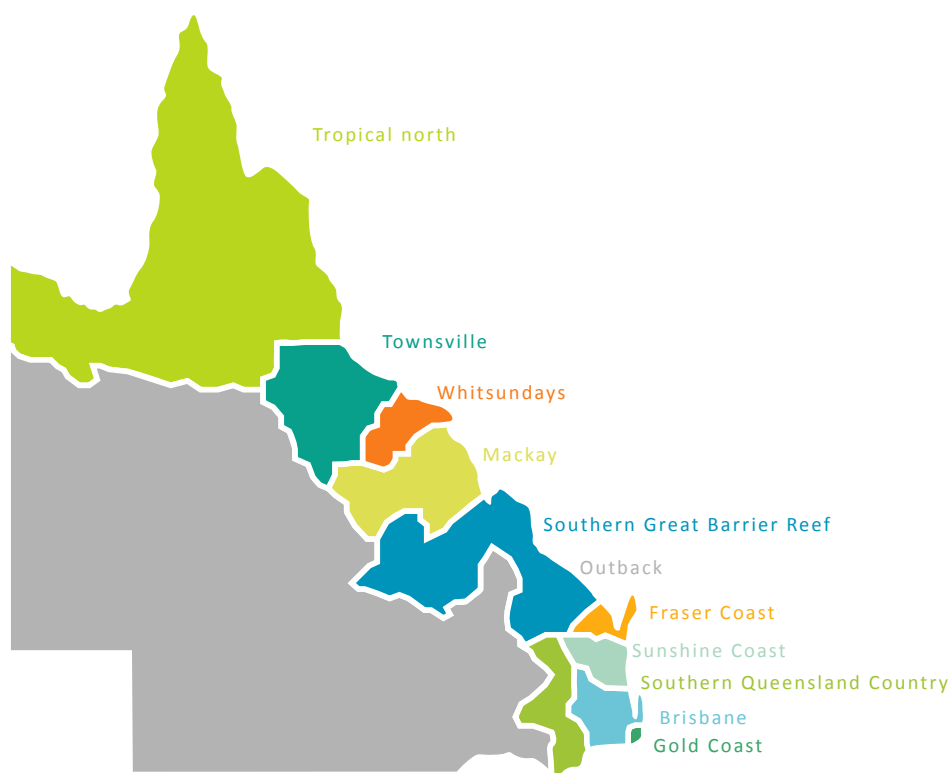


Figure 5 Mountain Bike Regions

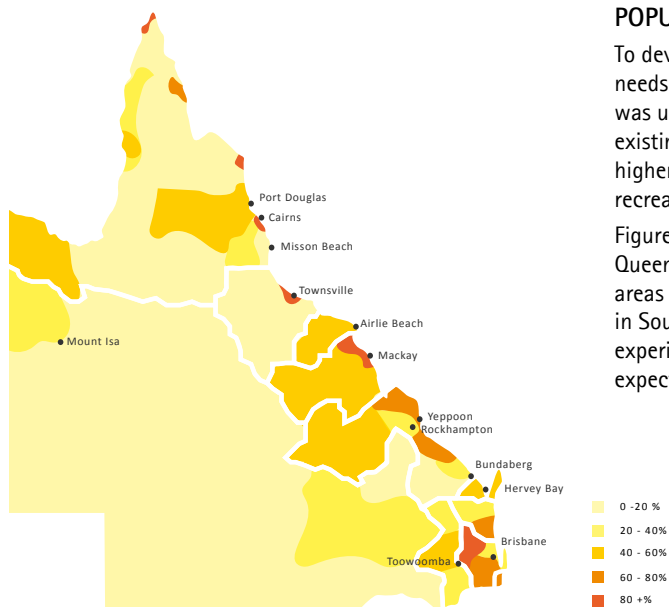


Figure 6 Forecast Population Growth 2011-2036

POPULATION GROWTH

To develop a strategy that responds to the current and future needs of the community, an analysis of population forecast data was undertaken. Population is an important indicator of the existing and potential demand in a location. Where there is a higher population, it was assumed that there is a higher existing recreation demand.

Figure 6 displays the range of forecast population growth across Queensland from 2011-2036 (ABS, 2016). Darker shading indicates areas with higher forecast population growth. A number of LGAs in South East, Central and North Queensland, are expected to experience high population growth, with Ipswich in the South East expected to experience the highest growth at 225%.

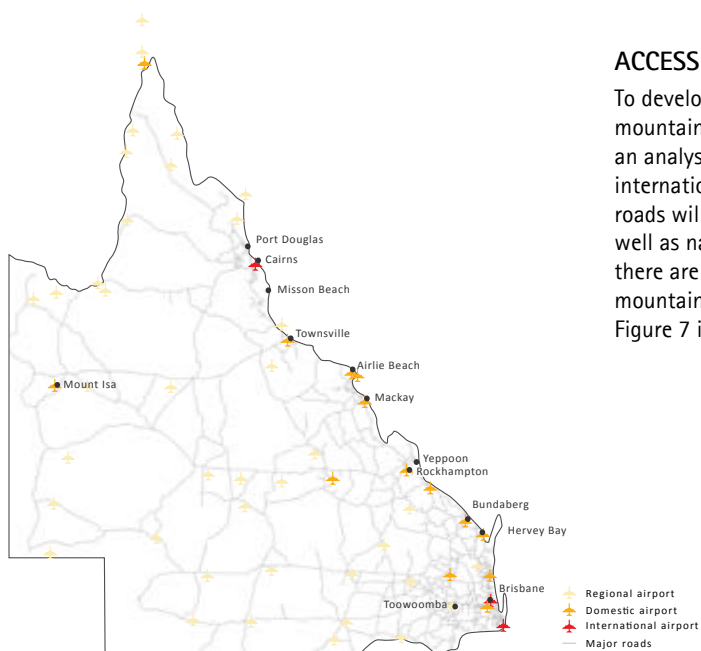
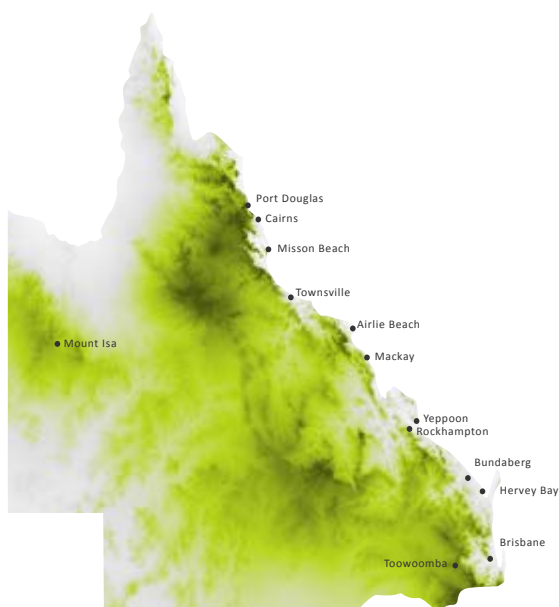


Figure 7 Locations of airports and highways

ACCESS

To develop a strategy that responds to the potential needs of mountain bike tourists (intrastate, interstate and international), an analysis of the accessibility was undertaken. Proximity to international and regional airports, as well as major highways and roads will lead to a greater capacity for visitation for recreation as well as national and international mountain biking events. Where there are long distances to travel, people are less likely to visit for mountain biking unless they are especially unique and desirable. Figure 7 identifies the locations of airports and highways.

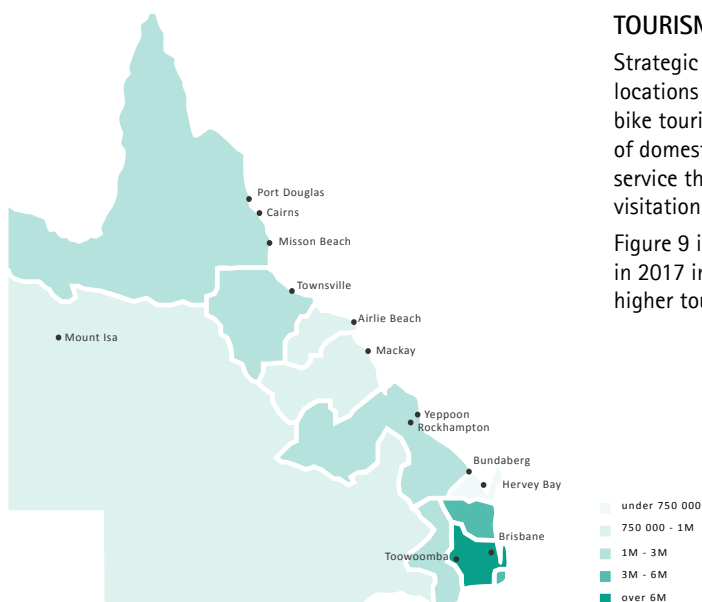


ELEVATION

The quality of a mountain biking location or experience is heavily influenced by the available elevation. Broadly, a higher elevation range indicates higher desirability in the landscape that mountain bikers seek. Extremely steep terrain in concentrated areas is generally not suitable for mountain bike trails, and a detailed assessment of terrain should be undertaken in a later stage of planning. This assessment has focussed on the elevation range of an area, as well as the distribution of elevation change across the area.

Figure 8 illustrates the variety of elevation across the state, and areas of greater elevation, which are indicated by darker shading.

Figure 8 Elevation Assessment



TOURISM VISITATION

Strategic development of mountain biking opportunities considers locations that will have the greatest potential to attract mountain bike tourism. Broadly, locations that already receive high levels of domestic and/or international tourism will be well equipped to service the needs of tourists. They are then likely to receive high visitation for mountain biking if the opportunities are developed.

Figure 9 illustrates the annual level of tourism visitation reported in 2017 in the various tourism regions. Darker shading represents higher tourism visitation.

Figure 9 Annual Tourism Visitation (combined domestic and international (December 2017))

MULTI-CRITERIA ANALYSIS OUTCOMES

The following pages provide summaries of each region's existing supply and demand, and how it was assessed and scored to determine the scale, opportunity, deliverability and priority. Further detail on the Multi-criteria analysis (MCA) framework, including rationale and scoring system, are provided in Appendix 2.

Figure 10 illustrates the outcomes of the regional Scale, Opportunity and Deliverability assessments, with darker shading representing a higher score. Figure 11 and Table 10 provide a summary of the outcomes and resulting priorities by region.

Detailed recommendations for each individual region have been provided in the following section. While the Strategy recommendations provided are intended to guide investment decisions in the development of mountain biking for Queensland, it is recognised that there is potential to develop iconic mountain biking experiences in any region.

The recommendations of this Strategy do not preclude a location from being planned or developed, providing there is opportunity, demand, land manager and stakeholder support, funding, governance and a sustainable management model.

SCALE

Locations are identified as having high, moderate or low potential scale, based on their recommended scale of development. The recommended scale was determined through assessing the connectivity with existing and future populations, proximity to airports and highways, existing tourism market, additional activities and desirability.

OPPORTUNITY

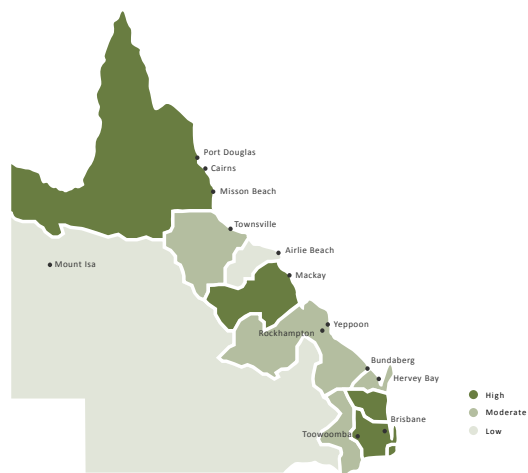
Locations are identified as having excellent, good or average opportunity. This has been determined through assessing the potential land availability, elevation range and spread, landform character and trail diversity and opportunity.

DELIVERABILITY

Locations are identified as having short, medium or long term deliverability. A location's deliverability can be improved by provision of trails and mountain bike activities, an active mountain biking community, advocacy for mountain biking, and supporting governance, policy and planning for mountain biking. The deliverability was determined through assessing established demand, existing trail and infrastructure supply, governance, land holder and stakeholder objectives and planning constraints and sensitivities.

PRIORITY

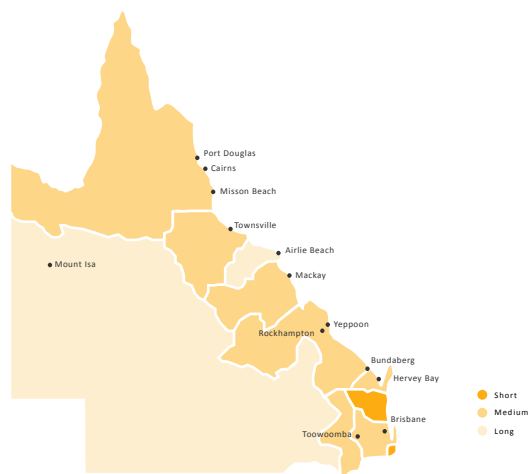
Locations are identified as having high, moderate or low priority. The priority was calculated by combining the significance and opportunity scores.



SCALE ASSESSMENT



OPPORTUNITY ASSESSMENT



DELIVERABILITY ASSESSMENT

Figure 10 Summary of MCA Scoring by Region

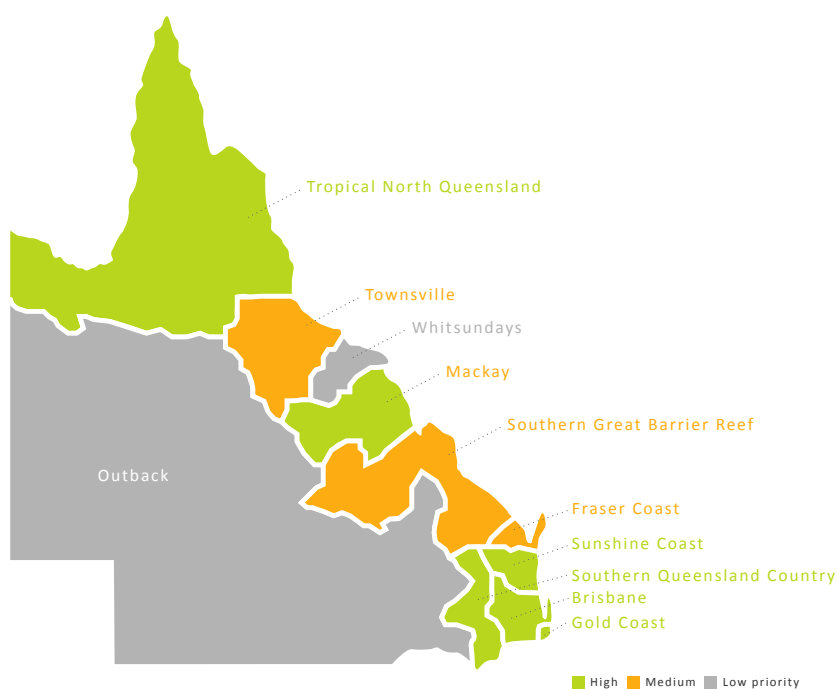


Figure 11 Summary of Priorities

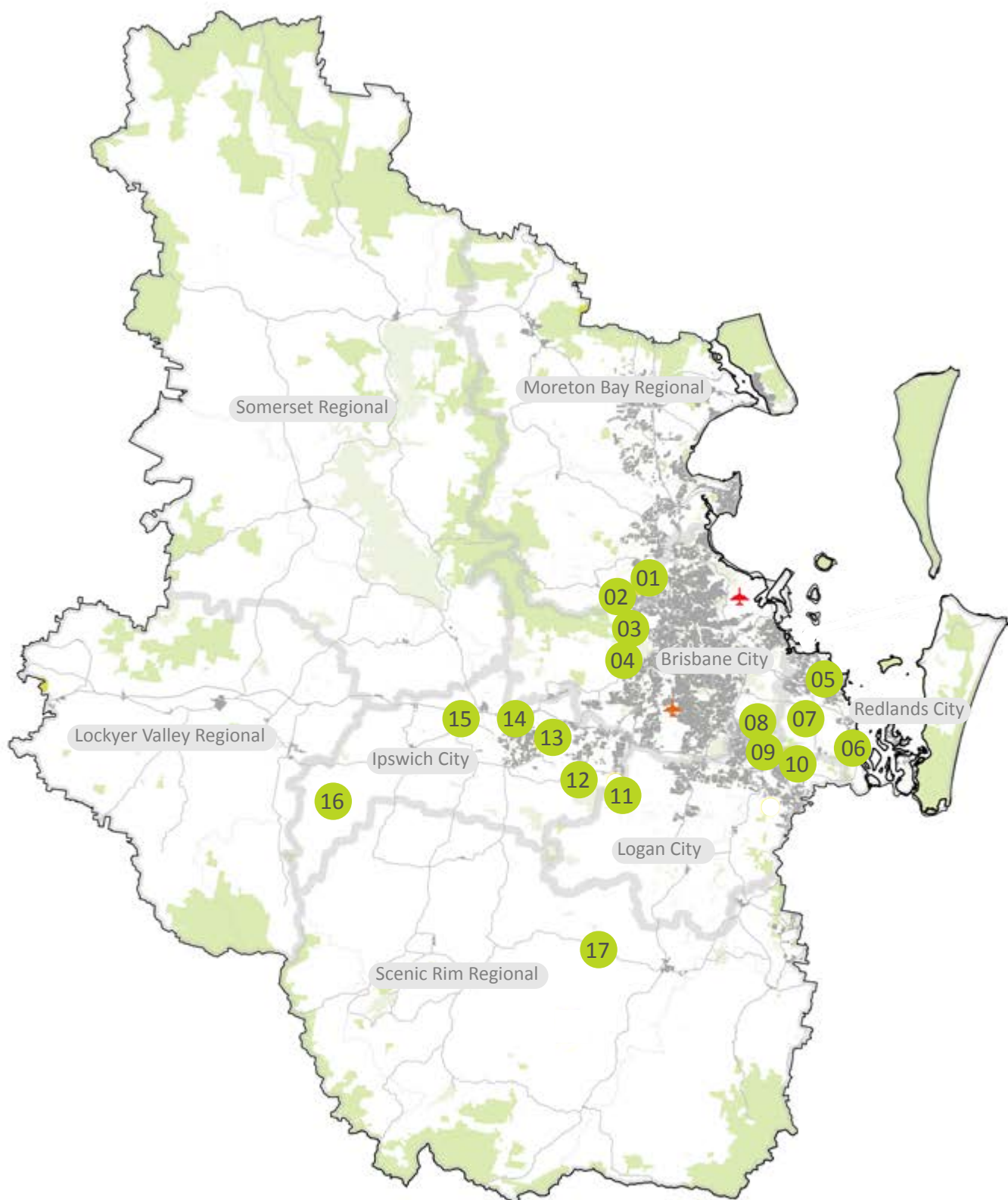
HIGH PRIORITY REGIONS

Six high priority regions have been identified through the MCA, and are referred to as State Priorities. Development of State Priority regions should be prioritised to cater for high demand, address significant constraints and build a critical mass for recreation participation and mountain bike tourism visitation.

It is highly recommended that the high priority regions undertake regional master planning, involving detailed location and site assessments, to guide and support future investment decisions. This Strategy provides a methodology to undertake the regional master planning (Refer Recommendations Section).

Table 10 Summary of MCA Outcomes

REGION	SCALE	OPPORTUNITY	DELIVERABILITY	PRIORITY
High Priority				
Brisbane	High	Average	Medium	High
Gold Coast	High	Excellent	Short	High
Mackay	High	Good	Medium	High
Southern Queensland Country	Moderate	Good	Medium	High
Sunshine Coast	High	Good	Short	High
Tropical North Queensland	High	Excellent	Medium	High
Moderate Priority				
Fraser Coast	Moderate	Average	Medium	Moderate
Southern Great Barrier Reef	Moderate	Average	Medium	Moderate
Townsville	Moderate	Average	Medium	Moderate
Low Priority				
Outback Queensland	Low	Average	Long	Low
Whitsundays	Low	Average	Long	Low

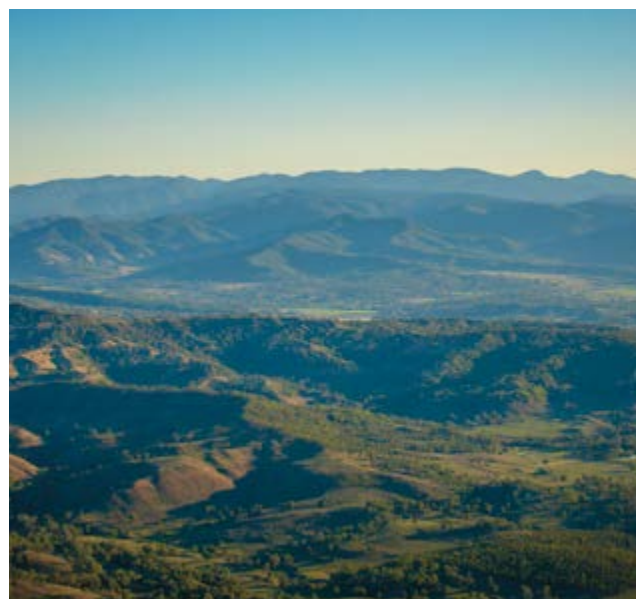




BRISBANE

The Brisbane region stretches from Bribie Island in the north to City of Logan in the south, and Lockyer Valley in the west to Moreton Island and North Stradbroke Island in the east. Brisbane is the third largest city in Australia and is home to nearly two million people. The Brisbane region contains national parks, coastal villages and has a countryside of historic towns, fertile farmland and rolling cattle plains.

