

# Mountain Biking in Australia: An Economic and Participation Analysis

AusCycling

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Australian Government

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# Executive summary

Governments at all levels are recognising the growing popularity of mountain biking and its significant market potential by developing strategies and policies to guide investment and planning. Mountain biking, (cycling off-road on a variety of unsealed surfaces, typically through a natural setting) and cycle tourism more broadly is considered one of the fastest growing recreational activities globally. In the 5 years to 2019, Mountain Bike Australia (MTBA, the former peak body for mountain biking nationally) recorded a membership increase of more than 60 percent.

Currently, there is limited publicly available information that accurately estimates the extent of economic and social benefits generated by mountain biking in Australia. Similarly, very few studies estimate the number of participants in mountain biking, as data is limited as not all riders are members of formal clubs or groups. Whilst some studies and strategies attempt to estimate participation in mountain biking, there is little consistency between approaches and limited data to base assumptions on. These studies also often estimate participation for a specific location or trail network, rather than estimating the number of riders nationally. The intent of this *Economic and Participation Analysis* Report is to enable AusCycling and other relevant stakeholders to:

- Make future investment and funding applications in the sector, in order to support economic growth and tourism including investment in mountain bike infrastructure
- Advocate for a coordinated and strategic approach to facility development
- Support negotiations and partnerships for land access
- Support broader outdoor recreation, facility planning and strategy.

The report establishes a baseline of the current levels of participation in mountain biking at a national level, and where possible quantifies the value, of the economic, social and environmental benefits of mountain biking.

Unquestionably, mountain biking can deliver environmental, social, health and economic benefits to individuals and communities. There are numerous opportunities to leverage these benefits for the broader community including:

- **Environmental benefits**, through contributions to conservation efforts and preservation of natural areas, and providing access to open space for communities to enjoy and nurture
- **Social and health benefits**, through improved physical and mental health, increased community cohesion and connection and volunteer opportunities
- **Economic benefits**, through increased tourism and spend in local communities with mountain bike trails (e.g. spend on bike hire, shuttle services and at local food and beverage outlets).

Blue Derby is an excellent example of the success of mountain biking tourism in achieving economic benefits for local communities. Derby, a small town in north east Tasmania was on the brink of collapse (due to a downturn in traditional mining and forestry industries) before \$3.1 million was invested in mountain bike trails in 2015. Now, more than 30,000 tourists visit the trails each year. These visitors generally spend four to five nights in Derby, then another five nights elsewhere in Tasmania, injecting more than \$30 million back into the Tasmanian economy each year.

This study used an innovative approach to quantifying participation, by surveying riders at mountain bike trails. This approach involved the identification of a known population component – in this instance this was the known number of MTBA members, and an estimated growth factor to estimate to total population. The results from the survey indicate that there are an estimated 73,823 mountain bike riders within Australia,

which is significantly lower than the AusPlay participation estimates of 341,900. It is possible that this result is so low because of survey bias due to how the survey was administered, being one off surveys administered by local mountain bike clubs at their local trails. To test the bias, a one off survey was completed without assistance from the local mountain bike club and at a trail network that was not strongly associated with a club. This resulted in significantly different participation estimates, with 837,352 estimated mountain bike participants within Australia.

Given MTBA had a reach of approximately 40,000 Facebook followers and 23,000 Instagram followers<sup>1</sup> in 2020, it is entirely unlikely that participation numbers are as low as 73,823, and more aligned with the AusPlay participation estimates of 341,900, and potentially up to 837,352 participants in 2020.

The table below outlines the estimated quantified social benefits of mountain biking both as a per rider and per ride. These are the personal or community benefits which is received from a rider's participation in mountain biking.

**Table 1: Social values of mountain biking, annually and per ride**

Social Benefit	Overview of benefit	Estimated annual benefit	Estimated benefit per ride
Health benefits	The personal and health system benefits due to healthier, active individuals	-	\$1.58 per km ridden
Productivity benefit	Improved workplace productivity through decreased absenteeism and presenteeism	\$767	\$7.59 per ride
Human capital uplift	Positive association between sport and physical recreation and educational outcomes	\$252	\$2.50 per ride
Consumer surplus	The satisfaction people derive from participating in sport and active recreation	\$2,624	\$25.98 per ride
Criminal and social justice benefit	Benefits from decreased crime rates due to increased engagement from sport and recreation	\$79	\$0.78 per ride
Civic/volunteering benefit	The value people place on volunteering and enjoying sport and recreation activities	\$3,214 per volunteer	-

<sup>1</sup> MTBA 2020, Mountain Bike Australia Annual Report 2020

The following table outlines the total average expenditure of MTBA members, non-MTBA members and total riders against a number of different categories.

