



Australian Association  
of Bush Regenerators  
*Working with natural processes*

# Australian Association of Bush Regenerators Inc

ARBN 059 120 802

C/- Total Environment Centre, PO Box K61. Haymarket, NSW,  
email [enquiries@aabr.org.au](mailto:enquiries@aabr.org.au) web [www.aabr.org.au](http://www.aabr.org.au) phone 0407 002 921

## BICYCLES AND MOTORCYCLES IN BUSHLAND (Informal Use)

### 1 RELATED POLICIES

**Bicycles in Bushland (Bicycle Paths)**

### 2 CURRENCY

This policy came into effect in 2003 and will remain current until amended or revoke

### 3 INTRODUCTION

3.1 This Policy addresses the opinion of the Australian Association of Bush Regenerators in respect to bicycle and motorcycle access to bushland areas through informal means.

3.2 As AABR has no regulatory role in the matter of bicycle or motorcycle access to bushland area, this policy document aims to serve the purpose of a reference point for AABR members and others who are involved in the issues relating to bicycle and motorcycle access to bushland.

3.3 This policy may be used freely by any AABR member or others with the proviso that the policy title is cited as 'Bicycles and motorcycles in bushland (Informal Use) Policy, Australian Association of Bush Regenerators Inc. 2003' and that the wording is reproduced in full, without paraphrasing or condensing.

### 4 BACKGROUND

4.1 There are many isolated remnants of bushland remaining in urban, semi -urban and rural Australia, each facing a range of pressures which compromise their viability and sustainability.

4.2 Many bushland remnants remain along watercourses or form other types of corridors, either through design or chance.

4.3 Remnant bushland areas are home to a range of faunal species that may be sensitive to such human impacts as noise, light, scent and litter or other disturbance.

4.4 Many soils in bushland remnants are subject to erosion, a situation which exacerbates weed infestation, declining water quality and loss of native plant seed bank.

4.5 Informal use of bicycles and motorcycles in bushland can damage vegetation, increase erosion of soil, increase fragmentation of remnants and spread weed seeds





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- 4.6 Cycling is a pursuit which creates many advantages to the individuals undertaking the activity, as well as to the community, including health and leisure for the individual and a reduction or non-production of greenhouse and other pollutants.
- 4.7 Where off-road motorcycling is a legitimate pursuit it can facilitate understanding and enjoyment of the natural environment.

## 5 FRAMEWORK

### **AABR supports:**

- 5.1 Preservation, enhancement and appropriate management, in terms of area, ecological integrity, connectivity and sustainability of all endangered ecological communities
- 5.2 Preservation, enhancement and appropriate management of all remnant urban and rural bushland
- 5.3 Maintaining and enhancing vegetation corridors between areas of remnant bushland
- 5.4 Recreational and other human uses of bushland areas which do not compromise ecological integrity, connectivity and sustainability of these areas

## 6 POLICY DETAIL

### **AABR advocates that Land Managers:**

- 6.1 manage cycling activities so that there is minimal impact on the environment, natural and cultural heritage values.
- 6.2 identify areas under their control which are being used informally by bicycle and motorcycle users and ascertain the degree of sustainability of that use;
- 6.3 systematically limit, with the aim of eventually preventing, the access of bicycles and motorcycle in areas where it has been determined that the cycling activities are not sustainable.
- 6.4 actively inspect sites of high ecological significance which are being degraded by bicycle and motorcycle use and enforce measures to prevent further damage;
- 6.5 develop education programs which are targeted at those using bushland areas for informal bicycle and motorcycle use eg signage and literature promoting track use protocols and codes of behaviour.
- 6.6 monitor the impact of bicycles on the environment and other users of the areas involved and revise management prescriptions as necessary.





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## Relevant Organisations and Contacts

### **AusCycling (Australian Cycling Federation)**

<https://www.auscycling.org.au/page/about/contact-us>

*Head Office*

Level 5 South Tower

459 Collins Street

MELBOURNE VIC 3000

ph. 1300 137 397

### **Bicycle New South Wales**

<https://bicyclensw.org.au/contact-us/>

Contact: [info@bicyclensw.org.au](mailto:info@bicyclensw.org.au)

Gadigal Country,

Tower 2, Level 20, 201 Sussex Street,

Sydney, NSW, 2000ph.

Ph (02) 9704 0800

### **Dual Sport Motorcycle Riders Association (DSMRA)**

<https://www.dsmraasn.au/contacts>