Recommended Scale of Development	High
Priority	High
Tourism and Events QLD Region	Brisbane
Local Government Areas	Brisbane, Moreton Bay, Redland, Ipswich, Logan, Scenic Rim, Lockyer Valley, Somerset
QLD Parks and Wildlife Regions	South East Queensland, South West, Coastal and Islands
Relevant land managers	QPWS, Local Government, SEQ Water, Scouts Queensland
Other Stakeholders	RATS Cycling Club, D'Aguilar Range Cycling Club, North Brisbane Dirt Dogs, Ipswich Cycling Club, Ipswich Off Road Cyclists, Gap Creek Trail Care Alliance, North Brisbane Trail Care Alliance, South East Qld Trail Care Alliance, Logan Community Trail Care Alliance, Koorabyn Valley Mountain Bike Club
Key Features, parks and reserves	313,350 Ha of National and State Parks 79,000 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial and retail product
Summary of other tourism attractions and activities	Vibrant, relaxed, urban outdoor lifestyle, dining, bars, markets, festivals, movies, events, Mt Coot-tha, Story bridge climb, abseil Kangaroo Point cliffs, Events, Nature, Moreton Island, North Stradbroke Island, Heritage listed NPs, Dams and Lakes, Walks and Tours.



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Bunya	Bunyaville Regional Park	14km	XC
02	Ferny Hills	Samford Regional Park	10km	XC
03	The Gap	Walkabout Creek	1km	XC
04	Mount Coot-tha Forest	Gap Creek	21km	XC
05	Cleveland	Redlands Track Park	21km	XC
06	Redland Bay	Bayview Conservation Area	29km	XC
07	Sheldon	Eastern Escarpment	2km	XC, DH
08	Underwood	Underwood Park	4km	XC
09	Daisy Hill	Daisy Hill Regional Park	20km	XC
10	Cornubia	Cornubia Forest Nature Reserve	12km	XC
11	Greenbank	Spring Mountain Forest Park	8km	XC
12	Redbank Plains	White Rock Conservation Estate	6km	XC
13	Blackstone	Castle Hill Blackstone Reserve	14km	XC, DH
14	Brassall	Mihi Junction Reserve	2km	XC
15	Koorabyn	Koorabyn Valley MTB Park	12km	XC
16	Grandchester	Hidden Vale Adventure Park	111km	XC
17	Beaudesert	Wyaralong Dam	26km	XC, DH

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)

SCALE

- Brisbane is the second most significant region in Queensland in terms of potential scale of mountain biking development.
- The region is made up of Brisbane, Moreton Bay, Redland, Ipswich, Logan, Scenic Rim, Lockyer Valley, Somerset local government areas, with a total population of more than 2.3 million people, with approximately half of these residing in Brisbane. Ipswich is forecast to have the highest growth in population in the state between 2011–2036, when its population will more than triple.
- The high population and growth indicates a high existing and future outdoor recreation demand for this region.
- A number of aspirational locations for new facilities were identified by local governments, land managers and members of the community (45 locations through the community survey), indicating an extremely high desirability for mountain biking in the region.
- There is limited potential to expand existing trail networks, due to competing recreation demands and land use in the surrounding areas. Where there is capacity for expansion, careful planning should be undertaken to provide sufficient facilities and services for visitors to ensure protection of the natural environment.
- Brisbane is already the most popular tourism region in Queensland, having the highest level of domestic and international visitation. It is likely that Brisbane will receive high visitation for new mountain bike experiences if they are developed and expanded.
- Brisbane has a domestic and international airport, and is central to the Gold Coast and Sunshine Coast regions. The region has high accessibility for vehicles with multiple major highways dissecting the area. Brisbane is extremely well positioned to attract interstate and international visitors to mountain bike trails and competitors in mountain biking events.

OPPORTUNITY

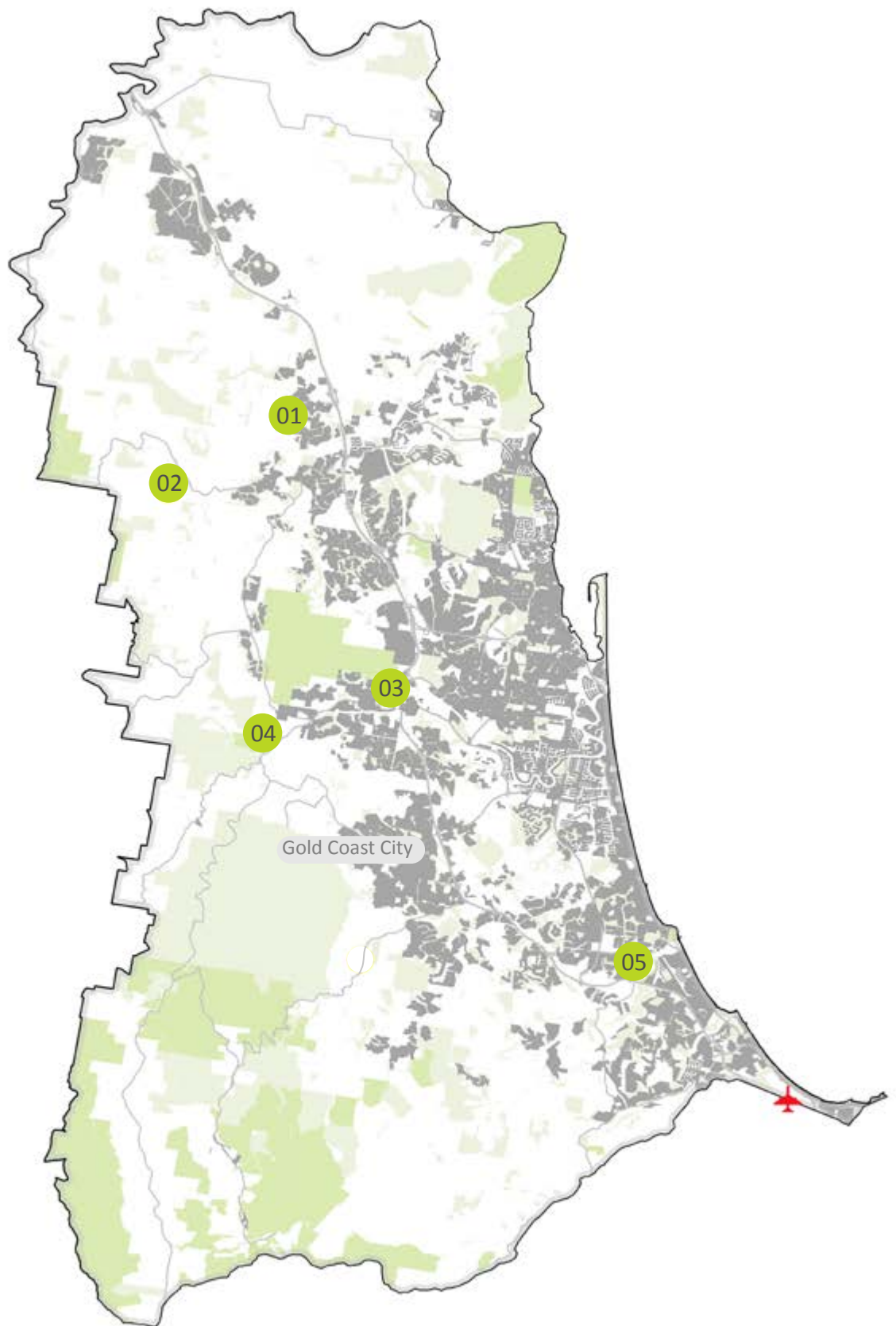
- The elevation and ruggedness analysis indicated there is a good range of elevation change across the region. The landscape is mostly low with the foothills of the Great Dividing Range appearing in the hinterland to the west and north of the region and the McPherson Range in the south. In terms of landscape character suited to quality mountain biking experience, the region offers moderate value with pockets of rainforest and woodland and agricultural land uses adjacent the most urbanised areas of the region.
- Compared to other regions in the state, Brisbane has a large percentage of natural reserves, which indicates extremely high potential for mountain biking opportunities. The Brisbane LGA has a particularly high percentage (30%) of natural reserve compared with other metropolitan areas. It is followed by Somerset (26%), Moreton Bay (22%) and Redland (20% due to the inclusion of Stradbroke Island). Logan and Ipswich have very limited natural reserve by comparison, 7% and 6% respectively. With the very high demand from Logan and Ipswich, it will be important to identify a wide range of opportunities within the Brisbane region.
- This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would need to be assessed through regional master planning.







DELIVERABILITY

- There are 12 existing locally significant, 3 regionally significant and one nationally significant trail network in the region. There is currently 308km of existing trails in the Brisbane Region including a range of cross country and downhill trails on various public and private lands.
- Larger trail networks include Hidden Vale Adventure Park (100km+), Daisy Hill, Cornubia and Underwood Park (37km combined), Bayview Conservation Area (29km), Wyaralong Dam or Mount Joyce (26km) and Gap Creek (20km).
- The existing trails in the Brisbane region are generally characterised by cross country with some pockets of all mountain and downhill style trails. Trails vary from fire road to purpose built single track of varying classifications from Green to Black.
- A private commercial development, the Guanaba Experience, located in the Scenic Rim Regional Council Area, is currently planned for implementation. It is planned to provide approximately 30km of descending, shuttle assisted mountain bike trails, as well as an internationally significant pump and jumps park. The facility will be based on a user pays model and is the first of its kind in Queensland. The facility will provide other visitor facilities and attractions, but mountain biking is to be the key attraction. A range of legislative and regulatory challenges have been overcome through the planning phase, and there are a number of lessons learned from this development which should be addressed by agencies wishing to support further private commercial mountain biking developments.
- Privately owned Hidden Vale Adventure Park has plans for further expansion to over 300km of trails. The Park is privately owned and operated, hosts a numbers of events, has on site accommodation and a range of visitor services, including shuttles. It is a unique offering in Australia.
- SEQ Water is a major provider of recreation trails in the Brisbane region, with networks in water catchment reserves

including Wyaralong (Mt Joyce). A commercial shuttle service is operated at Mt Joyce. A major constraint over water catchment reserves is the management of water quality impacts to raw water. SEQ Water manages a monthly and six monthly trail auditing and maintenance program using third party professional trails contractors.

- A number of existing trail networks cater for multiple user groups, and any expansion of mountain biking in the parks would require consultation with a large stakeholder group.
- Existing networks are growing in popularity and usage. Since 2009, QPWS estimates between 50% – 300% growth in usage of their facilities, with the exception of the skills park at Walkabout Creek, which receives limited use. The increased usage is leading to accelerated maintenance regimes.
- Unsanctioned trail development is occurring in some areas, and is mainly focused around higher classification, descending trails that are not well catered for in the Brisbane region. Unsanctioned trails have not been formally planned or designed, nor has their construction necessarily been in accordance with best practice. Construction and use of unsanctioned trails has the potential to lead to degradation and impacts on conservation and other recreational values.
- Growth of surrounding residential and urban areas is leading to encroachment on existing facilities.
- There are ten mountain bike clubs and trail care alliances operating in the region with more than 700 members.
- There are commercial operators in the region who provide guiding and coaching services, equipment hire, sales, transport and shuttles.
- Local clubs and commercial operators deliver regular competitive and social mountain biking and multi-sport events, which are growing in popularity. The Brisbane region currently hosts the largest quantity of mountain biking events and attracts the largest numbers of participants in the state. In 2017, there were 44 mountain bike events, with more than 5,600 participants, including the national cross country and downhill championships.
- There is generally a good level of understanding of mountain biking in the Brisbane region. Several LGAs have dedicated trail Council officers and partnerships in place to deliver mountain biking outcomes and work with local clubs and land managers.
- SEQ Water has a high understanding of mountain biking, and their corporate plans support the ongoing provision of existing networks. Other SEQ Water land may be considered for future mountain biking development through future recreation master planning.
- QPWS Management Statements for D'Aguilar National Park, Bunyaville Regional Park, Samford Regional Park, Daisy Hill Regional Park and Plunkett Conservation Park include provision of mountain bike facilities.
- Brisbane, Logan and Moreton Bay local governments are currently undertaking recreation planning. Redland LGA is very active with management of trails, and have a Seven Cs Connection Strategy, which aims to connect various natural areas throughout the City with recreational off-road paths and trails.
- Currently there is some coordination between QPWS and LGAs to advance plans for existing networks, but there is no central or consistent coordination between locations and LGAs.
- QPWS, SEQ Water and LGAs work in partnership with the local mountain bike clubs and trail care alliances to undertake trail care activities.
- There is very good opportunity in the Brisbane region and it is one of the most significant regions in Queensland in terms of potential scale of mountain biking development.
- In order to deliver on mountain biking opportunities within the inner metropolitan Brisbane LGAs (Brisbane, Logan, Moreton Bay and Redland) there is a need for a coordinated multi-agency approach. The addition of more diverse and accessible trail networks with proximity to metropolitan areas, with a focus on higher classification and technical trails, would address some gaps in provision and may ease the pressure on existing networks and management resources. While elevation is limited by comparison to other regions, there is sufficient elevation to provide almost any type of mountain bike trail. The potential to host national and international events in the region should be explored further.
- There is potential benefit to collaborating with other South East Queensland regions to progress the recommendations of this Strategy.



- | | |
|--|---|
|  Local Government Area boundary |  Built Up Area |
|  International Airport |  National/State Park |
|  Domestic Airport |  Other Reserve |





GOLD COAST

Located in south-east Queensland, the Gold Coast region is famous for its beaches, surf, theme parks, shopping, nightlife and hinterland. The region has 70 kilometres of uninterrupted coastline and is fringed by rainforest hinterland, including world heritage-listed national parks. The region is known for its attractive environment, climate and lifestyle.



Recommended Scale of Development	High
Priority	High
Tourism and Events QLD Region	Gold Coast
Local Government Areas	Gold Coast
QLD Parks and Wildlife Regions	South East
Relevant land managers	QPWS, Local Government, SEQ Water
Other Stakeholders	Gold Coast Mountain Bike Club, Outlook Riders Alliance, NV Riders Association Inc., Straight To Hell DH Club, Nerang Trail Care Alliance
Key Features, parks and reserves	5,276,795 Ha of National and State Parks 28,583 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions
Summary of other tourism attractions and activities	Beaches, Surfing, Entertainment, Restaurants, Wellness tourism, spas, shopping, local designers and crafts, theme parks, adventure & adrenalin activities, hinterland, tour operators, retreats, boutiques, local produce.

EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Upper Coomera	Upper Coomera Adventure Parklands	1km	XC
02	Wongawallan	Old Tambo	7km	XC, DH
03	Nerang	Nerang National Park	19km	XC
04	Advancetown	Hinze Dam	8km	XC
05	Burleigh Heads	Ron Mason Park	2km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)

SCALE

- The Gold Coast region is the most significant region in Queensland in terms of potential scale of mountain biking development.
- With a population of 565,000, the Gold Coast is the second most populated and one of the fastest growing LGAs in the state.
- The City of Gold Coast has the second largest population in Queensland, behind the City of Brisbane. It is projected to experience high population growth between 2011 and 2036.
- The City of Gold Coast has established the Gold Coast Mountain Bike Working Group, which includes representatives from City of Gold Coast, MTBA, Nerang Trail Care Alliance, Sport and Recreation Services, QPWS and other key stakeholders. The group has identified a number of aspirational locations for new and improved mountain biking facilities within the LGA, in line with the City's strategic planning initiatives.
- Members of the community identified four aspirational locations through the survey.
- There is a significant demand within Nerang National Park, where there is a high quantity of unsanctioned trails. There may be potential to expand the formal trail network, however, there are considerable land management challenges (Refer Existing Management, page 31).
- The Gold Coast is already a popular tourism destination, having the second highest level of domestic and international visitation amongst the Queensland regions, second behind Brisbane. With high visitation statistics, this is indicative that the Gold Coast will receive high visitation for mountain bike trails if they are developed.
- The region can be accessed via the Gold Coast and Brisbane airports, which service regular international and domestic flights. It can also be accessed by car via the Pacific and Bruce Highways, which connect the Gold Coast to the large population catchment of Brisbane and the Sunshine Coast. Located on the border with New South Wales, there is also potential to attract visitors from interstate.
- The Gold Coast has a high capacity to attract international, interstate and local visitors to mountain bike trails and competitors in mountain biking events.

OPPORTUNITY

- The elevation and ruggedness analysis indicated there is a good range of elevation change across the region. The landscape is mostly low with the foothills of the McPherson Range rising in the west and south. In terms of landscape character suited to quality mountain biking experiences, the region offers moderate value with pockets of rainforest and agricultural land uses adjacent the most urbanised areas of the state.
- Compared to other regions in the state, the Gold Coast has a large percentage of natural reserves (25%), which indicates generally high potential for mountain biking opportunities. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

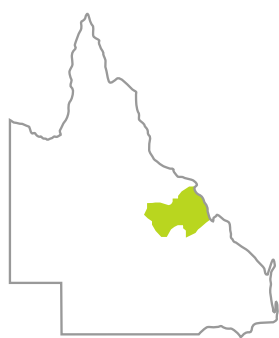
DELIVERABILITY

- Existing trails in the Gold Coast include a range of cross country and downhill trails on various public and private lands.
- There are five existing trail networks in the region. Nerang has the largest existing supply of trails in the region, with nearly 20km of sanctioned trails currently, and potential to expansion with the sanctioning of other trails within the Nerang NP.
- The Gold Coast region has the largest supply of downhill mountain bike trails compared with all other regions in the state, with 7.6km in total.
- There are four mountain bike clubs and a trail care alliance operating in the region – Gold Coast Mountain Bike Club, NV Riders Association Inc., Outlook Riders Alliance, Straight to Hell DH Club and Nerang Trail Care Alliance.
- There are commercial operators in the region who operate tours and skills clinics.
- Local clubs deliver regular competitive and social events on different trails. Nerang hosted a round of the National XCO series in January 2018, and the Commonwealth Games XCO Competition in April 2018. The Gold Coast will also host the annual National Schools Championships at Bond University and Nerang in August 2018 and the Pan Pacific Masters Games in November 2018.
- One qualifier round of the 2018 Gravity Enduro World Series will be hosted in Nerang in October 2018.
- There is a good level of understanding of mountain biking in the Gold Coast, with the City convening regular meetings of the Gold Coast Mountain Bike Working Group.
- The City of Gold Coast has implemented a number of plans which support development of mountain biking throughout the City.
- The QPWS Management Statement for Nerang National Park, Conservation Park and Forest Reserve includes provision for mountain biking.
- There is a number of potential mountain biking projects identified by the Working Group, and grant funding is currently being sought to undertake planning activities.
- There is sufficient demand and potential opportunity to develop numerous mountain biking opportunities, with varying scales and diverse trails across the region.
- Existing trail networks have the potential to expand and there are land parcels with the potential to support new facilities.
- There is potential benefit to collaborating with other South East Queensland regions to progress the recommendations of this Strategy.



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|--------------------------------|---------------------|
| Local Government Area boundary | Built Up Area |
| International Airport | National/State Park |
| Domestic Airport | Other Reserve |

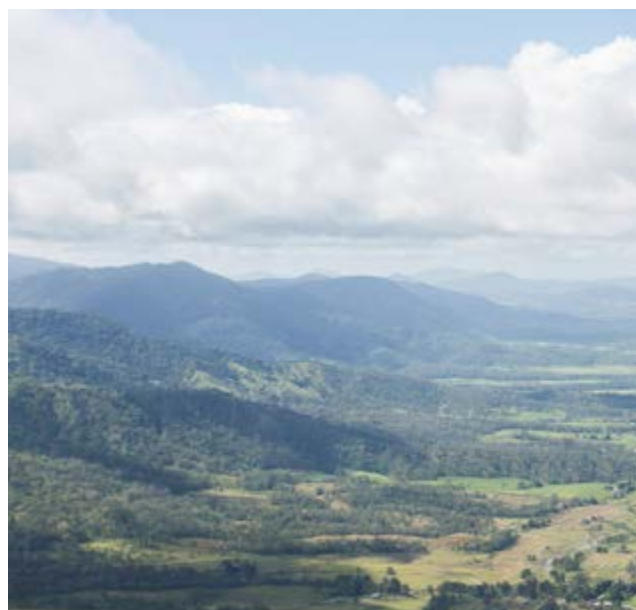
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MACKAY

Mackay region is lush and tropical with natural attractions including national parks and gorges, the Great Barrier Reef, tropical islands and unspoilt beaches. The region stretches from Cape Hillsborough in the north, to Clermont in the south-west, to Mackay city and the Cumberland Island group in the east. The hinterland area offers heritage and cultural activities.