**Table 2: Summary of MTB expenditure**

Average expenditure	MTBA Member	Non-MTBA Member	Total Riders
Expenditure per ride	\$25.95	\$28.25	\$27.10
Annual expenditure per mountain bike rider	\$2,726.20	\$1,849.90	\$2,282.90
Annual expenditure on larger items (such as new bike purchases, services, equipment and spare parts, protective equipment and clothing)	\$5,990.65	\$3,875.20	\$4,921.95
Expenditure on intrastate MTB holidays (per trip)	\$1,934.55	\$1,412.15	\$1,707.95
Expenditure on interstate MTB holidays (per trip)	\$2,594.10	\$2,305.90	\$2,485.75

The table below outlines the estimated economic contribution of mountain bike riders riding at their local trails throughout Australia, based on average expenditure and both the participation rate calculated as part of this project and the AusPlay participation rate. Based on the participation rate calculated as part of this project, mountain bike participants directly spend \$136.9 million and support a total of 1,323 full time equivalent employees annually through riding at their local trails. Based off the AusPlay participation rates, mountain biking participants directly spend \$630.8 million and support a total of 6,095 full time equivalent employees annually through riding at their local trails. The top three industries which are supported the most from mountain bike riders within Australia are the retail trade, accommodation and food services and professional, scientific and technical services industries.

**Table 3: Economic contribution of mountain bike riders to Australia, per annum**

Impact <sup>2</sup>	Output (\$M)	Value Add (\$M)	Wages and Salaries (\$M)	Employment (FTE)
<b>Based on participation of 73,823 (identified as part of this project)</b>				
Direct Impact	\$136.9	\$77.7	\$50.7	903
Indirect (Type 1 Impact)	\$73.6	\$33.9	\$17.1	167
Indirect (Type 2 Impact)	\$96.2	\$50.9	\$21.7	252

<sup>2</sup> **Direct impacts**, are the first round of effects from direct operational expenditure on goods and services.

**Indirect (Flow-on) impacts**, the second and subsequent round effects of the increased level of purchases by suppliers in response to increased sales. Indirect (Flow-on) impacts are disaggregated to:

- Supply chain effects (type I), which represent the production induced support activity as a result of additional expenditure on goods and services, and subsequent round effects of increased purchases by suppliers in response to increased sales.
- Consumption effects (Type II), which represent the consumption induced activity from additional household expenditure on goods and services resulting from additional wages and salaries being paid within the economy.



Impact <sup>2</sup>	Output (\$M)	Value Add (\$M)	Wages and Salaries (\$M)	Employment (FTE)
<b>Total Impact</b>	<b>\$306.6</b>	<b>\$162.4</b>	<b>\$89.6</b>	<b>1,323</b>
<i>Based on participation of 341,900 (identified as part of AusPlay study)</i>				
Direct Impact	\$630.8	\$358.0	\$233.7	4,163
Indirect (Type 1 Impact)	\$339.1	\$156.0	\$78.9	769
Indirect (Type 2 Impact)	\$443.1	\$234.5	\$100.2	1,163
<b>Total Impact</b>	<b>\$1,413.0</b>	<b>\$748.5</b>	<b>\$412.7</b>	<b>6,095</b>

In addition to the expenditure at local trails, mountain bike riders also contribute significantly to their local and Australian economy through larger annual purchases such as new bikes and equipment, as well as supporting the Australian tourism industry through intra and inter-state mountain biking specific holidays.

A significant opportunity exists to leverage this substantial expenditure and bring benefit to the local community and economy.

# 1. Introduction

Mountain Bike Australia (MTBA) was the peak body for mountain biking in Australia. MTBA worked with government agencies, industry, community organisations and mountain bike clubs to fulfil the vision of developing, supporting and promoting mountain biking in Australia.

To support this vision, MTBA set out to understand the current level of participation in mountain biking nationally, and to quantify the economic and social benefits generated as a result of participation across Australia.

On 1 November 2020, the new entity to govern and manage all disciplines of cycling in Australia, AusCycling, commenced operation. AusCycling is the merger of Mountain Bike Australia, Cycling Australia, BMX Australia and some state and territory associations. As such, this project was transferred to AusCycling who continued MTBA's commitment to complete this project and support mountain biking in Australia.

This *Economic and Participation Analysis*, hereafter referred to as the Report, has been prepared by GHD Advisory to explore mountain biking participation rates and provide an overview of the measurable economic impacts of mountain biking in Australia.

## 1.1 Aims and objectives

The primary objectives of this Report are to understand current participation levels in mountain biking in Australia and to quantify the economic and social benefits of mountain biking. To satisfy these objectives, the report:

- Presents research findings on the background and growth of mountain biking in Australia
- Estimates mountain biking participation rates in Australia and describes the demographic profile of participants
- Analyses the impact of mountain biking in Australia, both in economic terms and with consideration of wider social benefits (including health, social and environmental benefits)
- Provides a series of indicators for both economic and non-economic values which can be used in supporting funding applications for new/expanded trail networks


It is expected that the findings of this Report will enable AusCycling and other relevant stakeholders to:

- Inform future investment and funding applications in the sector, in order to support economic growth and tourism including investment in mountain bike infrastructure
- Advocate for a coordinated and strategic approach to facility development
- Support negotiations and partnerships for land access
- Support broader outdoor recreation, facility planning and strategy.