Recommended Scale of Development	High
Priority	High
Tourism and Events QLD Region	Mackay
Local Government Areas	Mackay, Isaac
QLD Parks and Wildlife Regions	Central
Relevant land managers	QPWS, Local Government, Scouts Queensland
Other Stakeholders	Mackay and District Mountain Bike Club
Key Features, parks and reserves	458,242 Ha of National and State Parks 7,297 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, retail
Summary of other tourism attractions and activities	Unspoilt Nature, Eungella NP, beaches, Cape Hillsborough, GBR, Fishing & Boating, Events, Sporting Facilities, Quality Cultural Venues.



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Rowallan Park	Mackay	7km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)



SCALE

- The Mackay Region contains two LGAs, Mackay and Isaac. The total population of the region is 152,000, with majority of people residing in Mackay (127,000).
- There is potential to expand existing trail networks, and to create new facilities on other land parcels.
- The community suggested four aspirational locations through the survey.
- The region receives a much higher level of domestic tourism visitation compared with international tourism, although overall levels are low compared to other regions in the state.
- The region can be accessed from the Mackay domestic airport, which services regular flights to other Queensland destinations, or by car from the Bruce Highway.

OPPORTUNITY

- The Mackay Region had a relatively high opportunity score overall compared to other regions. There is potential for significant localised mountain bike opportunities to offer extremely desirable and high quality mountain biking destinations.
- The elevation and ruggedness analysis indicated an excellent elevation range across the region. In terms of landscape character suited to quality mountain biking experience the region offers excellent value with large areas of forested land with good access.
- A regional mountain bike strategy is currently under development, which will identify high potential mountain biking opportunities in proximity to Mackay. There is support from the local government in developing the opportunities.
- The standout unique opportunity is Finch Hatton / Eungella, characterised by spectacular scenery and topography that lends itself to all styles and types of mountain biking experiences. Finch Hatton is located in a valley with large mountain ranges to the south, west and north. Eungella is perched at the edge of the escarpment with mountains ranging from approximately 680m to 1000m above sea level.
- The total land area in the Mackay Region is made up of only 4% natural reserves, which generally indicates a low potential for mountain biking. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would need to be assessed through regional master planning.

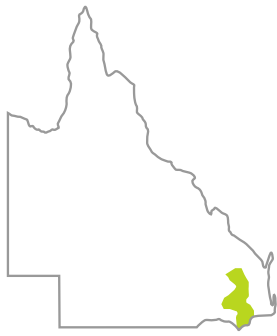
DELIVERABILITY

- There is currently a small existing cross country trail network in the Mackay Region which is located on private land at Rowallan Park managed by Scouts.
- There are currently no commercial operators in the region who operate tours or other services.
- There is a strong mountain bike club operating in the region, which delivers regular events on different trails including races, social rides, volunteer trails maintenance days and junior and women's participation programs. The club has taken an active role in advocacy and leadership to pursue a range of opportunities surrounding Mackay.
- In 2017, there were 16 mountain bike events in the region, including local and state level events, with more than 700 competitors.
- There is an excellent level of understanding and support for mountain biking in the region with a proactive Local Government who have invested in engaging specialist mountain bike trail planning consultants to develop a regional mountain bike strategy for Mackay.



- Local Government Area boundary
- Built Up Area
- International Airport
- National/State Park
- Domestic Airport
- Other Reserve





SOUTHERN QUEENSLAND COUNTRY

Southern Queensland Country is bordered by western country to the west, South Burnett to the north, Granite Belt to the south, and the Darling Downs to the east. It includes Toowoomba, Kingaroy, Warwick and Stanthorpe. The area is renowned for its panoramic mountain vistas and spectacular natural attractions.

Recommended Scale of Development	Moderate
Priority	High
Tourism and Events QLD Region	Southern Queensland Country
Local Government Areas	Toowoomba, South Burnett, Southern Downs, Cherbourg Aboriginal Shire
QLD Parks and Wildlife Regions	South West
Relevant land managers	QPWS, Local Government, SEQ Water
Other Stakeholders	Toowoomba Mountain Bike Club, South Burnett Mountain Bike Club, South Burnett Trail Care Crew, Southern Downs Mountain Biking Club
Key Features, parks and reserves	332,500 Ha of National and State Parks 8,842 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, food and wine and retail product
Summary of other tourism attractions and activities	The district known for its great local wine production, food and natural beauty. In addition to great wine and food, the district also hosts the stunning Girraween National Park, Queen Mary Falls and is very close to northern NSW natural areas such as Bald Rock National Park. For water activities, Storm King Dam is located close to the Stanthorpe township and has capacity for fishing, kayaking, swimming and water skiing. The district is also rich in history, dating back to its establishment by tin miners in the 1870s.



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Wondai	McEuen State Forest	12km	XC
02	Toowoomba	Jubilee Park	23km	XC, DH
03	Stanthorpe	Mount Marlay	4km	XC, DH

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)

SCALE

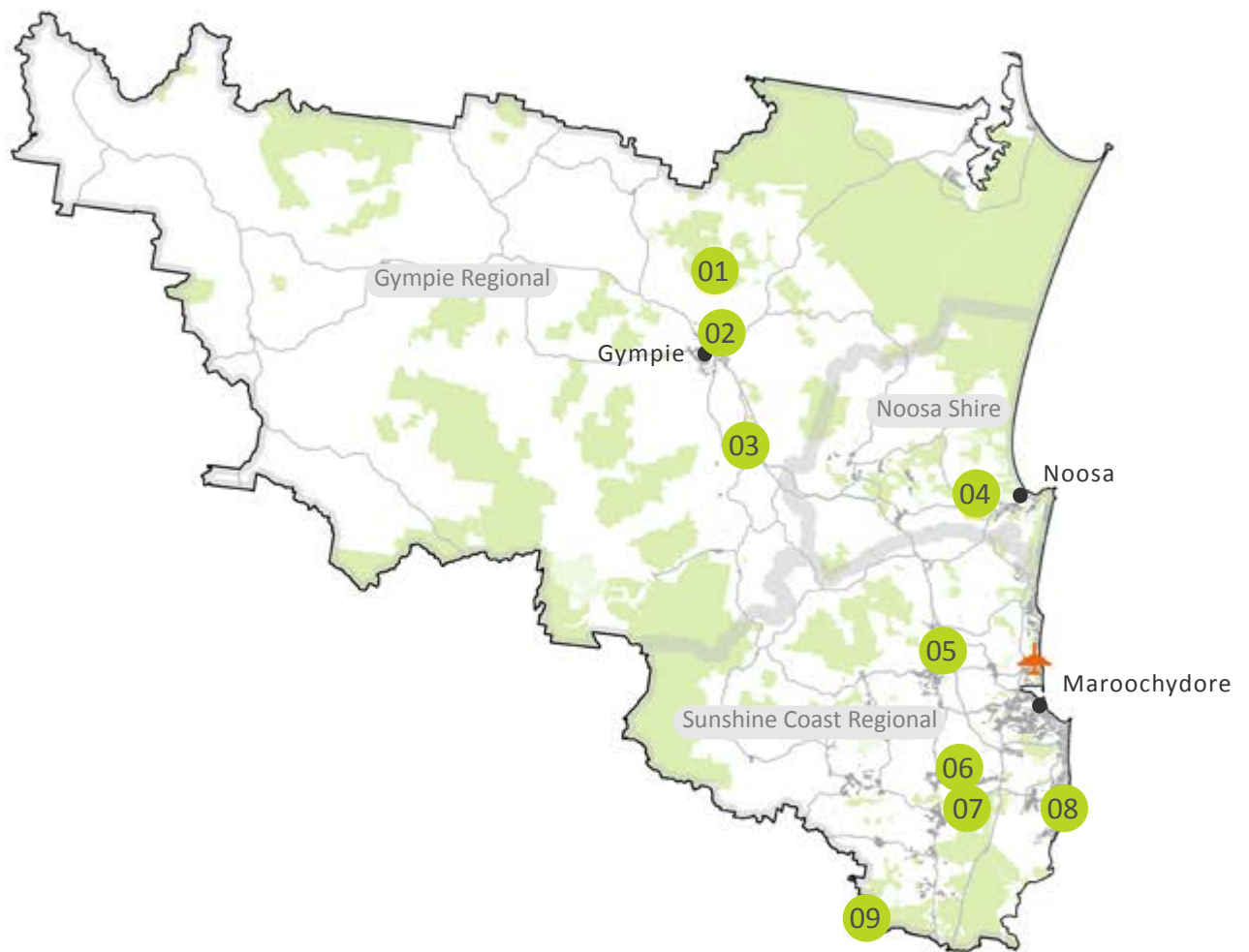
- The Southern Queensland Country (SQC) Region is made up of the Toowoomba, South Burnett, Southern Downs and Cherbourg Aboriginal Shire LGAs, with a total population of 230,000 people, the majority (164,000) residing in Toowoomba. The region is expected to experience moderate population growth. The moderate growth indicates potential for a growing recreational demand.
- Mountain bike clubs, LGAs and QPWS have identified various aspirational locations around the region to develop new mountain biking facilities. QPWS has expressed in principle support for mountain biking development in the region, in areas falling within the QPWS Wide Bay Region. Through the survey, members of the community identified one aspirational location for new facilities. There is moderate desirability for mountain biking in the region. Other planning undertaken in the region has identified broad support for mountain biking and adventure tourism opportunities.
- The region experiences a relatively high level of domestic visitation, compared with other non-metropolitan regions in Queensland, and Tropical North Queensland. However, there is very low international visitation, the region receiving just 1% of the state's total international visitation.
- Currently the peak tourism season is through winter. Development of mountain biking has the potential to result in an expansion of this season to cover the entire year.
- Toowoomba has an international airport, although it does not service regular passenger flights. The airport does service direct flights to Townsville, Cairns, Melbourne and Sydney, which indicates a high capacity to attract interstate visitors to mountain bike trails and competitors in mountain biking events.
- The region can be accessed by car using major highways connecting major population centres in the Brisbane and Sunshine Coast regions.

OPPORTUNITY

- The elevation and ruggedness analysis indicated there is a moderate range of elevation change across the region, with the highest change occurring in the Southern Downs LGA, at more than 1000m.
- The Great Dividing Range forms the eastern edge of the region and elevation drops towards the western boundary. In terms of landscape character suited to quality mountain biking experience, the region offers moderate value with some wooded slopes but a majority of the region is rural agricultural landscape.
- The Southern Downs area is ideal for riding in summer months due to the lower humidity and maximum temperatures compared to other regions in the state. Additionally, the soil-type is predominantly a decomposed granite base which provides superior drainage.
- The standout unique opportunity is Girraween National Park, characterised by high altitude granite outcrops with pronounced rock features and diverse heathlands and woodlands. Located near Stanthorpe in the Southern Downs, the terrain is different to the surrounding opportunities in greater South East Queensland, and has potential to provide a range of iconic mountain biking experiences.
- The region has a moderate proportion of natural reserves, approximately 10% of total land area, which indicates generally good potential for mountain biking opportunities. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is 60km of existing trails in the SQC Region, including a range of cross country and downhill trails on various public lands. There is also one purpose built mountain biking facility on private property that is only open to the public with special permission.
- Jubilee Park in Toowoomba is a regionally significant trail network, with more than 30km of trail. There are locally significant networks in South Burnett and Southern Downs. There is currently no existing trail in Cherbourg Aboriginal Shire, although there is a small network in McEuen State Forest, in very close proximity to Cherbourg but within the South Burnett LGA.
- There are three mountain bike clubs and one trail care crew operating in the region.
- A range of events have been hosted in the region. In 2017, there were nine events held in Toowoomba, including the 2017 Oceania Continental Mountain Bike Championships, and national and state rounds, and women only events, and a Gravity Enduro event scheduled for July 2018, with more than 1,200 participants in total.
- Local clubs deliver regular events on different trails including races, social events and volunteer trail maintenance days
- The Toowoomba Regional Council have indicated strong support for Toowoomba to become a location capable of hosting more national and new international mountain biking events (including the 2032 Olympics).
- There is a good level of understanding of mountain biking in the Toowoomba Regional Council, who have a dedicated Council officer to deliver mountain biking outcomes. All of Toowoomba's trail developments are on LGA estate, and are being driven by the LGA under the Toowoomba Trails Network Strategy.
- There are ongoing plans and developments occurring in Toowoomba, Southern Downs and South Burnett, to expand existing trail networks.
- South Burnett Mountain Bike Club is working in partnership with QPWS Wide Bay Region to implement their Trails Management Plan.
- Southern Downs Council has strong aspirations of supporting a healthy, active region. They recognise that mountain biking opens up more local areas to year round utilisation ensuring the region becomes a destination of choice. The Council is committed to supporting local community groups, such as the Southern Downs Mountain Bike Club to grow adventure tourism and events within the region. The Chamber of Commerce and various local businesses have provided their support for mountain biking in the region. *Southern Downs Regional Council Community Plan 2030* supports the development of mountain biking. The Southern Downs Mountain Bike Club has completed the first stage of mountain bike trail building at Mt Marlay in Stanthorpe with further stages planned in 2018. The club has further plans for development and is working closely with Southern Downs Council to progress these plans. The club has initiated a reference committee based on advice provided from other groups such as the Redlands City Council. The purpose of the committee is to bring together representatives from a range of community organisations, businesses and government to develop mountain biking tourism together. Representatives will also be sought from community groups such as the Wildflower consortium, Rotary, bushwalking clubs, local Aboriginal groups, chamber of commerce, council and local businesses.
- There are commercial operators in the region who operate tours, equipment hire, pick up and drop off and other services to users of the Brisbane Valley Rail Trail, which is located in the region.
- Generally, there is good opportunity and deliverability in the SQC Region. There is potential to expand existing trail networks, and to create new facilities on other land parcels.
- Development should be initially focused on existing mountain bike trail networks, which are either in their infancy or undergoing upgrades and rehabilitation. Developing these networks to their full potential will increase demand in the region.
- Due to its very unique and significant landscapes, there is a very significant opportunity for development of iconic mountain biking experiences in Stanthorpe.
- There is potential benefit to collaborating with other South East Queensland regions to progress the recommendations of this Strategy.



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|--------------------------------|---------------------|
| Local Government Area boundary | Built Up Area |
| International Airport | National/State Park |
| Domestic Airport | Other Reserve |





SUNSHINE COAST

The Sunshine Coast region is located north of Brisbane and incorporates the Local Government Areas of Sunshine Coast, Noosa and Gympie. The region extends from the Glass House Mountains in the south, including the northern portion of Bribie Island, to the Cooloolo region north of Noosa Heads and west to Kenilworth, the Mary Valley and Blackall Range. The Sunshine Coast has a wide variety of tourism and leisure experiences ranging from coastal beaches and waterways to scenic hinterland areas and national parks.

Recommended Scale of Development	High
Priority	High
Tourism and Events QLD Region	Sunshine Coast
Local Government Areas	Sunshine Coast, Noosa, Gympie
QLD Parks and Wildlife Regions	South East Queensland
Relevant land managers	QPWS, Local Government, SEQ Water, HQ Plantations
Other Stakeholders	Bushrangers Mountain Bike Club, Caloundra Off Road Cycling Association, Gravity Mountain Bike Club, Noosa Trailblazers Mountain Bike Club, Gympie Bike Riders Mountain Bike Club, Cooloolo Trail Care Alliance, Sunshine Coast Trail Care Alliance
Key Features, parks and reserves	338,000 Ha of National and State Parks 31,965 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial and retail product
Summary of other tourism attractions and activities	Live the Dream, Beach Culture, Relax and Revitalise, Secluded Beaches, Patrolled Beaches, Coast and Hinterland Walks, Beachfront dining, finish, boating, water activities, Glass House Mountains, Explore and Discover Art galleries, food and wine, markets, whale watching, sharks, dolphins, shopping crafts and local produce, Noosa Biosphere.



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Gympie	Curra SF	9km	XC
02	Gympie	Victory Heights	17km	XC
03	Kybong	Garapine	13km	XC, DH
04	Tewantin	Tewantin National Park	21km	XC
05	Nambour	Parklands Regional Park	30km	XC
06	Glenview	Ewen Maddock Dam Trail	0km	XC
07	Landsborough	Beerwah State Forest	10km	XC
08	Caloundra	Sugar Bag Road	10km	XC
09	Glass House Mountains	Hennessey Downhill	2km	XC, DH

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)

SCALE

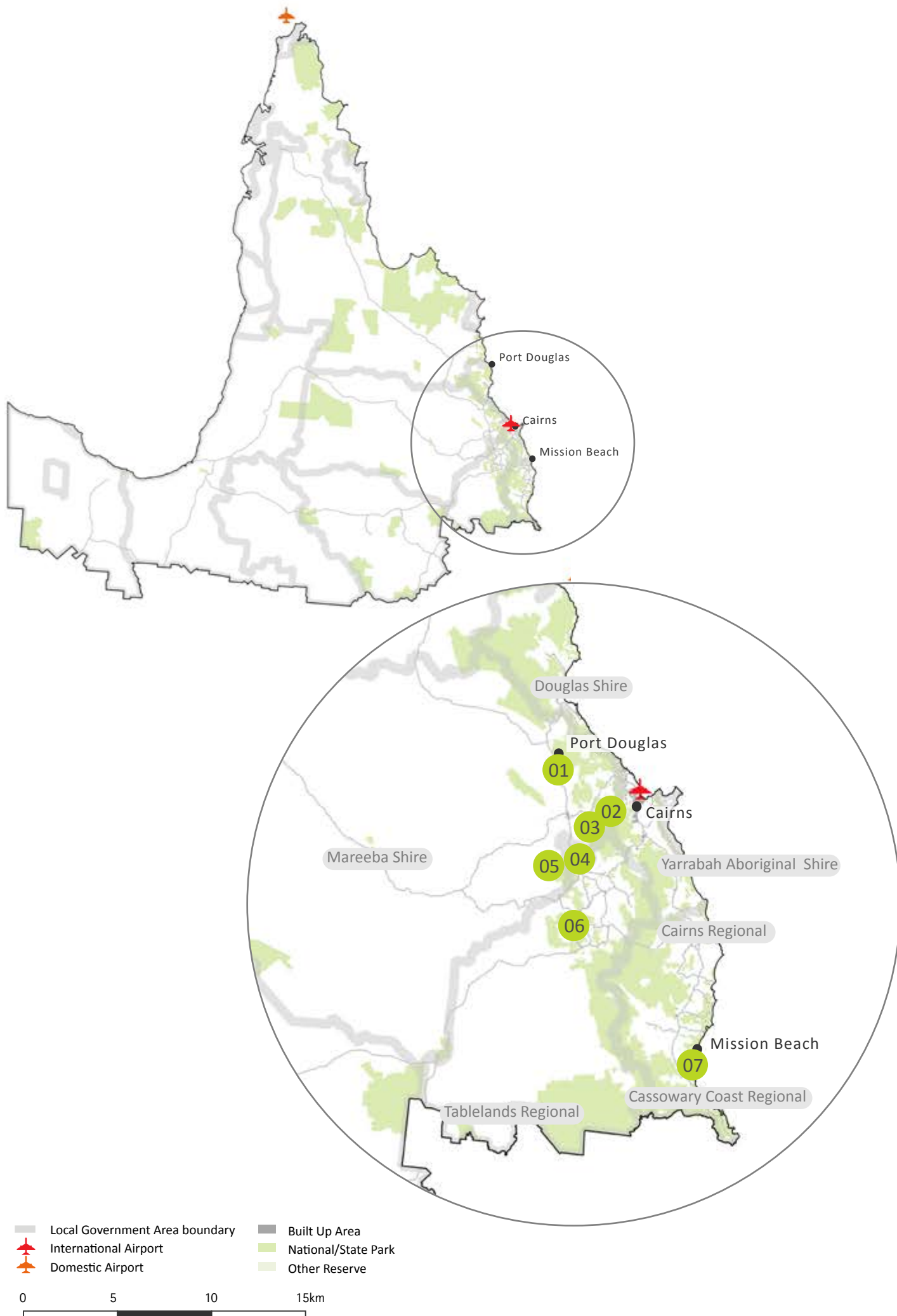
- The Sunshine Coast region is one of the five most significant regions in Queensland in terms of potential scale of mountain biking development.
- The region is made up of the Sunshine Coast, Noosa and Gympie LGAs, with a total population of more than 400,000 people. The Sunshine Coast LGA is one of the fastest growing councils in the state. The high population and growth indicates a high existing recreation demand.
- A number of aspirational locations for new facilities were identified by local governments, land managers, and members of the community (11 locations through the community survey), indicating a high desirability for mountain biking in the region. The Noosa Trailblazers Mountain Bike Club, Noosa Council and Tourism Noosa have identified trail development projects for the future. A Noosa Trails Master Plan is currently underway to identify future development priorities within the LGA boundaries, as well as management and key actions necessary for a range of trails in the existing multi-use Noosa Trail Network. The Bushrangers Mountain Bike Club has proposed a number of new trail development projects to land managers for the next three years, with a vision to create a Sunshine Coast Hinterland Network.
- There may be potential to expand existing trail networks, however there will be challenges in managing the needs of multiple user groups and provision of additional facilities.
- The Sunshine Coast region is already a popular tourism destination, having the third highest level of domestic visitation amongst the Queensland regions. International visitation to the Sunshine Coast is significantly lower than the most popular Queensland regions, being Brisbane, Gold Coast and Tropical North Queensland. With high domestic visitation statistics, it is likely the Sunshine will receive high visitation for mountain bike trails from surrounding areas if they are developed.
- The region can be accessed by car from the Bruce Highway, which connects the Sunshine Coast to the large population catchment of Brisbane and surrounds. Sunshine Coast has a domestic airport located in Maroochydore, which is central to the Sunshine Coast and Noosa LGAs. Servicing daily direct flights to Sydney and Melbourne, this indicates a high capacity to attract interstate visitors to mountain bike trails and competitors in mountain biking events.

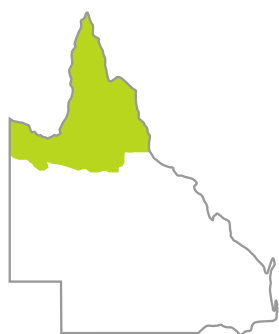
OPPORTUNITY

- The elevation and ruggedness analysis indicates there is a good range of elevation change across the region. The landscape is mostly low with the Great Dividing Range appearing in the hinterland to the west of the region. In terms of landscape character suited to quality mountain biking experience, the region offers moderate value with pockets of rainforest and woodland and agricultural land uses adjacent urban areas.
- Compared to other regions in the state, the Sunshine Coast has a large percentage of natural reserves, approximately 35% of total land area, which indicates generally high potential for mountain biking opportunities. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is 107km of existing mountain bike trails in the Sunshine Coast Region, across various public and private lands. (This figure excludes the multi-use 'Noosa Trail Network', which is not considered purpose built mountain bike single track). The trail supply is generally characterised by cross country (a combination of singletrack and fire roads) ranging from green to double black classifications. 3.5km of downhill trails are provided on private land in Gympie and a single 1.1km downhill trail is located in the Sunshine Coast.
- There are six existing locally significant and two regionally significant trail networks in the region.
- The larger trail networks are located in Wooroi National Park (21km) at Tewantin, which received approximately 80,000 wheel passes in 2017; and Parklands Regional Park (30km). Both parks also cater for other user types, such as walkers, trail runners and equestrian, and any expansion of mountain biking in the parks would require consultation with a large stakeholder group.
- There are also three purpose built mountain biking facilities on private properties in the region, which are open to the public only for specific days.
- There are five mountain bike clubs and two trail care alliances operating in the region.
- There are commercial operators in the region who provide guiding and coaching services, equipment hire, sales and transport.
- Local clubs and commercial operators deliver regular competitive and social mountain biking and multi-sport events, which are growing in popularity. In 2017, there were 9 mountain bike events, with more than 600 participants.
- The Bushrangers Mountain Bike Club has worked in partnership with Sunshine Coast Council, HQ Plantations and QPWS to formalise the Parkland Mountain Bike Trail Network, assisted with planning, building and maintaining trails across the region, and advocated for the formation of the Sunshine Coast Trails Alliance.
- There is a good level of understanding of mountain biking in the Sunshine Coast Council who have a dedicated Council officer focusing on trails and partnerships in place to deliver mountain biking outcomes and work with local clubs and land managers. Additionally, Sunshine Coast Council has invested in upgrades to mountain bike trails on Council and QPWS managed estate, women's skills clinics and MTBA trail workshops. They also have a dedicated funding program for nature based recreation trail development, which provides a strong source of funding for mountain bike trail projects.
- Gympie Regional Council produced the *Gympie Tracks and Trails Plan 2014*, which identifies a number of issues and opportunities for mountain bike trails throughout the Gympie LGA.
- Noosa Council developed the *Sport and Active Recreation Plan 2018*, which identifies that mountain biking is one of the top three activities undertaken by residents in the area. It also recognises mountain biking as a major contributor to a continuously growing adventure tourism market, which has potential to provide opportunities for nature-based tourism and associated economic benefits for its hinterland villages. The plan identifies issues associated with current facilities and makes recommendations for developing a cycle plan.
- In 2018, Noosa also initiated a Trails Master Plan (ongoing), which aims to explore and recommend mountain biking opportunities.
- Noosa Council is supportive of local mountain biking, and provides funding to the Noosa Trailblazers Mountain Bike Club for ongoing maintenance of trails, which are located on QPWS estate.
- This unique and innovative funding model, implemented by both Noosa and Sunshine Coast Councils has potential to be adopted by other local governments.
- QPWS works in partnership with the local mountain bike clubs and trail care alliances to address and prevent unsanctioned trail development. QPWS has indicated in principle support for the development of some of the potential locations in the region.
- Overall, there is excellent opportunity in the Sunshine Coast region for mountain biking and good deliverability.
- The addition of more accessible and inclusive trail networks has the potential to provide a resource for the wider demographic.
- Increasing the diversity of trail types and experiences would improve the potential to attract a wider user market.
- The elevation and topography lends itself to almost any type of mountain bike trail.
- The potential to host national and international events in the region should be explored further.
- A regional master plan should be implemented, with a focus on Sunshine Coast and Noosa LGAs to identify a trail hierarchy, suitable parcels of land and trail models, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Sunshine Coast Region. The plan should build on the work completed by the three LGAs to date, and should identify and prioritise opportunities through implementation of a detailed Multi Criteria Analysis.
- There is potential benefit to combining the governance and planning for Gympie with Fraser Coast and Southern Great Barrier Reef regions.





TROPICAL NORTH QUEENSLAND

The Tropical North Queensland region is a large area that extends from Mission Beach/Tully in the south to Cape York and the Torres Strait in the north and Gulf Savannah in the west. The region includes Cairns, Port Douglas, and the Daintree Rainforest. Tropical North Queensland offers the Great Barrier Reef and tropical rainforest experiences, combining adventure and relaxation within some of the greatest environmental wonders of the world.

Recommended Scale of Development	High
Priority	High
Tourism and Events QLD Region	Tropical North
Local Government Areas	Cairns, Mareeba, Tablelands, Cassowary coast, Douglas, Cook, Etheridge, Yarrabah Aboriginal Shire, Burke, Lockhart River Aboriginal Shire, Northern Peninsula Area, Weipa, Carpentaria, Croydon, Hope Vale Aboriginal Shire, Torres, Napranum Aboriginal Shire, Pormpuraaw Aboriginal Shire, Doomadgee Aboriginal Shire, Mornington, Aurukun, Torres Strait Island, Mapoon Aboriginal Shire, Kowanyama Aboriginal Shire, Wujal Wujal Aboriginal Shire
QLD Parks and Wildlife Regions	Northern
Relevant land managers	QPWS, Local Government
Other Stakeholders	Cairns Mountain Bike Club, Tableland Cycle Sports, Cassowary Coast Multisport Club, Mareeba Mountain Goats, Douglas Integrated Riders and Trailbuilders (D.I.R.T) Club Inc.
Key Features, parks and reserves	4,864,050 Ha of National and State Parks 28,412 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial
Summary of other tourism attractions and activities	Great Barrier Reef, World's Oldest Tropical Rainforest, Tropical lifestyle and culture, Adventures, Aboriginal & Torres strait Island People



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Douglas	Bump Track	6km	XC
02	Smithfield	Smithfield Conservation Park	20km	XC, DH
03	Kuranda	Kuranda Downhill	4km	XC, DH
04	Mareeba	Davies Creek Mountain Bike Park	18km	XC
05	Mareeba	Mareeba MTB Skills Park	4km	XC
06	Atherton	Atherton Forest Mountain Bike Park	58km	XC, DH
07	Mission Beach	Mission Beach MTB Park	4km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)

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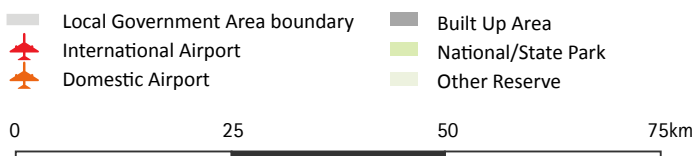
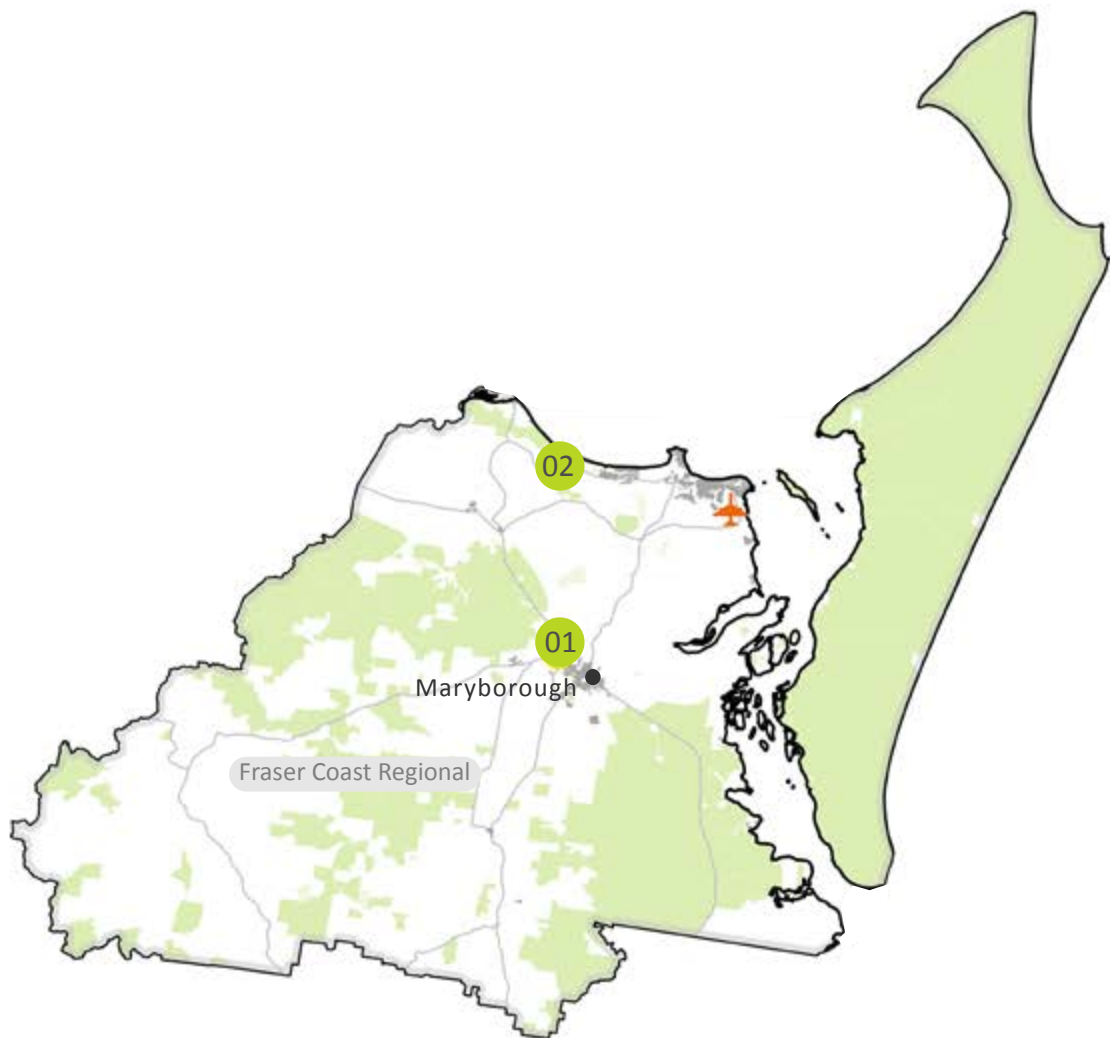
- The Tropical North Queensland Region is one of the most significant regions in Queensland in terms of potential scale of mountain biking development.
- The region is made up of a large number of small LGAs. The total population of the region is more than 280,000, with the majority of people residing in Cairns (164,000).
- Of the 25 LGAs that make up this region, the most significant mountain biking potential exists in Cairns, Cassowary Coast, Cook, Croydon, Douglas, Etheridge, Mareeba, Tablelands and Yarrabah Aboriginal Shire, due to connectivity with existing and future populations, proximity to airports and highways, existing tourism market, additional activities and desirability factors.
- Tropical North Queensland has a regional mountain biking strategy and an established regional mountain bike brand 'Ride Cairns'. The strategy highlights a number of aspirational locations for development of diverse mountain biking experiences to build this brand.
- The community also suggested thirteen aspirational locations through the survey.
- Tropical North Queensland is already a popular international tourism destination, although it does not receive high domestic tourism. It is likely that Tropical North Queensland will receive high visitation for mountain bike experiences if additional trail experiences were developed to build on the Ride Cairns branding.
- The region can be accessed via the Cairns International airport, which services regular international and interstate flights. It is well positioned to attract interstate and international mountain bike visitors and competitors in mountain biking events.

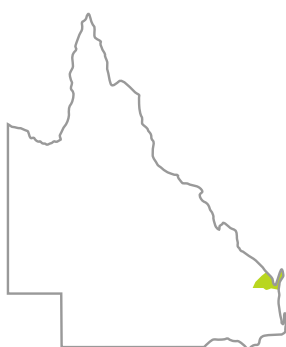
OPPORTUNITY

- The elevation and ruggedness analysis indicates a varied elevation range across the region. In the South East the northern reaches of the Great Dividing Range provide good elevation range, while the rest of the region is fairly flat. In terms of landscape character suited to quality mountain biking experience the region offers excellent opportunities in the hinterland surrounding Cairns and Port Douglas, with rainforest and elevation. The north and west of the region offers limited value.
- Compared to other regions in the state, Tropical North Queensland has a large percentage (ranging from 10% to 28% by LGA) of natural reserves, which indicates generally high potential for mountain biking opportunities. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is currently 97km of existing trails in the Tropical North Queensland Region, including a range of cross country and downhill trails on various local and state government lands. Atherton Mountain Bike Park (60km), Davies Creek Mountain Bike Park (18km) and Smithfield Conservation Park (20km) have the largest networks in the Region. There is a wide range of cross country and downhill trails ranging from green to double black classifications throughout the region.
- A lot of other trails promoted as mountain biking experiences were not included in the assessment of trail supply, as they do not meet the criteria for purpose-built single track mountain biking experiences. These include bespoke bike packing, rail trail, back country and wilderness riding styles. It is recognised that these opportunities are valuable and unique to the region, and offer a point of difference in Australian mountain biking.
- There are six mountain bike clubs operating in the region.
- There are a range of commercial operators providing guiding and coaching services, equipment hire, sales and transport. There are also a number of retail businesses in the region.
- Mountain biking is actively promoted in the region through the branding, Ride Cairns. Information can be accessed through the dedicated website, which is the only one of its kind promoting regional mountain biking opportunities in Queensland.
- Mountain biking is recognised as part of the Cook Shire Economic and Tourism Strategy, and a number of experiences are actively promoted.
- Local clubs deliver regular events on different trails including races and volunteer trail maintenance days. Atherton trail network has major event capability.
- In 2017, there were 44 events, with more than 2,900 competitors.
- Smithfield (QPWS managed land), Cairns has hosted the UCI Mountain Bike World Cup / Championships in 2014, 2016 and 2017. In 2017, there were over 600 competitors, 90% of whom were from overseas.
- There is an excellent understanding of mountain biking in Tropical North Queensland. A range of key stakeholders were involved in the development of the *Tropical North Queensland Regional Mountain Bike Strategy 2015*, and the implementation of the Ride Cairns brand. The benefits of mountain biking have been proven in the region, and there is immense community support for it to continue.





FRASER COAST

The Fraser Coast region includes the areas of Fraser Island, Hervey Bay, Maryborough, Tiaro and the Great Sandy Strait. The region enjoys a year-round mild climate making it an ideal coastal destination. Whale and bird watching, 4WD activities, fishing, shopping, historic explorations and adventure activities make the Fraser Coast a popular visitor destination.

Recommended Scale of Development	Moderate
Priority	Moderate
Tourism and Events QLD Region	Fraser Coast
Local Government Areas	Fraser Coast
QLD Parks and Wildlife Regions	South East Queensland
Relevant land managers	QPWS, Local Government
Other Stakeholders	Fraser Coast Mountain Bike Club, Maryborough Mountain Bike Club
Key Features, parks and reserves	17,165 Ha of National and State Parks 23,093 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, retail
Summary of other tourism attractions and activities	Fraser Island, Whale Encounters, Coastal Experiences



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Maryborough	Maryborough Showgrounds	2km	XC
02	Toogoom	Vernon State Forest	36km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)



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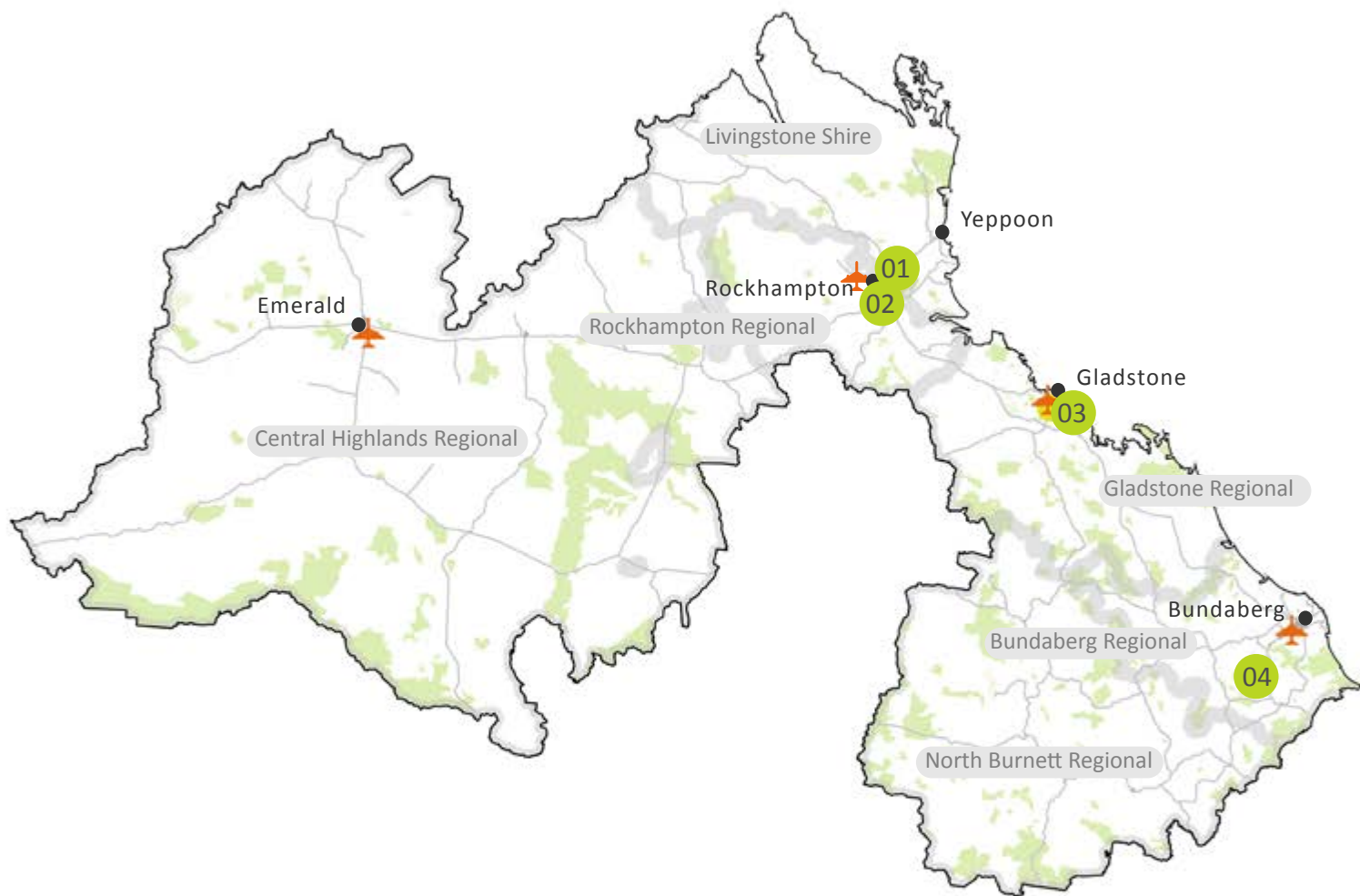
- The Fraser Coast Region contains a single LGA, Fraser Coast. The total population of the region is 101,500, with the majority of people residing in the population centres of Hervey Bay (52,000) and Maryborough (27,800).
- While the opportunity and deliverability of Fraser Coast scored relatively highly compared with other regions, the scoring was influenced by the large availability of natural reserves on Fraser Island, which is generally not considered to be desirable or accessible for mountain biking experiences.
- Wide Bay region of QPWS is supportive of establishing a range of mountain biking experiences in their region (which incorporates Fraser Coast, Bundaberg, North Burnett, Cherbourg, Gympie and South Burnett).
- The Fraser Coast Mountain Bike Club have partnered with QPWS to develop the Toogoom trail network (Vernon State Forest). The network has already seen positive results from conversion and redesign of several historic motorbike trail corridors to mountain bike trails. There has been a reduction in illegal dumping and unauthorised usage in the area.
- Fraser Coast is already a popular tourism destination, for Fraser Island and whale experiences, however receives very low visitation compared to most other Queensland tourism regions.
- The region can be accessed from the Hervey Bay regional airport. Toogoom trail network is located approximately 20 minutes drive from Hervey Bay, and approximately 2 hours from the Sunshine Coast.
- Its proximity to population centres and well established tourism attractions make the region an attractive short break destination for mountain bike visitors.
- The community suggested one aspirational location through the survey.