## 1.2 Methodological approach

The following approach has been undertaken in assessing the participation rates and economic and social benefits of mountain biking within Australia:

- A review of key literature to understand current gaps in research that this project will address.
- Analysis of Mountain Bike Australia's members to identify key demographic information.
- A cordon survey of mountain bike riders at a sample of trail networks across Australia to understand participation rates. The proportion of respondents who identified as MTBA members was then used to



determine an estimate of national participation and where available, trail count data was collected and analysed.

- An online survey of MTBA members and social media followers to understand key demographics, spending patterns and the benefits associated with mountain biking.

### 1.3 Stakeholder consultation and engagement plan

A stakeholder consultation and engagement plan was developed in order to understand the:

- Purpose of engagement and outcomes sought
- Strategy and methodology for engagement (both externally and with MTBA/AusCycling)
- Key elements and requirements for the process
- Key messages

With limited primary research of the benefits generated by mountain biking and levels of participation across Australia, the stakeholder consultation and engagement formed critical inputs to the benefits assessment and participation calculations.

### 1.4 Impact of external factors

This project took place over the time-period in which Australia suffered through major bushfires and the Coronavirus (COVID-19) pandemic. Whilst both factors have the potential to influence the level of participation in mountain biking, measures were put in place to reduce the impact that this would have on the results. Specifically, the cordon survey was rolled out in states once the impacts mostly subsided, and the question in the survey around MTBA membership was altered to capture anyone who is a current member, or was a member in the previous 12 months (given individuals may have chosen not to renew their membership due to financial hardship as a result of the bushfires or pandemic).

Ultimately, whilst measures were put in place to reduce the impact of the bushfires and the COVID-19 pandemic on the survey results, the results are still a point in time analysis, and may not fully reflect the extent of mountain biking participation.

### 1.5 Data sources

Key data sources used in this report include:

- MTBA membership data (collected prior to merger to form AusCycling)
- Data collected through online survey
- Data collected through cordon survey
- QFSR Skills Alliance, Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics

## 2. Background

### 2.1 Overview of mountain biking

Mountain biking is broadly defined as cycling off-road on a variety of unsealed surfaces, typically through a natural setting<sup>3</sup>. Mountain biking can be both a sport (formal participation) and a recreational outdoor activity (informal participation). Over the last decade the popularity of mountain biking has grown significantly. Mountain biking is now a globally recognised activity with a burgeoning recreational, competitive and tourism destination offering. The increasing popularity of mountain biking has fuelled the development of trail networks and competitive events across Australia. However, it is difficult to estimate levels of participation in the activity, and to quantitatively assess the full range of benefits of mountain biking, including economic, social and environmental benefits, due to a lack of data at a national level.

#### 2.1.1 History of mountain biking in Australia

Mountain biking reached Australia in the early 1980s and quickly became popular with a new generation of cyclists. The first Australian Mountain Bike Championships were held in Sofala, NSW in 1984 with more than 50 riders participating in an 80 km course of sealed roads, gravel fire trails and river crossings.

By 2000, mountain bike sales had far outstripped that of racing, sport/racer, and touring bicycles<sup>4</sup>. This increase was likely due to Australian Cadel Evans winning two world championships and competing in the 1996 and 2000 Olympics<sup>5</sup>. In 2004, the first of Australia's large-scale mountain bike parks were developed, such as Glenorchy in Tasmania and Stromlo Forest Park in Canberra. Large numbers of trail networks have since been established, including in the alpine regions where mountain biking has become a major summer activity.

Between 2005 and present, there have been significant developments in mountain bike technology, which have improved user experience and attraction of mountain biking. As a result, the mountain bike industry has grown substantially, and is currently one of the fastest growing recreational and tourism activities in the world<sup>6</sup>.

#### 2.1.2 Participation trends

Mountain biking, and cycle tourism more broadly, is dubbed as one of the fastest growing recreational activities globally. In the last 5 years, Mountain Bike Australia reported a membership increase of 60%, resulting in a membership record of 17,625 members nationwide.<sup>7</sup>

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<sup>3</sup> Base on the definition provided by the *Queensland Mountain Biking Strategy* (2018).