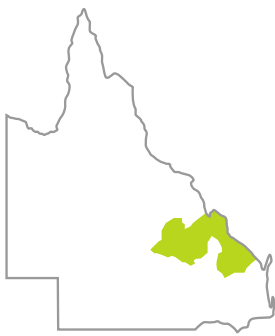
OPPORTUNITY

- While the opportunity and deliverability of Fraser Coast scored relatively highly compared with other regions, the scoring was influenced by the large availability of natural reserves (43%) on Fraser Island, which is generally not considered to be desirable or accessible for mountain biking experiences, due to its low elevation, sandy profile and existing recreation use. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.
- The elevation and ruggedness analysis indicates a reasonable elevation range across the region but the spread across the region is minimal, with a small pocket of higher elevation in the western corner. In terms of landscape character suited to quality mountain biking experience the region offers excellent value with large areas of forested land with good access. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is currently 37km of existing trails in the Fraser Coast Region including a range of cross country trails on various public lands. The Toogoom trail network offers the largest trail network in the region, and includes approximately 35km of cross country trails ranging from white to blue classifications. The network has the potential to be developed to a regional level of significance. There is also a short green classification cross country trail in Maryborough.
- There are two mountain bike clubs operating in the region. QPWS is working with the newly established Maryborough Mountain Bike Club to establish a trail care alliance in the area.
- One local club delivers regular events on different trails including races, social rides and volunteer trails maintenance days.
- In 2017, there were 6 events, including races, skills courses and coaching courses, with more than 100 participants in total.
- There is a good understanding of mountain biking in the region, where QPWS and the local mountain bike clubs are actively working to establish and manage mountain bike trails.





SOUTHERN GREAT BARRIER REEF

The Southern Great Barrier Reef region takes in the coast adjacent the southern reaches of the Great Barrier Reef and extends inland encompassing the Central Highlands. The region includes Bundaberg and Rockhampton and the popular Blackdown Tablelands National Park.



Recommended Scale of Development	Moderate
Priority	Moderate
Tourism and Events QLD Region	Southern Great Barrier Reef (Capricorn, Gladstone and Bundaberg)
Local Government Areas	Rockhampton, Central Highlands, Bundaberg, Gladstone, Livingstone, North Burnett, Woorabinda Aboriginal Shire
QLD Parks and Wildlife Regions	South West, South East Queensland, Central
Relevant land managers	QPWS, Local Government, Scouts Queensland
Other Stakeholders	Rockhampton Mountain Bike Club, Gladstone Mountain Bike Club, Mountain Biking Bundaberg
Key Features, parks and reserves	1,602,613 Ha of National and State Parks 34,700 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, food and wine and retail product
Summary of other tourism attractions and activities	Southern GBR, Caves and Fossicking, Carnarvon Gorge and Natural Wonders, Aboriginal Art, Byfield State Forest & NP, Blackdown Tableland, Mount Etna Caves, Mt Archer, Mt Zamia, Regional Specialties, Beef, Crocodile, Mud Crabs, Tropical Fruit. Southern GBR, Regional character, Industry Power Station, Fishing, un-crowded Beach Culture, Museums, Secluded parks.

EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Rockhampton	Seonee Park	8km	XC
02	Rockhampton	First Turkey MTB Reserve	33km	XC
03	Gladstone	Gladstone MTB Park	17km	XC
04	Cordalba	Cordalba State Forest	33km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)



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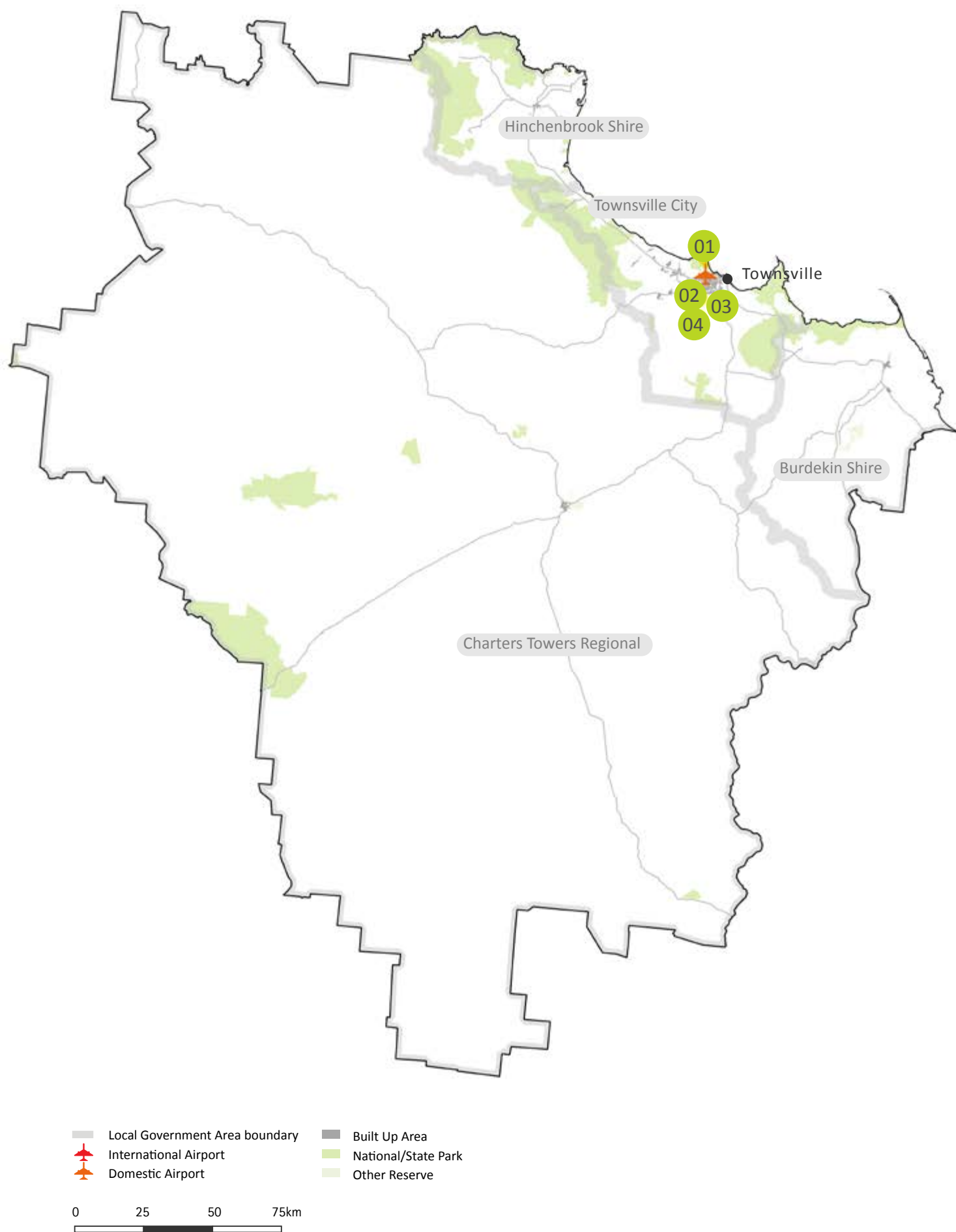
- The Southern Great Barrier Reef (SGBR) Region is made up of three smaller tourism regions (Bundaberg, Capricorn and Gladstone) and contains seven LGAs.
- With a population of approximately 330,000 people, the majority of people reside in population centres of Bundaberg (96,000), Rockhampton (86,000) and Gladstone (70,000).
- Gladstone and Livingstone are forecast to be among the top 4 fastest growing LGAs in the state over the period 2011–2036.
- Bundaberg, Gladstone and Rockhampton have each established purpose built mountain bike trails networks in recent years, and the local mountain bike clubs have worked with land managers to identify opportunities for further expansion. There is potential to expand existing trail networks, and to create new facilities on other land parcels.
- Members of the community identified three aspirational locations through the survey.
- The SGBR Region receives a moderate level of domestic and international tourism visitation, receiving the highest level of domestic visitation outside of South East Queensland, and twice as many domestic tourists as international tourists in Tropical North Queensland.
- The region can be accessed via domestic airports located in Bundaberg, Gladstone and Rockhampton. It can also be accessed by car via the Bruce Highway, which connects all coastal regions.
- The region has a moderate capacity to attract interstate and local visitors to mountain bike trails, as well as competitors in mountain biking events.

OPPORTUNITY

- The elevation and ruggedness analysis indicated there is a moderate range of elevation change across the region. The Great Dividing Range forms the western edge of the region and elevation drops towards the coast. In terms of landscape character suited to quality mountain biking experience the region offers moderate value with some wooded slopes but a majority of the region is rural agricultural landscape and urban centres along the coast.
- Compared to other regions in the state, the SGBR region has a low percentage of natural reserves (7%), which indicates generally low potential for mountain biking opportunities. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is currently 85km of existing trails in the Southern Great Barrier Reef Region including a range of cross country and downhill trails on various public and private lands. First Turkey in Rockhampton is the largest in the region (approximately 35km).
- The Central Highlands does not have any purpose built mountain bike trails, however people frequently ride mountain bikes on a number of permitted tracks in Council and State managed reserves throughout the area.
- There are three mountain bike clubs operating in the region.
- There are currently no commercial operators in the region operating tours.
- Local clubs deliver regular local and regional events on different trails including races, social rides and volunteer trails maintenance days. Mountain Biking Bundaberg (mountain bike club) runs race events with some in partnership with the Fraser Coast and Gympie Mountain Bike Clubs. Gladstone Mountain Bike Club runs a race series in partnership with Rockhampton Mountain Bike Club.
- In 2017 there were 20 events held in the region, with more than 1,100 participants, including a National Gravity Enduro Round in 2017, hosted at the First Turkey trail network in Rockhampton.
- There is a reasonable level of understanding and support for mountain biking in the region from QPWS. Local governments have varying levels of understanding and most recognise the existing and growing interest in the sport.





TOWNSVILLE

The Townsville region stretches from the Great Barrier Reef Islands of Hinchinbrook, Orpheus, Palm and Magnetic Islands, and is bordered by Charters Towers in the west, Hinchinbrook to the north, Burdekin to the south and Paluma National Park in the north-west. The Townsville region offers varied experiences for visitors, with the Great Barrier Reef, tropical islands, World Heritage listed Wet Tropics, Australian Outback and indigenous experiences available all within an hour and a half drive of Townsville.

Recommended Scale of Development	Moderate
Priority	Moderate
Tourism and Events QLD Region	Townsville
Local Government Areas	Townsville, Burdekin, Charters Towers, Hinchinbrook, Palm Island Aboriginal Shire
QLD Parks and Wildlife Regions	Central, Northern
Relevant land managers	QPWS, Local Government
Other Stakeholders	Townsville Rockwheelers
Key Features, parks and reserves	398,764 Ha of National and State Parks 14,000 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, retail
Summary of other tourism attractions and activities	Great Barrier Reef Centre of Excellence, Islands, Beaches, Eventful life in the Tropics, Special Places in Nature, History and Heritage, Aboriginal & Torres Strait Islander People



EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Townsville	Cape Pallarenda	18km	XC
02	Townsville	Douglas Mountain Bike Reserve	38km	XC, DH
03	Townsville	Mount Stuart Downhill	6km	XC
04	Townsville	Ross Dam	11km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)



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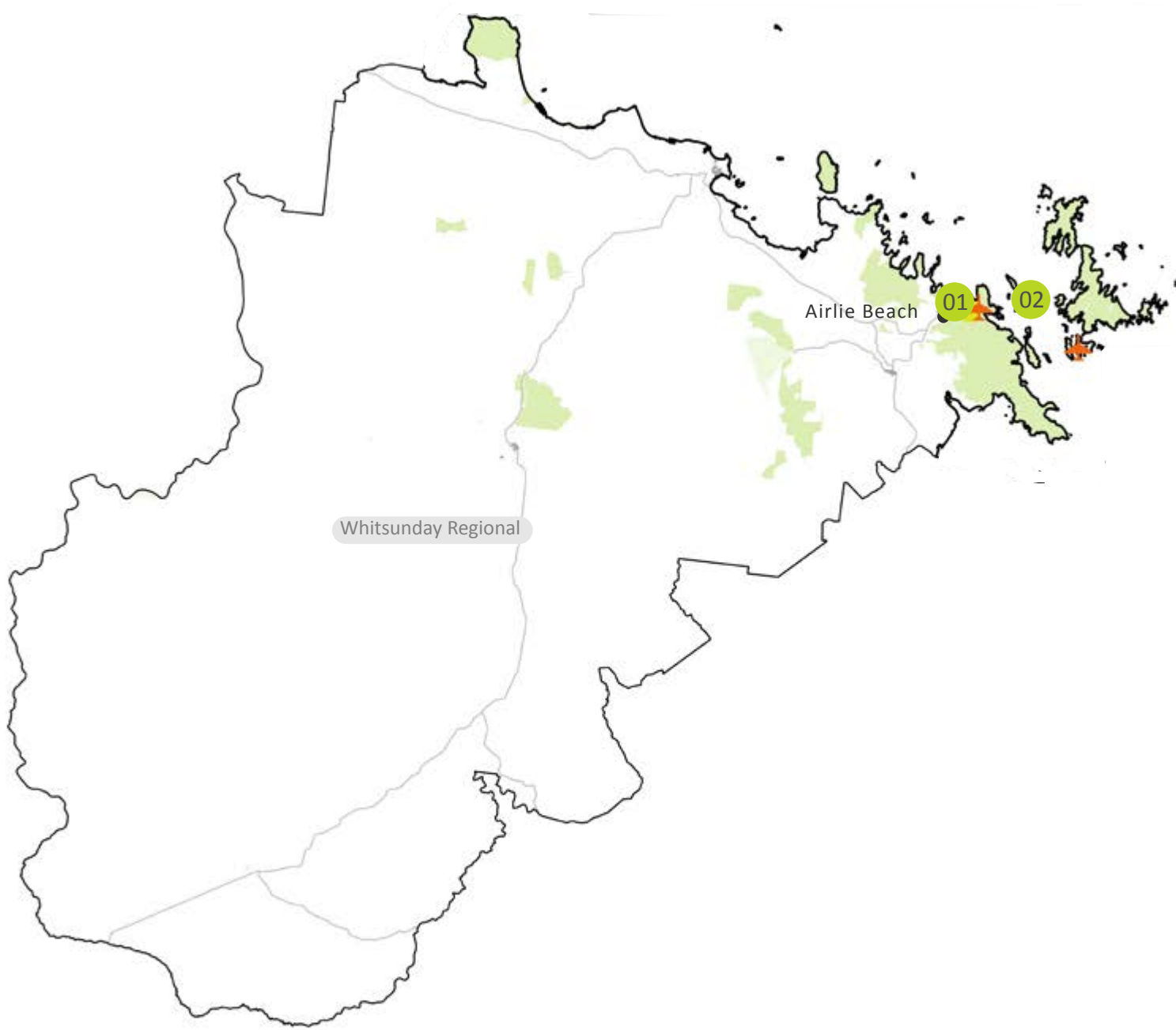
- The Townsville Region is made up of five LGAs.
- With a population of approximately 245,000 people, the majority of people reside in Townsville (200,000).
- Members of the community identified sixteen aspirational locations through the survey.
- The Townsville Region receives a moderate level of domestic and international tourism visitation.
- The region can be accessed via the Townsville domestic airport. It can also be accessed by car via the Bruce Highway.
- The region has a moderate capacity to attract interstate and local visitors to mountain bike trails, as well as competitors in mountain biking events, however there is strong competition from the established opportunities in the nearby Tropical North Queensland Region.

OPPORTUNITY

- There is potential for significant localised mountain bike opportunities to offer desirable and high quality mountain biking destinations within the Townsville Region.
- The elevation and ruggedness analysis indicated an excellent elevation range across the region. In terms of landscape character suited to quality mountain biking experiences the region offers excellent value with large areas of forested land with good access.
- The total land area in the Townsville Region is made up of only 4% natural reserves, which generally indicates a low potential for mountain biking. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

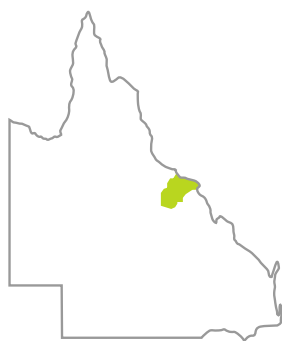
DELIVERABILITY

- There is currently 70km of existing trails in the Townsville Region including a range of cross country and downhill trails on various public and private lands. Douglas Mountain Bike Reserve is the largest trail network in the region (38km).
- Hinchinbrook does not have a purpose built network of mountain bike trails, however the Shire is surrounded by natural reserves and logging trails, which provide links into other areas and established mountain bike trail networks.
- There is one mountain bike club operating in the region.
- The Townsville Rockwheelers Mountain Bike Club delivers regular local and regional events for a range of disciplines. They have also hosted the National Cross Country Marathon Championships and the Townsville Mountain Bike Festival. In 2017, there were 23 events held in the region with more than 2,700 participants. Townsville is a significant region for mountain bike events.
- There are currently no commercial operators in the region operating tours.
- There is a moderate level of understanding of mountain biking in the region, with Hinchinbrook being identified in the Tropical North Queensland Regional Mountain Bike Strategy. In Townsville, the club works in partnership with land managers, the Council and QPWS to manage mountain biking opportunities.



- | | |
|--------------------------------|---------------------|
| Local Government Area boundary | Built Up Area |
| International Airport | National/State Park |
| Domestic Airport | Other Reserve |

0 25 50 75km



WHITSUNDAYS

The Whitsundays Region is in the heart of the Great Barrier Reef, 150km north of Mackay and 200km south of Townsville. The region stretches from Proserpine in the south to Bowen in the north; west from Collinsville and east to Airlie Beach and the Whitsunday islands. The soft, white sands of Whitehaven Beach, the crystal clear waters and the spectacular corals make the Whitsundays an attractive destination for visitors.

Recommended Scale of Development	Low
Priority	Low
Tourism and Events QLD Region	Whitsunday
Local Government Areas	Whitsunday
QLD Parks and Wildlife Regions	Central
Relevant land managers	QPWS, Local Government
Other Stakeholders	Whitsunday Mountain Bike Club
Key Features, parks and reserves	114,895 Ha of National and State Parks 8,250 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, retail
Summary of other tourism attractions and activities	Diverse Island Paradise, Sailing, Flying, Snorkelling & Diving, Iconic Landscapes, Great Barrier Reef, Airlie Beach and Mainland

EXISTING TRAILS

ID	Location	Facility Name	Length	Trail Types
01	Airlie Cove	Airlie Cove	2km	XC
02	Molle Islands National Park	South Molle Island Trail & Conway Picnic Track	42km	XC

Note: Trail lengths are estimates only (Source: M.Roberts, 2017)



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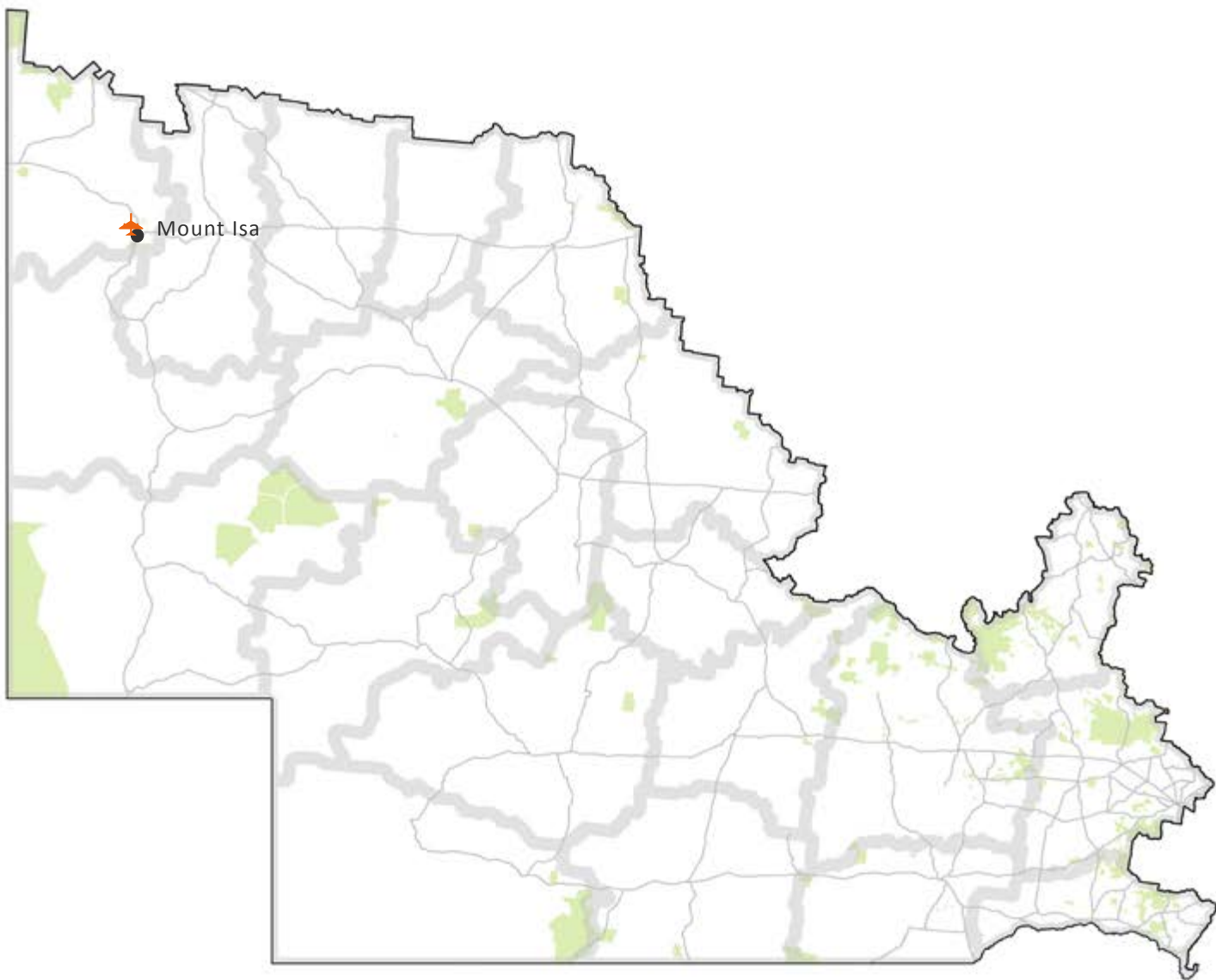
- The Whitsunday Region is made up of one LGA, with a population of approximately 35,000 people.
- Members of the community identified one aspirational location through the survey.
- The Whitsunday Region receives low domestic and moderate international tourism visitation.
- The region can be accessed via the Whitsunday domestic airport. It can also be accessed by car via the Bruce Highway.
- The region has a moderate capacity to attract interstate and local visitors to mountain bike trails, as well as competitors in mountain biking events, however faces competition from other established and more accessible locations.







OPPORTUNITY

- There is potential for localised mountain bike opportunities to offer iconic and high quality mountain biking experiences within the Whitsunday Region.
- The elevation and ruggedness analysis indicates excellent elevation range across the region. In terms of landscape character suited to quality mountain biking experience the region offers good value with large areas of forested land.
- The total land area in the Whitsunday Region is made up of less than 3% natural reserves, which generally indicates a moderately low potential for mountain biking. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through regional master planning.

DELIVERABILITY

- There is currently a small supply of existing cross country trails in the Whitsunday Region including at Airlie Cove, and shared use trails located on South Molle Island.
- There are currently no commercial operators in the region who operate tours or other services.
- There has previously been an active mountain bike club operating in the region, however more recently has been inactive. There were no events held in the region in 2017.
- There is limited understanding and support for mountain biking in the Region, likely due to the lack of demand.
- There is potential benefit in combining governance and planning for mountain biking with the Mackay region.



- | | |
|--|---|
|  Local Government Area boundary |  Built Up Area |
|  International Airport |  National/State Park |
|  Domestic Airport |  Other Reserve |





OUTBACK

Outback Queensland offers an incredible array of rural Australian experiences and stretches from Camooweal and the Overlander's Way in the north, Birdsville in the west, Cunnamulla in the south and Hughenden, Barcaldine and Charleville in the east. The region incorporates the Channel Country floodplains, the rolling Mitchell grass downs and ancient spinifex deserts, offering an amazing landscape. The destination is home to colourful characters, a laid-back culture, rich history and ancient landscapes. National Parks abound and complement numerous natural, cultural, heritage and indigenous attractions.

Recommended Scale of Development	Low
Priority	Low
Tourism and Events QLD Region	Outback
Local Government Areas	Balonne, Banana, Barcaldine, Barcoo, Blackall Tambo, Boulia, Bulloo, Cloncurry, Diamantina, Flinders, Goondiwindi, Longreach, Maranoa, McKinlay, Mount Isa, Murweh, Paroo, Quilpie, Richmond, Western Downs, Winton
QLD Parks and Wildlife Regions	Central, South West
Relevant land managers	QPWS, Local Government
Other Stakeholders	Stack City Mountain Bike Club
Key Features, parks and reserves	5,276,795 Ha of National and State Parks 28,583 Ha of other parks and reserves
Complementary Tourism Offerings	Natural attractions, commercial, retail
Summary of other tourism attractions and activities	Heritage & Locals, Dinosaurs, Outback Adventures, landscapes, cattle stations, Timeless Landscape and Endless Sky, Gorges, Lookouts, Parks, Scenic Flights, Aboriginal Rock Art and Drives.



SCALE

- The Outback Region covers a large expanse of land stretching from south to north and away from the coastal regions. It contains 21 LGAs, and a total population of approximately 130,000 people. Large population centres include Western Downs (34,000) and Mt Isa (23,000).
- The potential for mountain biking has been recognised in Goondiwindi and Mt Isa, with some existing activity occurring.
- No aspirational locations for mountain bike trails were suggested through the community survey.
- The region receives a low level of tourism visitation compared with other regions in the state, which is predominantly domestic rather than international.
- Most localities in the region are separated by long distances and are considered very remote. Many can only be accessed via an extensive road network and small regional airports.

OPPORTUNITY

- The Outback Region has the lowest opportunity score relative to other regions.
- The elevation and ruggedness analysis indicates overall low value across the region. There is some value surrounding Mt Isa, the western side of the Great Dividing Range and the southern extent of the region, which could be explored further. In terms of landscape character suited to quality mountain biking experience, the region broadly offers low value owing to remoteness and landscape type.
- The total land area in the Outback Region is made up of approximately 5% natural reserves, which generally indicates a low potential for mountain biking. This assessment has been made without consideration to the various policies relating to specific land tenure types, and permitted recreational uses, and this would be assessed through further planning.

DELIVERABILITY

- There is no known mountain biking activity occurring in the region, apart from in Mt Isa. No formalised purpose built mountain bike trails currently exist in the area.
- There are currently no commercial operators in the region who operate tours or other services.
- There is one mountain bike club operating in the region, which is the Stack City Mountain Bike Club, located in Mt Isa. There were no events held in the region in 2017.
- There is a moderate level of understanding and support for mountain biking in the Region, focused around Mt Isa, where there is an established club.

RECOMMENDATIONS



STATEWIDE RECOMMENDATIONS

This Strategy provides a framework to guide the development of mountain biking in Queensland. Successful delivery of trails and infrastructure will rely on a coordinated and focused effort by key stakeholders across the state. Key to the development of sustainable mountain biking are strategies for Governance, Management, Planning and Participation. Further to these, recommendations have been provided for the next steps to enable implementation within each region of the state.

STRATEGIES	RECOMMENDATIONS
GOVERNANCE AND MANAGEMENT RECOMMENDATIONS	
Governance	Establish guidelines for the establishment of regional mountain bike working groups in each region to progress the recommendations of the Queensland Mountain Bike Strategy at a regional level.
Standards	Adopt the National Mountain Bike Management Guidelines as the guiding document for all mountain bike trail development and management in Queensland. Implement best practice design, construction and maintenance in accordance with the Guidelines to minimise environmental impacts and showcase that mountain bike trails can be achieved sustainably.
Management & Maintenance	Identify appropriate maintenance standards and ensure a sustainable funding model is established for planned mountain bike facilities.
Events	Identify facilities that can cater for a variety of events, and ensure new facilities are planned with consideration to event requirements and permanent infrastructure.
PARTICIPATION RECOMMENDATIONS	
Participation data	Record and analyse trail usage data and market visitation for all existing and new mountain bike facilities. Establish a central reporting system to provide information for the industry.
Participation rates	Identify and address barriers in beginner participation.
Female participation	Provide introductory experiences to build skills and confidence on beginner trails to enable progression of female riders. Identify and address other barriers to increase female participation.
Youth participation	Build on success of existing skills programs, improve access and remove barriers for youth and families, including provision of more beginner (green classification) trails and skills parks in appropriate locations.
Demand	Provide purpose-built trails in strategic locations, to service areas with high recreational demand and visitation, with a focus on addressing significant gaps in the market and alleviating pressure on existing facilities.
Profile	Increase the profile of mountain biking through advocacy to state and federal government bodies, to gain support and funding for mountain biking facilities.
Access	Increase the profile of mountain biking through advocacy to land managers. Educate land managers on mountain biking, supply, demand, diversity of types of users and trails.
Tourism	Identify strategic locations to develop international mountain biking destinations and product suitable for marketing and promotion to target markets.
TRAIL DEVELOPMENT RECOMMENDATIONS	
Trail Information	Adopt the emerging National Mountain Bike Management Guidelines to inform mountain bike trail types and classifications, to ensure information is accessible to users and expectations are met.
Trail Styles	Increase the variety of purpose built mountain bike trails to ensure a suitable mix of trail styles is provided and caters for the relevant markets.
Trail Classifications	Improve diversity of classifications to achieve a suitable mix of all classifications of trail, with a focus on identifying opportunities to create black and double black classification trails for more advanced riders, as well as introductory green classification trails to encourage participation of youth and beginner women.
Trail Quantity	Increase trail quantities in high demand locations, and ensure trail networks are supported by appropriate infrastructure required for the relevant level of significance.
Development of Trail Destinations	Identify strategic locations across all regions to develop (or upgrade existing) purpose built facilities and mountain biking tourism destinations, ensuring appropriate supporting infrastructure and facilities exist or can be developed.
National and International Events	Identify existing and potential locations capable of hosting national and international mountain biking event facilities within proximity to good amenities and infrastructure. Where appropriate, upgrade supporting infrastructure at strategic locations to enable hosting of national and international events.

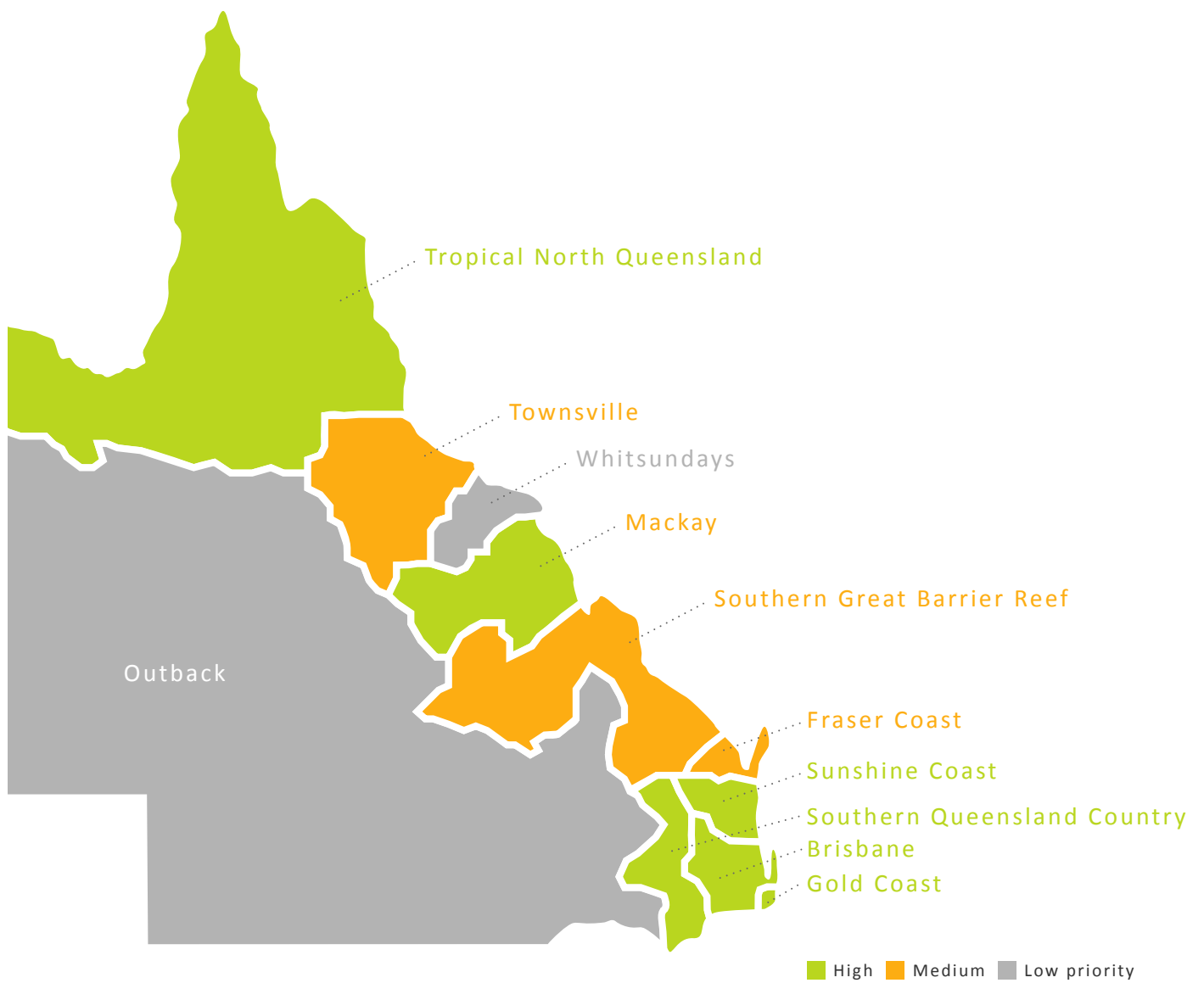


Figure 12 Summary of Priorities

RECOMMENDATIONS BY REGION

Each of the eleven Queensland regions is very unique in terms of its potential opportunity for mountain biking, and level of complexity in achieving sustainable development. The table below provides a summary of the level of planning that is recommended for each region. The following sections outline the requirements, process and responsibilities for the various planning stages.

While some regions are identified as high priority, it is recommended that planning activities across all regions commence where possible in the short term. In order to establish Queensland as a mountain biking destination, the priorities should be referenced to guide investment and staging of development.

REGION	DEVELOPMENT RECOMMENDATIONS
Brisbane	Regional Master Planning to identify a trail hierarchy, suitable parcels of land and trail models, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Brisbane region. The plan should build on the work completed by LGAs, QPWS and SEQ Water to date, and should identify and prioritise opportunities through implementation of a detailed Multi Criteria Analysis.
Fraser Coast	Location Area Planning for the Fraser Coast Region. Continue local development in accordance with existing Concept Plans.
Gold Coast	Regional Master Planning to identify suitable parcels of land, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Gold Coast region.
Mackay	Location Area Planning should be continued in accordance with the recommendations of the emerging Mackay Regional Mountain Bike Strategy. Explore potential to include the Whitsundays within Location Area Planning.
Outback Queensland	Location Area Planning for Mount Isa to identify potential opportunities. Potential to incorporate mountain bike governance and planning for Goondiwindi as part of Regional Master Planning for Southern Queensland Country region.
Southern Great Barrier Reef	Location Area Planning to identify iconic mountain biking opportunities in Central Highlands. Continue local development in Rockhampton, North Burnett, Gladstone and Bundaberg, in accordance with existing Concept Planning. Support future initiatives in Livingstone or Woorabinda.
Southern Queensland Country	Regional Master Planning for the Southern Queensland Country Region. Development should be initially focused on existing mountain bike trail networks, which are either in their infancy or undergoing upgrades and rehabilitation. Developing these networks to their full potential will increase demand in the region.
Sunshine Coast	Regional Master Planning with a focus on Sunshine Coast and Noosa LGAs to identify a trail hierarchy, suitable parcels of land and trail models, land manager support, funding, a suitable management model and governance structure for mountain biking development in the Sunshine Coast Region. The plan should build on the work completed by the three LGAs to date, and should identify and priorities opportunities through implementation of a detailed Multi Criteria Analysis.
Townsville	Continue local planning in Townsville and support recommendations of the Tropical North Queensland Regional Mountain Bike Strategy as they apply to Hinchinbrook.
Tropical North Queensland	The Tropical North Queensland Regional Mountain Bike Strategy provides direction for mountain biking development, and the recommendations should be implemented. Location Area Planning in LGAs not covered by the existing regional strategy.
Whitsunday	Location Area Planning for Whitsunday to identify potential opportunities. Explore potential to include in Location Area Planning for Townsville or Mackay.

RECOMMENDED DEVELOPMENT PROCESS

STAGE	SCOPE	RESOURCES	KEY INPUTS
STRATEGIC PLANNING			
Queensland Mountain Bike Strategy	Statewide	MTBA, DNPSR, QORF, Trail Planning Consultant	Broad Stakeholder Consultation Desktop Assessment of all Regions
Regional Master Planning	Individual Queensland Tourism Region	Regional Mountain Bike Steering Committee, Trail Planning Consultant	State Strategy Governance Structure
Location Area Plans	Location (e.g. specific Reserve, Town or Trail)	Local Mountain Bike Steering Committee comprised of representatives from: LGA, Land Managers, Mountain Bike Club/s and/or Trail Care Alliances, Trail Planning Consultant	Strategic locations identified / support by Regional Mountain Bike Master Plan
SITE DEVELOPMENT			
Stage 1: Project Proposal	Site	Local Mountain Bike Steering Committee (as above)	Priority project site, as identified in a Regional Master Plan or Location Area Plan
Stage 2: Trail Framework	Site (e.g. defined project boundary within land parcel)	Local Mountain Bike Steering Committee (as above), Trail Planning Consultant	Strategic sites identified in Local Area Plan, Stakeholder support for a site to be investigated, Local Steering Committee with site specific local knowledge
Stage 3: Site Assessments & Approvals	Site	Local Mountain Bike Steering Committee (as above), External Consultants (including Environmental and Heritage)	Trail Framework, Identified constraints and environmental impact checklist
Stage 4: Concept Planning	Site	Local Mountain Bike Steering Committee (as above), Trail Planning Consultant	Trail Framework, Detailed site assessment reports, approvals and permit conditions
Stage 5: Corridor Evaluation	Site	External Consultants (including Environmental and Heritage)	Concept Plan
Stage 6: Detailed Design and Specifications	Site	Local Mountain Bike Steering Committee (as above), Trail Planning Consultant	Concept Plan with approved environmental and heritage protection strategies
Stage 7: Trail Facility Management Plan	Site	Local Mountain Bike Steering Committee (as above), Trail Planning Consultant	Detailed Design and Specifications, Trail Adoption or other Documented Management Agreement, Revenue Generation Model if relevant
Stage 8: Construction	Site	Local Mountain Bike Steering Committee (as above), Trail Construction Contractor	Detailed Design and Specifications

KEY OUTPUTS

Statewide development framework

Aspirational locations for development of trails and infrastructure
Strategic investment priorities
In principle stakeholder support for recommendations
Defined projects, scope, budget and timeframes
Regional Brand
Long term National and International events schedule

Priority Sites
Stakeholder support for development of sites
Funding committed
Land manager resources available

Project proposed by a land manager or mountain bike group
Discussion of project proposal
Steering committee and land manager resources committed to drive project
Project objectives, scope and scale
Requirements of key stakeholders and user groups
Sustainable management and revenue models
Planning, design and construction standards
Staged delivery program

Detailed understanding of site landscape, topography, soil types, vegetation, ground conditions & hydrology
Identified opportunities & constraints via high quality GIS mapping of site
Understanding of tenure, land use, relevant legislative environmental, heritage protection requirements, and areas to be addressed through trail design and construction strategies to minimise impact
Consultation with specialist interest groups and stakeholders to determine unique constraints
Identified areas where trail development is and is not appropriate
Detailed analysis of flora and fauna, Aboriginal heritage

Site specific opportunities and constraints
Local character, user group habits & preferences
Key stakeholder needs
Recommended construction methodologies
Opinion of probable cost of construction

Detailed corridor assessment and refined corridors
Impact evaluation report/s
Environmental and heritage protection strategies

Refined trail corridors that take into account environmental and heritage protection strategies
Documented trail alignments
Refined construction and maintenance cost estimates
Signage plans
Approval for construction of trails
Sustainably maintained and managed trails

Signposted, sustainably constructed trails in accordance with detailed design and specifications

Each of the above regional recommendations provides guidance on the level of planning that should be undertaken for each region. These recommended levels of planning are described in further detail below to assist land managers and mountain bike groups wishing to pursue a mountain bike project. To achieve the best possible outcomes for a particular site, the regional recommendations and relevant level of planning should be undertaken. However, providing there is stakeholder support, funding and an appropriate governance structure in place, this Strategy does not preclude individual site development from commencing in lieu of the recommendations being followed.

This section provides key information relating to how the development should be undertaken, as well as the scope, governance structure and methodology. This section provides an overview only and the process is detailed further within the emerging *National Mountain Bike Management Guidelines*.