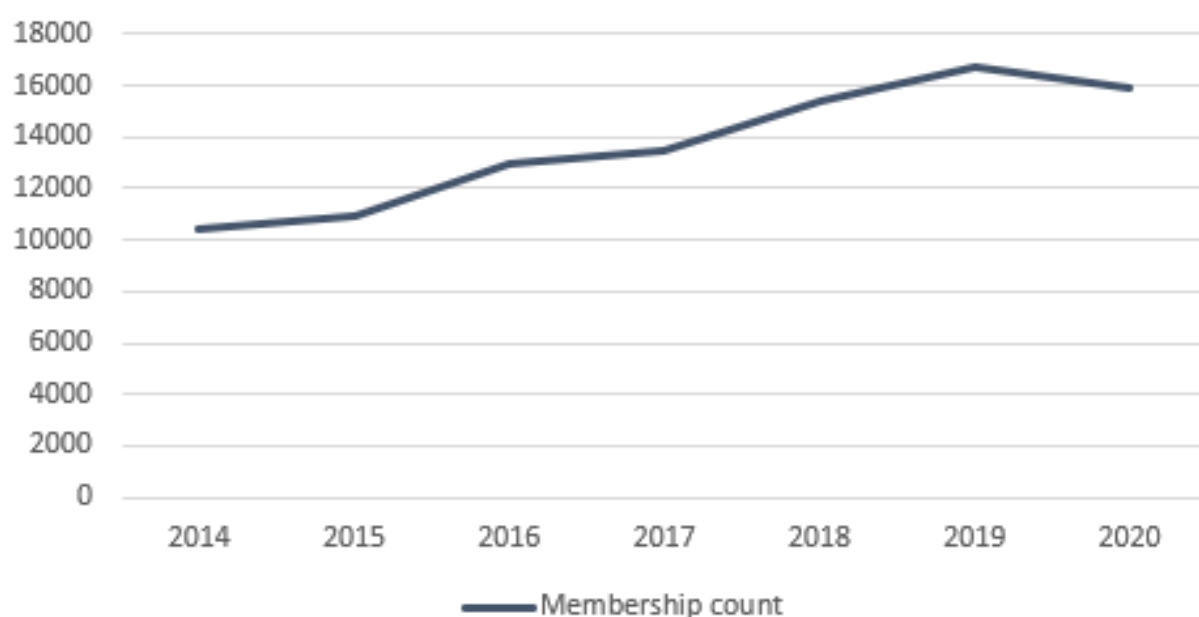
<sup>4</sup> Mountain Biking, National Museum Australia

<sup>5</sup> Mountain Biking, National Museum Australia

<sup>6</sup> South West Mountain Bike Master Plan. WestCycle Inc.

<sup>7</sup> Mountain Bike Australia Annual Report, *mtba.org.au* (2019)





**Figure 1: MTBA membership count, 2014-2020<sup>8</sup>**

Given that participation in mountain biking can be informal, participation rates are difficult to quantify. However, as the popularity of the activity increases, and Government and industry are looking for more opportunities to leverage mountain biking's significant economic and health benefits, more data is becoming available.

Data compiled by Sport Australia, as part of the AusPlay survey estimates that approximately 341,900 Australians participate in mountain biking (approximately 1.6 percent of the population)<sup>9</sup>. The data found that participation is generally skewed towards males and that generally participation is casual and non-organised (rather than through an organisation or at a specific venue). In terms of growth, the AusPlay report indicates that mountain biking has a market opportunity to grow considerably over the next 12 months<sup>10</sup>.

The 2016 Australian Mountain Bike Market Profile<sup>11</sup> also provides detail on participation trends. Similarly, the study found that mountain bike participation is skewed towards males, aged 35-44<sup>12</sup> and that most respondents rode 2-3 times per week, for 1-2 hours.

The figure below shows the growth in bicycle imports to Australia since 1995-96. Whilst this data set is for bicycles more generally and does not differentiate between types of bicycles (e.g. road and mountain bikes etc.), it gives an indication of the size and growth of the market overtime.

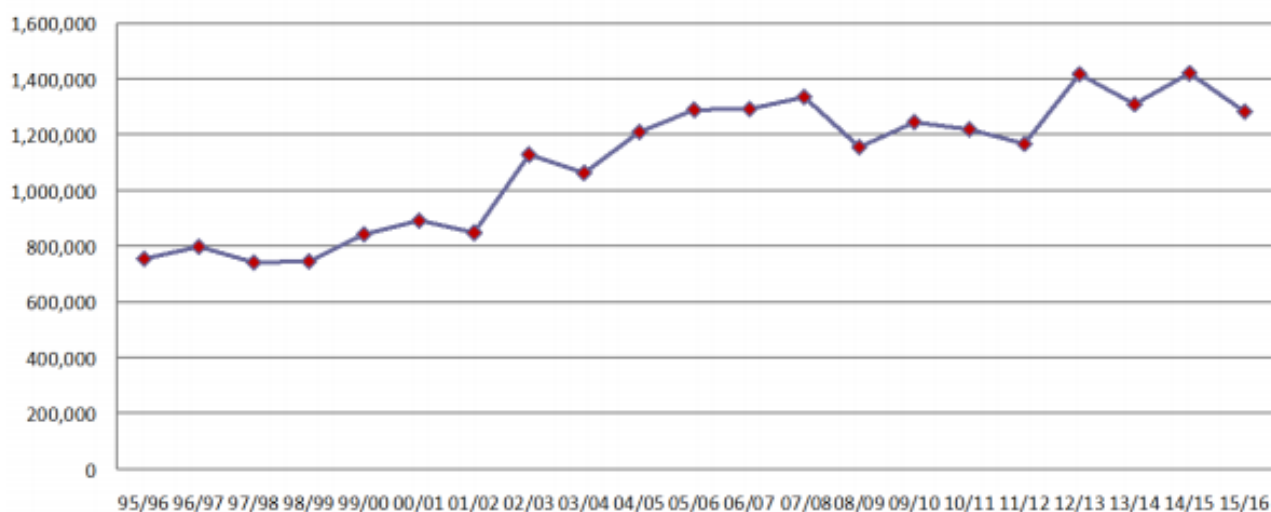
<sup>8</sup> Membership is likely to have decreased in 2020 due to financial hardship caused by the Covid-19 pandemic

<sup>9</sup> Sports Australia. 2020. AusPlay. State of Play of Mountain Biking.

<sup>10</sup> Sports Australia. 2019. AusPlay. State of Play of Mountain Biking

<sup>11</sup> Dirt Art. 2016. Australian Mountain Bike Market Profile

<sup>12</sup> Further detail on the demographic profile of mountain bikers, through a demographic analysis of MTBA members and respondents to the online survey, is provided in section 2.2



**Figure 2: Annual bicycle imports**

## Case Study: Participation in Queensland

In 2019, more than 13.5% of Queenslanders rode their bike in a typical week for exercise, fun and/or travel to work (Austroads, 2019). In 2019, there were 37 mountain bike clubs, 6 private promoters, and 7 schools affiliated with MTBA in Queensland. There were 3,835 individual MTBA members in Queensland (Mountain Bike Australia, 2019), which account for 23% of MTBA's national membership. 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 leisure riders may only be participating once in a year. Further, enthusiasts are more likely to travel for the primary purpose of mountain biking. Overall, the data indicates 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 (2020)* estimates the national participation level in mountain biking is 1.6%. Compared to international benchmarks, this indicates there is potential for significant future growth.<sup>13</sup>

<sup>13</sup> Source: Queensland Mountain Bike Strategy, pg. 21

### 2.1.3 Types of mountain bikers

Generally, there are six types of mountain bikers, as outlined in the table below (as defined in the Australian Mountain Bike Trail Guidelines).

**Table 4: User types<sup>14</sup>**

Type	Description	Market potential
Leisure	Includes general cyclists of all ages and abilities and is potentially the largest market. Typically, they ride infrequently, often have limited skills and require very accessible trails. They are not members of clubs as they are 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, cafes, and toilets.	Significant
Enthusiast	Enthusiasts are purely recreational mountain bikers with moderate skills and variable fitness, and ride weekly. They are typically aged 29-49 and form the majority of mountain bike riders. They typically don't compete in events and they possess limited outdoors experience. They prefer trails with good trail signage and seek technical but not too challenging trails.  Enthusiast mountain bikers are the most likely to take short breaks to different areas	Significant
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 and have high fitness level and are technically proficient but may have limited outdoor skills. They ride a very wide variety of trails.	Small but influential
Independent	Skilled outdoor enthusiasts who ride once a week and are technically proficient with a good level of fitness. Generally, they are a small market. Often involved in other outdoor activities, they are capable of planning their own rides and ride a very wide variety of trail classifications. They adventurous aspect is more important than the technical challenge and they seek more remote trails.	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 required purpose-built trails, which are repeatedly used in a concentrated manner. Gravity riders seek specific trails with the highest classification.	Small but growing rapidly

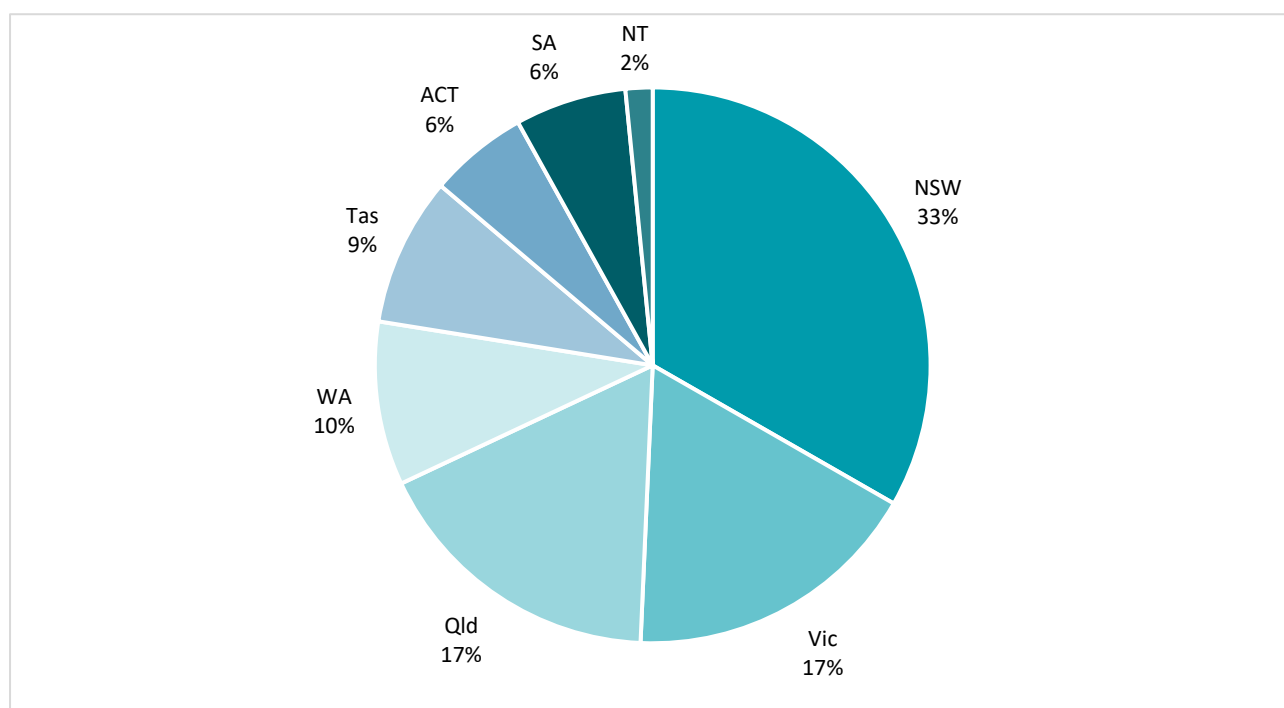
<sup>14</sup> Australian Mountain Bike Trail Guidelines