DEVELOPMENT STAGES

REGIONAL MASTER PLANNING

Rationale

The Queensland Mountain Bike Strategy has identified that at least five regions contain a particularly wide variety of high potential opportunities.

A regional master plan will prioritise locations in the applicable region that are appropriate for the establishment of high quality, sustainable and sanctioned mountain biking opportunities and experiences. These locations will contribute to establishing Queensland as a mountain bike tourism destination and contribute to its reputation as an active and vibrant place to live.

The following provides a recommended approach to undertaking effective regional master planning, which will guide the subsequent location area planning and site development leading to construction of mountain bike trails, facilities and associated infrastructure in the locations identified.

Many individual mountain bike trail projects are already underway in Queensland. In some areas, generally demand has already been established and there is an active mountain biking community. Providing there is adequate funding, resources and support to drive these projects, regional master planning may not add significant value, therefore it has not been recommended for all regions.

Scope

Regional master planning considers urban, rural and remote land owned and/or managed by state government, local governments and private organisations / individuals, and includes national parks, state forest, regional parks, bushland reserves and local parks and recreation reserves.

Governance

It is recommended that a regional governance structure be established to include a reference group and/or steering committee to drive direction and oversee progress of the master planning. The steering committee should comprise representatives of key stakeholder organisations including, but not limited to, major land managers such as QPWS, SEQ Water and HQ Plantations, State Government Departments, Local Government, Traditional Owner groups, and an appropriate Mountain Bike community representative body. It is beneficial if the committee is convened and managed by a representative or organisation that oversees the region.

Methodology

The following methodology is intended to be implemented by a suitably qualified and experienced Trail Planning Consultant. The consultant undertaking the master plan project will be expected to, as a minimum:

- Review and consider all relevant literature, including all of those listed within this Strategy.
- Undertake market research to identify full opportunity spectrum, user types and cohorts, size and potential growth of target markets. Establish the needs and preferences of these markets.
- Liaise with key stakeholders and the local mountain bike community to determine potential opportunities, sensitivities and constraints for mountain bike trail, facility, event and associated infrastructure development in the study area.
- Desktop and on-ground assessment and audit of high potential locations to establish an inventory of all sanctioned and unsanctioned mountain bike trails, facilities and associated infrastructure (e.g. maps, information, signage, parking, public transport, toilets, food and drink, retail, commercial tourism products, events and other recreation and adventure tourism opportunities etc).
- Establish criteria for national, regional and local significance and refine based on the regional context.
- Establish exclusion and inclusion zone criteria for distribution and clustering of opportunities in locations and sites.
- Undertake a needs analysis to identify critical issues for events, suitable and potential venues and infrastructure for a range of race disciplines for national and international level events.
- In consultation with the steering committee, establish a set of assessment criteria against which all potential opportunities within the region will be assessed to determine locations with high potential for mountain biking development. Criteria should be based on the environmental, social and economic values relevant to the region, such as existing demand and aspirations, location, landscape, environmental conditions, landowner/manager support, demographics, access, availability of land, competing land uses, planning context, sensitivities, constraints, resources, funding etc.
- Undertake a multi-criteria analysis of all available land in the region to establish high potential locations.
- Provide recommendations for development of each location, using tables, plans and accompanying text to identify the geographic extent of a potential location, any existing trails, facilities and complementary infrastructure, any sensitivities or constraints, geographical areas where future sanctioned mountain bike trails and facilities could be developed, the trail types, style, classifications, and potential management and revenue generation models that could be implemented.
- Provide recommendations for the roles and responsibilities of key stakeholders in the marketing, promotion, governance and management of potential mountain bike developments.

Consultation

It is imperative that the appointed consultant has an awareness of sensitivities regarding land management and Aboriginal culture. Trails advocacy and education will be essential to obtain stakeholder, land manager and community support for mountain bike trail development. The steering committee, in conjunction with the consultant, should ensure the following activities are undertaken to achieve stakeholder support for the project.

- Undertake a number of rounds of stakeholder consultation, as more information becomes available. The consultant should advise on the most appropriate tools and techniques for undertaking this work, balancing the need for face

to face interactions required to establish strong working relationships with the cost of travel to various sites.

- Consult with stakeholders with land management roles and responsibilities early in the process, and throughout development of the master plan.
- Undertake individual meetings, workshops, forums, public events and online surveys or other methods as appropriate.

LOCATION AREA PLANNING

Rationale

Where regional master planning or other planning processes have identified a location with high potential for mountain biking, location area planning may be undertaken to identify a key site or a number of sites for development of the location.

Location area planning may be undertaken in the absence of regional master planning where there is land manager and stakeholder support, funding and a suitable governance structure in place.

Where projects are already progressing, there may not be a need for location area planning to be undertaken.

The following provides a recommended approach to undertake effective location area planning, which will focus on a location, identifying and prioritising potential sites for development of mountain bike trails, facilities and associated infrastructure.

Scope

Location area planning considers local opportunities and constraints of particular sites, by assessing terrain, vegetation, existing trails and facilities and potential expansion of facilities. It seeks to address gaps in provision in a location according to the established supply and potential demand.

Governance

It is recommended that a steering committee with specific local knowledge be established to oversee a project. Steering committees will comprise representatives of key stakeholder organisations including, but not limited to, the relevant land managers, local government and local mountain bike clubs or trail care alliances. In many cases, particularly in densely populated urban areas, new facilities may require development of trails and amenities on multiple land tenures, so it is essential that all relevant land managers are represented in the steering committee, or are heavily involved in consultation activities.

Methodology

The consultant undertaking the location area planning will be expected to, as a minimum:

- Establish location context, identifying:
 - Key land parcels and land managers
- Accessibility to visitors, and proximity to population and trail user markets
- Connectivity to population centres and facilities
- Surrounding land uses, conflicts and impacts
- Population and trail user market demographics
- Broad location assessments, to identify opportunities and constraints, including:
 - Vegetation and soil character types
 - Flora and fauna
 - Cultural heritage
- Undertake trail auditing to identify trails inventory and usage within and surrounding the location
- Undertake access and infrastructure auditing, to identify

vehicle access and parking, connecting bike routes and pedestrian access, surrounding infrastructure and trail visitor services, and event infrastructure

- Identify existing and potential events, and infrastructure needs through consultation with event promoters
- Provision gap analysis to identify gaps between supply and demand
- Identify potential sites through consultation with the community and land managers
- Establish facility design criteria, through consultation with land managers, to ensure proposed development aligns with relevant land management policy and plans
- Undertake multi criteria analysis to compare and prioritise individual sites identified
- Provide recommendations for staged development of the location, identifying priority sites

SITE DEVELOPMENT

Rationale

Site development involves eight discrete project stages, from project proposal through to construction and management.

Projects may be identified in a number of ways, either:

- They may already have been initiated by a land manager or mountain bike group, or
- They have been identified through regional master planning and subsequent location area planning.

The following process, which is in accordance with the emerging National Mountain Bike Management Guidelines, is recommended to provide land managers and mountain bike groups or other organisations with sufficient information to develop a project brief for implementation of mountain bike trail projects when a project site has been identified.

Scope

Land manager support to investigate an area to be used for mountain bike trail development is essential before this process can commence. The information contained within this Strategy can be used as basis for discussion with land managers to identify a project site.

Consultation with the land manager and gaining their support will ensure:

- The right area is selected for development
- Relevant management plans support the development
- Legislative requirements are confirmed
- Longevity and sustainability of the trails
- Constraints are identified and can be addressed in further planning stages

Governance

It is recommended that a steering committee with specific local knowledge be established to oversee site development. If a steering committee has been established to undertake location area planning, the same committee should continue for site development stages. In some cases, particularly in densely populated urban areas, new facilities may require development of trails and amenities on multiple land tenures, so it is essential that all relevant land managers are represented in the steering committee.

Methodology

Stage 1: Project Proposal

A project proposal should be developed by a land manager or

mountain bike group who want to initiate the project. Preliminary background investigations and gauging support for a trail project early is vital. The land manager will undertake or assist with undertaking a desktop search for major constraints that could potentially preclude trail development within a certain area, such as:

- Management plans precluding the proposed activity
- Regional master planning does not recommend the area for mountain biking development
- Significant environmental or heritage constraints

A brief proposal should be developed and discussed with the relevant land manager to gain in principle support for pursuing the project.

Stage 2: Trail Development Framework

The purpose of the framework is to confirm the land manager's and project manager's requirements and objectives for the project area, as well as any standards and guidelines to adhere to. The framework will inform the planning, design and delivery process and will clarify the key issues, including:

- Steering group
- Project background
- Project objectives
- Management and maintenance model
- Scope and scale
- User types and trail types
- Trail model
- Agreed standards
- Funding and resources
- Project delivery and evaluation

Stage 3: Site Assessment

The purpose of the site assessment is to identify positive and negative control points within the chosen area, to ensure the land owner or manager complies with legislative requirements, and that the environment offers what is required for the trail. The site assessment will inform the steering committee of:

- Potential legislative approvals required
- Opportune landscapes / topography
- Other land use, activities and management considerations
- Any cultural and environmental exclusion zones

Stage 4: Concept Plan

The outcome of the concept plan stage will include:

- A map detailing broad trail corridors, control points, access and location of existing and new infrastructure required
- Detailed information about the trail system including trail classifications, strategic value and topography
- Construction staging
- Corridor identification (flagging) and recorded GPS data
- Broad estimated costs for detailed design and construction, trail head and facilities costs and ongoing management
- Consultation with the land managers and key stakeholders

Stage 5: Corridor Evaluation and Approvals

The purpose of this stage is to identify detailed constraints and formally establish locations of trail corridors with land managers and other stakeholders. The corridor evaluation report should include details to seek approvals prior to undertaking detailed design.

The corridor evaluation will include a detailed assessment of constraints and application of environmental and heritage protection strategies, for example:

- Adjusting the trail corridor to move away from sensitive sites
- Inclusion of structures to minimise impact on flora or fauna
- Armouring sections of trail where a flat area is unavoidable

Corridors will be refined from broad corridors to narrow trail corridors adjusted based on the findings of the assessments and mitigation strategies employed. Statutory approvals should be sought at this stage prior to proceeding to detailed design.

Stage 6: Detailed Design

The purpose of the detailed design is to establish definitive trail lines, flagged in the field at regular intervals and digitally recorded. Design plans should include schematic construction specifications and drawings to be approved by the Steering Committee. The detailed design plans guide and inform trail construction and serve as a quality assurance system.

Minimum outputs in the field will include:

- Trail flagged and marked with chainage
- Identification of changes in trail tread treatments, e.g. use of imported materials

The detailed design stage will enable the designer to provide accurate cost estimates for construction of all trails. Detailed design documentation will be used to provide a detailed brief to contractors to quote for construction works.

Stage 7: Construction

The purpose of the construction stage is to build the planned and designed trail using sustainable construction techniques. Construction may be delivered by:

- Being put out for tender to specialist trail construction contractors
- Volunteers
- Land manager construction crew
- A combination of the above

A detailed brief will be developed including the final detailed design plan, relevant environmental and heritage assessments, construction drawings, plans and methodologies, technical trail feature classification specifications and trail signage designs.

Supervision and approval of the work should be undertaken by the land manager to ensure the trail and associated infrastructure has been built to the approved detailed design.

Stage 8: Management

Like other public facilities, trails require ongoing management and maintenance. A management model is generally defined in the framework stage. A management plan should be developed and agreed on by the steering group, specifying information such as:

- Target user groups and usage levels
- Management roles and responsibilities
- Funding and resources for ongoing management and maintenance
- A maintenance program
- Hazard inspection and reporting procedures
- Visitor statistic recording procedures
- Marketing, maps and information

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ACRONYMS

AM	All mountain (trail type)
AMTB	Adaptive mountain biking (mountain bike rider type)
BL	Black diamond (trail classification)
BU	Blue square (trail classification)
DB	Double black diamond (trail classification)
DH	Downhill (trail type)
DES	Department of Environment and Science
DNPSR	Department of National Parks, Sport and Racing
DHPW	Department of Housing and Public Works
EN	Enthusiast (mountain bike rider type)
FR	Freeride (trail type)
GN	Green circle (trail classification)
GR	Gravity (mountain bike rider type)
IMBA	International Mountain Bicycling Association
IN	Independent (mountain bike rider type)
LS	Leisure (mountain bike rider type)
MTBA	Mountain Bike Australia
PK	Park (trail type)
QPWS	Queensland Parks and Wildlife Service
SEQ Water	South East Queensland Water
SP	Sport (mountain bike rider type)
SRS	Sport and Recreation Services
TO	Touring (trail type)
UCI	Union Cycliste Internationale
WH	White circle (trail classification)
XC	Cross country (trail type)



**LIVE YOUR LIFE
OFF-ROAD**

MOUNTAIN BIKE AUSTRALIA



A full-page background image showing a mountain biker in a forest. The biker is wearing a blue and green jersey and is in the middle of a jump or a fast descent, kicking up a large cloud of brown dust. The forest has tall, thin trees and green foliage. The text is overlaid on the upper half of the image.

QUEENSLAND MOUNTAIN BIKE STRATEGY 2018

APPENDICES

APPENDIX 1 LITERATURE REVIEW

PUBLICATION	SCOPE	SUMMARY
State Government Planning & Policies		
Queensland Cycle Strategy 2017-2027 Department of Transport and Main Roads	Statewide	Focuses on the benefits of cycling, which includes mountain biking. References mountain biking under cycle tourism with a case study on Cairns, but does not strongly represent the actual opportunity for mountain biking. There is potential for the Queensland Mountain Bike Strategy to make recommendations for increasing the profile of mountain biking as a discipline of cycling.
Tourism & Events Queensland Strategic Plan 2015-2019	Statewide	Identifies tourism vision, priorities and objectives for Queensland. The priority to attract major events to Queensland has potential to align with mountain biking opportunities.
Principal Cycle Network Plans & Priority Route Maps Department of Transport and Main Roads	Statewide / Regional	Provides principal cycle network plans and maps for various regions, which identify core cycling routes across the state to increase participation in cycling. Regional master planning and local trail planning should consider the connectivity of cycling routes in the assessment and development of a location.
Operational Policy – Mountain biking in QPWS managed areas (2011)	Statewide QPWS managed areas	Advises on policy for mountain bike use in all QPWS managed areas (such as National Parks, State Forest and other relevant tenures).
Operational Policy – Commercial tourism and recreation activities in QPWS managed areas	Statewide QPWS managed areas	Advises on policy for conducting commercial tourism and recreation activities in QPWS managed areas.
Sport and Recreation Planning Program Grant Recipients List	Statewide	List of LGAs that received funding in the latest round for sport and recreation planning activities (2017).
Australia Adventure Activity Standard	National	Standards to ensure consistency and best practice across outdoors adventure sector, particularly relevant for groups with dependent participants undertaking the activity. The standard may apply to clubs, schools and other educators, commercial operators, scouts and other groups. Mountain biking is identified as the highest risk outdoor activity. MTBA has provided input into the recently revised National Standard (soon to be released).
Shaping Queensland (Growth Plan for SEQ)	South East Queensland Regions	Identifies areas of high growth in South East Queensland population.
Regional Mountain Bike Plans		
Tropical North Queensland Regional Mountain Bike Strategy 2015 World Trail & Planz	Tropical North Queensland Region	Provides recommendations for various mountain bike trail developments in the Tropical North Queensland Region.
Developing Mountain Biking in Queensland: Regional Solutions 2014 QORF / waytobe	Various Regions in Queensland	Provides recommendations for South East Queensland, Townsville and Cairns, including proposed concepts and cost estimates. Also provides recommendations for sustainable mountain bike trail development.
Other Publications		
Moreton Bay to Sunshine Coast Regional Inter-urban Break Project Summary Paper (2014)	Brisbane and Sunshine Coast Regions	The Moreton Bay to Sunshine Coast Regional Inter-Urban Break is protected as a non-urban space separating Greater Brisbane and the Sunshine Coast. The State Government is considering two potential growth areas within the Inter-Urban Break, and the Moreton Bay Regional Council and Sunshine Coast Council have undertaken a joint study on the values of the Inter-Urban Break to confirm the importance of protecting the space in perpetuity. Mountain biking is an important recreation value in the area.

AMB Article – Queensland's Mountain bike hot spots, April 2017 https://www.ambmag.com.au/feature/queenslands-mountain-bike-hot-spots-456384	Various Regions	Summary of mountain biking opportunities in Toogoom (Hervey Bay), Daisy Hill (Brisbane), Rowallan Park (Mackay), Hidden Vale (Brisbane), Wooroi (Noosa), Townsville, Atherton.
Scouts Queensland Input into Strategy	Statewide Scouts Land	Various parcels of land owned / managed by Scouts QLD Various mountain biking activities run by Scouts QLD
Website http://www.ridecairns.com/	Tropical North Queensland Region	Marketing and promotion of Tropical North Queensland as a mountain biking destination.

PUBLICATION	TOURISM REGION	LOCAL GOVERNMENT AREA
Local Trails and Recreation Plans Supplied by Local Government and Mountain Bike Clubs		
Bayview Concept Plan	Brisbane Region	Redland
Redland Track Park Concept and Development Plan		
Daisy Hill Koala Bushland Directions Paper and Action Plan	Brisbane Region	Brisbane / Logan / Redland
Eastern Escarpment Conservation Park Plan	Brisbane Region	Brisbane / Logan / Redland
Moreton Bay Sport and Recreation Strategy 2010-2019	Brisbane Region	Moreton Bay
Logan Recreation Trails Strategy 2010-2020	Brisbane Region	Logan
Active Logan Strategy 2010-2020		
Logan Tourism Strategy (emerging)		
Logan Corporate Plan 2017-2022		
Logan Participation Study		
Gold Coast Sport Plan 2013-2023	Gold Coast Region	Gold Coast
Nature Based Recreation Plan 2015-2025		
Economic Development Strategy		
Destination Tourism Management Plan		
Mackay & District Mountain Bike Club Project	Mackay Region	Mackay
Gladstone Mountain Bike Club Master Plan	Southern Great Barrier Reef Region	Gladstone
First Turkey Master Plan 2015	Southern Great Barrier Reef Region	Rockhampton
South Burnett Adventure Park Plan	Southern Queensland Country Region	South Burnett
Southern Downs Regional Council Submission	Southern Queensland Country Region	Southern Downs
Southern Downs Mountain Bike Club Submission		
Toowoomba Mountain Bike Trails List	Southern Queensland Country Region	Toowoomba
Recreation Trails Development Plan 2017	Sunshine Coast Region	Sunshine Coast
Caloundra Town Reserve – Sugar Bag Road Mountain Bike Park Concept Design		
Bushrangers Trail Development Strategy 2017 – Bushrangers Mountain Bike Club		
Noosa Sport and Active Recreation Plan	Sunshine Coast Region	Noosa
Gympie Tracks and Trails Plan	Sunshine Coast Region	Gympie
Victoria Heights Trail Network Usage Management Policy		

APPENDIX 2 MCA FRAMEWORK

The following criteria were assessed to determine the state priorities for mountain biking development. Locations are identified as having high, moderate or low priority. The priority was calculated by combining the significance and opportunity scores.