#### 2.1.4 Where is it happening?

Australia's terrain and topography make it an ideal mountain bike destination, and as such thousands of trails exist all over the country.

Trailforks is a trail database and management system that uses crowd-sourced data to maintain and update a worldwide network of trail locations and information<sup>15</sup>. Many mountain bike clubs, trail care alliances, associations and riders use Trailforks to log trail networks, submit trail reports, add photos and videos.

Trailforks data estimates that there are 8,605 mountain bike trails in Australia, covering a total distance of 15,322 kilometres. These trails are primarily located in eastern Australia, across New South Wales (33%), Victoria (17%) and Queensland (17%). This is reflected in the MTBA membership profile discussed in Section 2.2, which found that the majority of MTBA members reside in these states. The distribution of trails by total kms is displayed in Figure 3 below.



**Figure 3: Australian trail distribution, % of total trails**

Trailforks data is also classified in terms of difficulty, which when aggregated shows that the Australian trail network is skewed heavily towards the intermediate grade - with intermediate level trails making up a combined 82% of the network. This suggests that the Australian mountain bike trail network predominantly caters for experienced riders and to a lesser extent, new and advanced riders.

The *Australian Mountain Bike Trail Guidelines* identifies eight trail types, which have been adopted by AusCycling as the national trail types, as show in Table 5.

<sup>15</sup> It should be noted that Trailforks is crowd sourced data and includes trail data that has been uploaded and made public by users. As such, Trailforks includes sanctioned and unsanctioned trails.



**Table 5: Trail types<sup>16</sup>**

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 of the market and can also cater for timed competitive events. Typically, bikes are lightweight with shorter travel dual suspension or have no rear suspension.
Flow (FL)	Flow trails typically contain features like banked turns, rolling terrain, various types of jumps and consistent and predictable surfaces. Flow trails do not contain abrupt concerns or unforeseen obstacles.  Bikes are typically light-medium weight with medium-travel dual suspension.
All Mountain (AM)	Similar to Cross Country and primarily single-track oriented, with greater emphasis on technical descents, with nontechnical climbs. All mountain trails can cater for timed competitive events. Bikes are typically light weight with medium-travel dual suspension.
Gravity / Enduro (GE)	Like All Mountain with greater emphasis on steep, fast, technical descents. Gravity / Enduro trails can cater for timed competitive events. Gravity / Enduro trails appeal to more experienced riders who enjoy technical descents but are still happy to ride back to the top of the trail. Bikes are typically medium to long-travel dual suspension and are built for strength.
Downhill (DH)	Purely descent only trails with emphasis on speed and technical challenge and focus on skill development. These trails can cater for timed competitive racing. Downhill trails typically appeal to the more experienced market, however green (easy) downhill trails are emerging to cater for all experience levels.  Downhill trails usually require uplift to the trailhead via chairlift or vehicle shuttling. Bikes are designed for descending and are typically long-travel dual suspension and built for strength over weight.
Freeride (FR)	Typically, descent focused trails with emphasis solely on technical challenge and skill development. Trails feature both built and natural terrain technical features with a focus on drops and jumps. Appeals to the more experienced market and caters for competitions judging manoeuvres and skills. Bikes typically medium to long-travel dual suspension and are built for strength.
Park (PK)	Built feature environments with an emphasis on manoeuvres, skill development and progression. Appeals to a wide market including youth and can cater for competitions judging aerial manoeuvres. Can include Jump and 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