SCALE

Locations are identified as having high, moderate or low potential scope, based on their recommended scale of development. The recommended scale was determined through assessing the following criteria:

Criteria	Basis of scoring	Weighting	Scoring comments
Connectivity – Existing Population	Permanent population or within major population catchment pool	5	Population for greater areas by LGA boundary (ABS 2017 Statistical Area 3) 1 0-20k, 2 20-80k, 3 80-200k, 4 200-1M, 5 1M+
Connectivity – Future Population	Predicted population growth between 2011 and 2036	3	1 no/lowest change in population, 3 moderate change in population, 5 highest change in population
Connectivity – Proximity to Airports	Proximity to international or regional airports	5	1 long distance /remote from regional or international airport, 2 LGA 1-2 hour drive from regional airport, 3 LGA <1hr drive from regional airport, 4 LGA has a regional airport or is less than 1 hr drive from international airport, 5 LGA has an international airport
Profile – Existing Tourism Market	International and domestic tourism visitation numbers (TVS)	5	Based on tourism statistics for TEQ destination region. Share of total QLD tourism visitation 1 <10%, 2 10-20%, 3 >20%
Profile – Alternate Recreation & Activities	Additional activities – tours, festivals, events, attractions, dining	3	Based on attractions and activities in TEQ destination region. More diversity in attractions scores higher, higher for Great Barrier Reef / Coastal attractions.
Desirability	Potential locations have been identified by community, land managers and other stakeholders	5	1 no / limited potential identified, 2 social pinpoint or land manager identified locations, 3 some alignment between community and land manager aspirations

OPPORTUNITY

Locations are identified as having excellent, good, average or below average opportunity. This has been determined through assessing the following criteria:

Criteria	Basis of scoring	Weighting	Scoring comments
Tenure	Scope and scale of state and local government land potentially available for mountain biking	5	% of total land area within LGA potentially available: 1 <1%, 2 1-5%, 3 5-10%, 4 10-20%, 5 >20%
Landscape Quality – Topography	Elevation range (calculated) Elevation spread – approximate area of elevation change over the LGA and accessibility from populated areas / roads	3	1 0-100m, 2 100-300m, 3 300-500m, 4 500-1000m, 5 1000m+ Elevation change over LGA and access 1 low, 5 high
Landscape Quality – Landform	Quality of landform relative to landscape characters of QLD and appropriateness for mountain biking	5	More appropriate for mountain biking scored higher, 1-5
Trail Diversity and Opportunity	Diversity of trail types (cross country, downhill etc) and classifications	1	1 all one type of trail or classification, 2 there is variability in type or classification, 3 there is wide variability in both type and classification

DELIVERABILITY

Locations are identified as having short, medium or long term deliverability. A location's deliverability can be improved by provision of trails and mountain bike activities, an active mountain biking community, advocacy for mountain biking, supporting policy and planning for mountain biking. The deliverability was determined through assessing the following criteria:

Criteria	Basis of scoring	Weighting	Scoring comments
Established Demand	Existing Users & mountain bike community, Engaged mountain bike businesses and tourism operators (e.g. stores & tours)	1	1 point for each – existing trails, mountain bike clubs, events and mountain bike business / tourism operators
Existing Trail & Infrastructure Supply	Scale of existing sanctioned trail network	1	Lower score for less existing trail, 1 <20km, 2 20km-100km, 3 100km+
Governance, Land Manager & Stakeholder Aims & Objectives	Governing body (management, maintenance, funding, marketing), existing mountain bike body, existing overarching trail advisory, understanding of mountain biking by LGA, Tourism, Community Groups & other stakeholders	1	1 no previous experience with mountain biking, 2 emerging / learning / informal mountain bike discussions, 3 proficient / good working knowledge & experience / shire trails advisory or similar, 4 a governance body in place to coordinate mountain biking for the area (multiple LGAs, tourism, land managers, community, other stakeholders)
Planning Constraints & Sensitivities Land Manager & Stakeholder Aims and Objectives	Level of state, local and private policy and planning support	3	1 no / limited policies / planning identifying mountain biking, 2 plans identify mountain biking, 3 mountain biking specific regional strategy or local strategy exists

APPENDIX 3 PROJECT STAKEHOLDER AND COMMUNITY ENGAGEMENT SUMMARY

REQUEST FOR INFORMATION RESPONSES

Responses to the Request for Information (RFI) were received from the following stakeholders.

Region	RFI Responses Received
Brisbane	Brisbane City Ipswich City Logan City Moreton Bay Region Redland City Gap Creek Trail Alliance RATS Cycling Club
Gold Coast	Gold Coast City
Mackay	Mackay and District Mountain Bike Club
Outback Queensland	Goondiwindi Region
Southern Great Barrier Reef	Bundaberg Region Central Highlands Region Gladstone Region Rockhampton Region
Southern Queensland Country	Southern Downs Region Toowoomba Region South Burnett Mountain Bike Club Southern Downs Mountain Bike Club
Sunshine Coast	Gympie Region Noosa Shire Sunshine Coast Region Bushrangers Mountain Bike Club Noosa Trailblazers Mountain Bike Club
Tropical North Queensland	Croydon Shire

STAKEHOLDER MEETINGS

Consultation meetings and interviews were held in South East Queensland, over the phone or in person, with the following stakeholders:

- Queensland Parks and Wildlife Service
- SEQ Water
- Brisbane City
- Ipswich City
- Logan City
- Moreton Bay Region
- Redland City
- Gold Coast City
- Sunshine Coast Region
- Noosa Shire
- Noosa Trailblazers Mountain Bike Club
- Nerang Trail Care Alliance

APPENDIX 4 LIST OF QUEENSLAND MOUNTAIN BIKE CLUBS AND TRAIL CARE ALLIANCES

The list below is limited to those clubs and groups affiliated with MTBA only.

Name	Location
Bushrangers Mountain Bike Club Sunshine Coast Inc	Maroochydhore
Cairns Mountain Bike Club Inc	Cairns
Caloundra Off Road Cycling Association Inc	Aroona
Cassowary Coast Multisport Club Inc	Mission Beach
Calvary Christian College	Townsville
Cooloola Trail Care Alliance	Gympie
D.I.R.T Club Inc.	Port Douglas
D'Aguilar Range Cycling Club	Ashgrove West
Daisy Hill MTB Club Logan City Inc.	Underwood
Fraser Coast Mountain Bike Club Inc.	Hervey Bay
Gladstone MTB Inc.	New Auckland
Gold Coast Mountain Bike Club	Nerang
Gravity MTB Club	Mt Coolum
Gympie Bike Riders MTB Club	Gympie
Ipswich Cycling Club Inc	Bundamba
Ipswich Offroad Cyclists Inc	Ipswich
Kenmore Cycle Club	Kenmore
Kooralbyn Valley Mountain Bike Club Inc	Loganholme
Mackay and Districts Mountain Bike Club	Richmond
Mareeba Mountain Goats	Mareeba
Maryborough MTB Club Inc.	Granville
Mountain Biking Bundaberg Inc.	Avoca
Noosa Trailblazers Mountain Bike Club Inc	Castaways Beach
North Brisbane Mountain Bike Club	Albany Creek
NV Gravity Riders Club	Gold Coast
Outlook Riders Alliance Inc.	Hope Island
RATS Cycling Club Inc	Loganholme
Redlynch State College	Redlynch
Rockhampton Mountain Bike Club Inc.	Rockhampton
South Burnett Mountain Bike Club Inc.	Tingoora
Southern Downs Mountain Biking Club Inc.	Stanthorpe
St Stephen's Catholic College	Mareeba
Stack City MTB	Mount Isa
Straight to Hell DH Inc.	Parkwood
Tableland Cycle Sports Inc	Atherton
Toowoomba Mountain Bike Club	Toowoomba East
Townsville Rockwheelers	Townsville
University of Queensland Cycling Club	St Lucia
Whitsunday Mountain Bike Club	Airlie Beach

APPENDIX 5 LIST OF QUEENSLAND MOUNTAIN BIKE EVENTS

The following list of events is limited to those sanctioned by MTBA, and registered under the MTBA system, from January 2017 to December 2017. It is recognised that a number of other mountain bike events and events that include mountain biking were held in Queensland in this period.

EVENTS		PARTICIPANTS			
Region	Location & Club / ORGANISATION	FEMALE	MALE	OTHER / TEAMS	Total Participants
Brisbane	Brisbane				
	Mountain Bike Australia				
	Level 0 Skills Coach Course – Brisbane, QLD	4	16		20
	Level 0 Skills Coach Course – Brisbane, QLD	3	15	1	19
	Moreton Bay				
	D'Aguilar Range Cycling Club				
	2017/2018 Cyclo-Cross National Series Round 2: Samford, QLD	36	106	1	143
	2017/2018 Cyclo-Cross National Series Round 3: Samford, QLD	37	102		139
	6 Pack Racing	4	19		23
	Cross is Back – Samford	4	22		26
	Interclub Round 2	1	50		51
	Wild West Round 3 – Samford	31	88		119
	Ipswich Offroad Cyclists Inc				
	Wild West Round 4 – Samford	17	44		61
	QLD MTB XCO Series				
	Sunshine Series 2017 Race 2	39	153	2	194
	Ipswich				
	Ipswich Offroad Cyclists Inc				
	Castle Hill Interclub DH	20	122		142
	TEST Event Set Up		3		3
	Wild West Round 2 – Walloon	20	103		123
	Wild West Round 4 – Castle Hill	27	113		140
	Wild West Round 5 – Castle Hill	44	114		158
	Wild West Round 5 – Walloon	21	45		66
	Wild West Round 6 – Walloon	29	89		118
	QLD MTB XCO Series				
	Sunshine Series 2017 Race 1	42	125	2	169
	Lockyer Valley				
	Ipswich Offroad Cyclists Inc				
	Wild West Round 1 – Adare	18	60		78
	Wild West Round 3 – Adare	15	38		53
	The Riders Club Inc				
	Wild West Round 2 – Adare	18	65		83
	VTT				
	VTT Adventures Race 2 XC Enduro 4 Hour Series	6	24	3	33
	VTTAdventures Race 4 – 4 Hour XC Enduro Series	46	88	30	164
	VTTAdventures Race 3 XC Enduro 4 Hour Series	6	40	16	62

EVENTS		PARTICIPANTS			
Region	Location & Club / ORGANISATION	FEMALE	MALE	OTHER / TEAMS	Total Participants
Brisbane	Brisbane				
	Mountain Bike Australia				
	Level 0 Skills Coach Course - Brisbane, QLD	4	16		20
	Level 0 Skills Coach Course - Brisbane, QLD	3	15	1	19
	Moreton Bay				
	D'Aguilar Range Cycling Club				
	2017/2018 Cyclo-Cross National Series Round 2: Samford, QLD	36	106	1	143
	2017/2018 Cyclo-Cross National Series Round 3: Samford, QLD	37	102		139
	6 Pack Racing	4	19		23
	Cross is Back - Samford	4	22		26
	Interclub Round 2	1	50		51
	Wild West Round 3 - Samford	31	88		119
	Ipswich Offroad Cyclists Inc				
	Wild West Round 4 - Samford	17	44		61
	QLD MTB XCO Series				
	Sunshine Series 2017 Race 2	39	153	2	194
	Ipswich				
	Ipswich Offroad Cyclists Inc				
	Castle Hill Interclub DH	20	122		142
	TEST Event Set Up		3		3
	Wild West Round 2 - Walloon	20	103		123
	Wild West Round 4 - Castle Hill	27	113		140
	Wild West Round 5 - Castle Hill	44	114		158
	Wild West Round 5 - Walloon	21	45		66
	Wild West Round 6 - Walloon	29	89		118
	QLD MTB XCO Series				
	Sunshine Series 2017 Race 1	42	125	2	169
	Lockyer Valley				
	Ipswich Offroad Cyclists Inc				
	Wild West Round 1 - Adare	18	60		78
	Wild West Round 3 - Adare	15	38		53
	The Riders Club Inc				
	Wild West Round 2 - Adare	18	65		83
	VTT				
	VTT Adventures Race 2 XC Enduro 4 Hour Series	6	24	3	33
	VTTAdventures Race 4 - 4 Hour XC Enduro Series	46	88	30	164
	VTTAdventures Race 3 XC Enduro 4 Hour Series	6	40	16	62
	Logan				
	NCASJodie Willett				
	Women's MTB Skills session - Underwood	8			8

RATS Cycling Club Inc				
RATS 2017 Summer Sprints Race 1	58	147		205
RATS 2017 Summer Sprints Race 2	49	193		242
RATS 2017 Summer Sprints Race 3	44	148		192
RATS 2018 Summer Sprints Race 3	36	129		165
RATS International Womens Day 2017 Social Ride	35	7		42
Redland				
Mountain Bike Australia				
Women's Skills Clinic - Cleveland	5			5
Women's Skills Clinic - Cleveland, QLD	8			8
RATS Cycling Club Inc				
Bayview Blast 2017 Day 1	107	266	25	398
Bayview Blast 2017 Day 2	66	423	73	562
Chicks in the Sticks 2017 Women's 3hr Enduro	182		24	206
Junior Chicks in the Sticks 2017	14			14
Scenic Rim				
Mountain Bike Australia				
2017 MTBA DHI National Championships - Lilybrook Camping		2		2
2017 MTBA DHI National Championships + SEQDH Round 1	23	159	2	184
2017 MTBA National Championships (DHI, OT, XCO, XCC)	157	728	4	889
2017 MTBA National Championships (XCR)			9	9
SEQDH Series				
SEQDH Round 1 - Mt Joyce		2		2
SEQDH Round 2 - Illinbah	14	138		152
SEQDH Round 4 - Biddaddaba	10	117		127
VTT				
VTTAdventures Race 1 XC Enduro Series (4 Hour)	6	48	9	63
Sunshine Coast				
Sunshine Coast				
Bushrangers Mountain Bike Club Sunshine Coast Inc				
3Hr Endurance Race	6	38		44
Bottle'n'Glass Hill Climb		6		6
Sunshine Coast Bike Week Ride		2		2
Mountain Bike Australia				
Level 0 Skills Coach Course - CORCA (club member only course)	3	10		13
Level 0 Skills Coach Course - Sunshine Coast, QLD (Private)	6	10		16
SEQDH Series				
SEQDH Round 3 - Cedar Creek	6	115		121
SEQDH Round 5 - Kenilworth	7	148		155
Gympie				
Trail Blazin Bros				
April Fools Dirt Jam	3	68		71
SEQDH Downhill Race Series Round 1 -Kandanga- TrailblazinBros	6	194		200
Tropical North Queensland				
Cairns				
Cairns Mountain Bike Club Inc				
2017 DH 1	4	30		34

2017 DH 2	2	35		37
2017 DH 3	2	44		46
2017 DH 4	3	22		25
2017 enduro 1	2	41	1	44
2017 enduro 2	8	35		43
2017 enduro 3	2	32		34
2017 enduro 4		35		35
2018 enduro 1	2	46		48
Skills Clinics & Shuttles social weekend	28	29		57
Women's enduro round 1	46			46
XC Rnd 4 Smithfield	2	56		58
Mountain Bike Australia				
2017 MTBA Junior XCO/DHI Elite Development Program - Cairns Camp (Invite Only)	12	12		24
2017 World Championships - Elite / U23 Team Program (Invite Only)	1			1
2017 World Championships - Junior DHI (Invite Only)	4	17		21
2017 World Championships - Junior XCO (Invite Only)	4	9		13
Level 0 Skills Coach Course - Cairns	3	6		9
UCI World Championship				
UCI World Championship XCO	132	219		351
UCI World Championship DH	34	120		154
UCI World Championship XCR			90	90
Cassowary Coast				
Cassowary Coast Multisport Club Inc				
Round 2, 2017 Interclub XC Series	11	80		91
Round 2, 2018 Prime Constructions FNQ Interclub XC Series	18	62		80
Douglas				
D.I.R.T Club Inc.				
Follow's Road Sunday Shuttle 2017	1	13		14
Twin Bridges Tussle 2017	2	5		7
Mareeba				
Mareeba Mountain Goats				
2017 FN Epic	36	203		239
2017 FN Epic Jersey	3	14		17
2018 Prime Constructions XC Series Round 3	22	71		93
April Social Ride	4	19		23
August 2017 Social Ride	7	9		16
Combined Club Tinaroo Social Ride	21	15		36
March 2017 Social Ride	5	14		19
May Social Ride	30	33		63
MMG Junior Race (Four) 2017	15	32		47
MMG Junior Race (One) 2017	18	62		80
MMG Junior Race (Three) 2017	11	32		43
MMG Junior Race (Two) 2017	24	58		82
Prime Constructions XC Series Round 3	9	72		81
RRR Bus Run 2017	12	21		33
St Stephen's Catholic College				
XC - DAVIES CK SCHOOLS PONY XPRESS	4	10	82	96
Tableland Cycle Sports Inc				

2017 ELEV8XCM ATHERTON	72	227	74	373
Club AGM and Social Shuttle Morning		4		4
King and Queen Of The Mountain Enduro	12	72		84
Round 1, 2017 Interclub XC series	11	94		105
Triple 2 Day/Night Pony Express	7	3	15	25
Southern Great Barrier Reef				
Bundaberg				
Mountain Biking Bundaberg Inc.				
2017 Wide Bay Race Series Race 1 XCM	15	47		62
2017 Wide Bay Race Series Race 3 XCO	2	48		50
Gladstone				
Gladstone MTB Inc.				
CQ Cross Country Series 2017 Round 1	1	58		59
CQ Cross Country Series 2017 Round 5	6	94		100
Gladstone MTB Inc 2017 Enduro	2	26		28
Gladstone MTB Multitrade 6hour XC	3	25	19	47
Rockhampton				
Event Management Solutions Australia				
2017 Gravity Enduro National Series Round 4: Rockhampton, QLD	10	120	1	131
Mountain Bike Australia				
Women's Skills Clinic - Rockhampton, QLD - Saturday Arvo	15		1	16
Women's Skills Clinic - Rockhampton, QLD - Sunday AM	12		1	13
Rockhampton Mountain Bike Club Inc.				
Rocky MTB 2017 Gravity Enduro Series Round 2	2	42		44
Bikes on High Central QLD XC Series Rd 4	3	41		44
Central QLD XC Series Rd 2	8	52		60
Central QLD XC Series Rd 3	7	49		56
Giant CQ 2018 Enduro Series Round 1	2	64		66
Rocky MTB 2017 Gravity Enduro Series Round 1	3	42		45
Rocky MTB 2017 Gravity Enduro Series Round 3	2	33		35
Rocky MTB 3 Hour Day/Night Team & Solo XC	4	28	12	44
Rocky MTB 6 Hour Day/Night Team XC	3	29	15	47
Rocky pre-season MTB 3 Hour Day/Night Team & Solo XC	4	94	24	122
Tuckers Cycle Inn - Central QLD XC Series 2018 Rd 1	8	56		64
Fraser Coast				
Fraser Coast				
Fraser Coast Mountain Bike Club Inc.				
Fraser Coast 3HR MTB Race	1	5		6
Ridge Rampage - Race 4 Wide Bay Race Series		22		22
Wide Bay Race Series	9	38		47
Mountain Bike Australia				
Level 0 Skills Coach Course - Hervey Bay, QLD (Private)	1	10	2	13
Women's Skills Clinic - Afternoon - Hervey Bay, QLD	7			7
Women's Skills Clinic - Morning - Hervey Bay, QLD	10			10
Gold Coast				
Gold Coast				
Gold Coast Mountain Bike Club				

	GCMTB Nerang Gravity Enduro #3	14	188	202
	GCMTB Nerang Gravity Enduro #4	12	152	164
	GCMTB Nerang Gravity Enduro #5	23	156	179
	Mountain Bike Australia		0	
	2017 DHI Elite Junior Development Camp – Gold Coast	3	9	12
	2017 MTBA Schools National Championships presented by Bond University	18	95	8 121
	QLD MTB XCO Series			
	Sunshine Series 2017 Race 3	31	104	135
Mackay	Mackay			
	Mackay and Districts Mountain Bike Club			
	2017 QLD MTB XC State Titles	78	226	304
	Beat The Heat 1		17	17
	Beat The Heat 2		13	13
	Beat The Heat 3		16	16
	Club XCO	8	19	27
	Copy of 2017 QLD MTB XC State Titles	8	45	53
	MAD Rush 6HR	7	28	15 50
	MAD Rush teaser	3	30	33
	MTB 101 TT	3	18	21
	Pony Express 01 2017		1	1
	Race 2 xco	4	15	19
	State titles practice race	14	54	68
	Time Trial – replacing Cross Country Eliminator	1	23	24
	XC Eliminator	9	36	45
	XC Introduction / Fun Race 1	5	30	35
	XC Introduction / Fun Race 2	5	30	35
Townsville	Townsville			
	Mountain Bike Australia			
	2017 MTBA XCM National Championships Townsville MTB Festival	31	132	163
	Discover Townsville Adventure Ride – 2017 Townsville MTB Festival	5	19	3 27
	Level 0 Skills Coach Course – Townsville (Sat Course).	4	12	16
	Level 0 Skills Coach Course – Townsville (Sun Course).		13	13
	Townsville MTB Festival 2018 MTBA Marathon National Championships		2	2
	Townsville Rockwheelers			
	2017 Crank'D Cycles Gravity Enduro – Round 1	11	136	147
	2017 Crank'D Cycles Gravity Enduro – Round 2	3	76	79
	2017 Crank'D Cycles Gravity Enduro – Round 3	6	112	118
	2017 DH Round – 1	4	45	49
	2017 DH Round – 2	3	49	52
	2017 Mike Carney Toyota Paluma Push	161	758	1 920
	2017 XC Series: Race 1 – Pallarenda Push	24	146	170
	2017 XC Series: Race 2 – Douglas Dash	15	110	125
	2017 XC Series: Race 3 – The Firecracker	27	129	156

2017 XC Series: Race 4 Targa Marathon	10	232		242
2018 DH Round - 2	2	49		51
2018 DH Round - 3	3	40		43
2018 Endfire Engineering Rockwheelers MTB XC Series Round 1	6	102		108
Bob Jane T-Marts Dam Dark 2017	19	102	46	167
Dam Dark Junior / Family / Beginner Social Ride	13	25		38
DH Social Day #1, 2017	4	23		27
DH Social Day #2, 2017		23	3	26
Garrick's Camera House DH Social Day	3	33		36
Southern Queensland Country				
Toowoomba				
Mountain Bike Australia				
2017 Oceania Continental MTB Championships (DHI): Toowoomba	53	355	3	411
2017 Oceania Continental MTB Championships (XC0): Toowoomba	77	233	1	311
QLD MTB XC0 Series				
Sunshine Series 2017 Race 4	33	94		127
Toowoomba Mountain Bike Club				
2017 TMBC Fox On Rocks - Ladies Funduro	91		1	92
Dirt Angels' Shuttle day	16			16
TMBC Fox On Rocks - Ladies Funduro	136			136
TMBC Kids mini DH day	2	26		28
TMBC Range8 2017	13	38	15	66
Wild West Round 6 - Jubilee Park	23	82		105