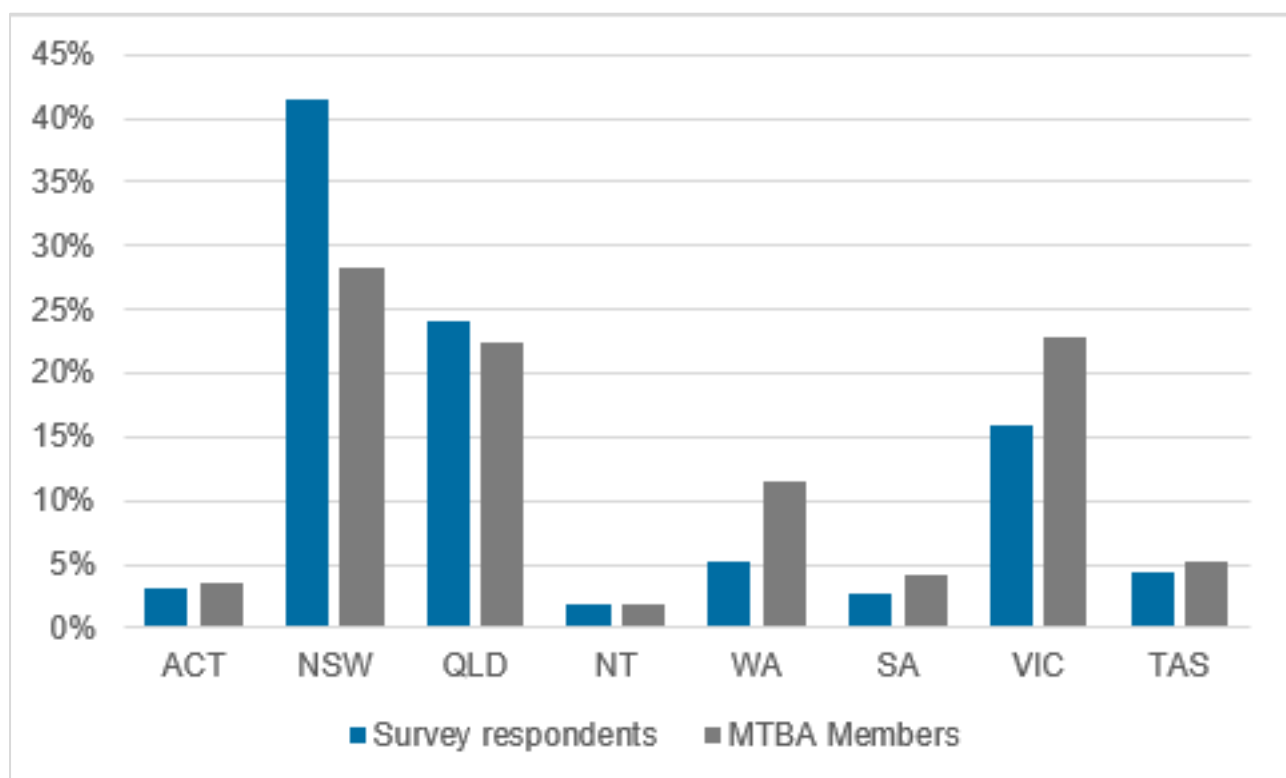
Type	Description
	single track. While there is a limited market for long distance mountain biking, touring trails can be ridden in sections making them accessible to all. If carrying panniers bikes are usually robust with limited suspension, however, for short sections or day trips most mountain bikes are suitable.

## 2.2 Demographic profile

This section draws on two key sources of data to understand the demographic profile of mountain bikers - the MTBA membership data base (which includes 17,625 members nationally<sup>17</sup>), and results from the online survey (1,473 respondents). Whilst the data provides a good estimation of the type of people riding, given the informal nature of mountain biking, it does not capture the total riding community.

### 2.2.1 Location

The data sources suggest that the majority of mountain bikers are located in New South Wales, Victoria and Queensland. This distribution is generally aligned with the location of trails and major population centres. This distribution is displayed in Figure 4.



**Figure 4: Participation by State**

<sup>16</sup> Source: Australian Mountain Biking Trail Guidelines

<sup>17</sup> Membership data current as at September 2019. Survey open from 29 February 2020 until 7 June 2020

**Table 6: Location of trails v state of residence of riders**

State	% of trails	% off MTBA membership	% of surveyed members
New South Wales	33%	28%	41%
Victoria	17%	23%	16%
Queensland	17%	22%	24%
Western Australia	10%	12%	5%
Tasmania	9%	5%	4%
Australian Capital Territory	6%	4%	3%
South Australia	6%	4%	3%
Northern Territory	2%	2%	2%

Slight variances exist in the location data between MTBA members and the online survey; for example, the proportion of survey respondents from New South Wales is higher than the proportion of MTBA members with New South Wales listed as their state of residence.

This may be due to a number of reasons, including,

- More clubs in New South Wales shared the survey, therefore increasing awareness and response rates within that community
- A larger proportion of MTBA's Facebook followers that completed the survey were based in New South Wales
- More members from New South Wales opened and read the email from MTBA which contained a link to the survey.

### 2.2.2 Gender

The data suggests that mountain bikers are primarily male (approximately 80%). This corroborates the findings of strategies discussed in Section 3. This gender imbalance is reflected in MTBA memberships across all states, with female participation generally sitting between 13-25%.

This suggests that females are underrepresented in mountain biking, consistent with the findings of several documents reviewed in Section 3.

**Table 7: Female participation by state**

Location	Survey respondents	MTBA members
ACT	34% <sup>18</sup>	22%
NSW	16%	14%
QLD	19%	21%
NT	26%	25%
WA	16%	17%
SA	32%	13%
VIC	23%	17%
TAS	27%	21%
<b>Average</b>	<b>20%</b>	<b>18%</b>

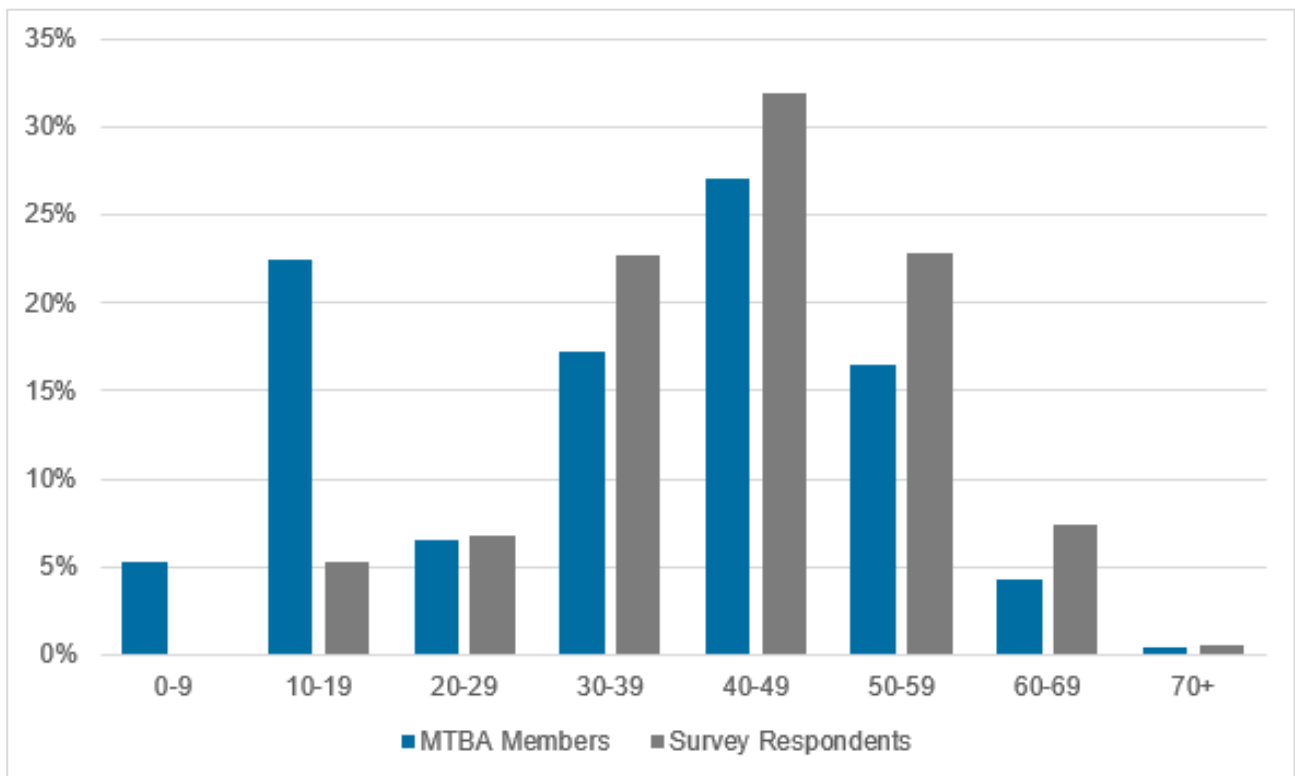
<sup>18</sup> Few respondents indicated that they reside in the ACT, NT, and SA as part of the online survey. It is therefore possible that the sample is not fully reflective of the population



### 2.2.3 Age

The data sources suggest that approximately one third of mountain bikers are aged between 40 and 49. This is the largest cohort of participation. There is also a strong presence of younger members, with 10 to 19-year olds making up 22% of MTBA memberships. However, this age group is not represented to the same extent in the survey results, likely because the survey was distributed via online mailing list.

Figure 5 shows the membership distribution across ages categories.



**Figure 5: Participation by age**

The figure above reflects the findings of several strategies reviewed in Section 3.

Whilst the data above gives an approximation of the profile of riders, it may be under representative of younger riders, in particular children (0-18 years) who may be less likely to purchase an MTBA membership of their own volition or complete the survey. The data also shows a drop in participation in the young adult cohort (20-29 years), perhaps because young adults are losing interest once they stop riding as part of their family group, or are less interested in the insurance benefits that membership provides.

Females are most strongly represented in the 0-9 years age group (28% of MTBA members in the age group<sup>19</sup>), likely as a result of children riding as part of a family group. Female participation also drops off in the 60+ age groups, suggesting that older women are less likely to mountain bike than their male counterparts.

<sup>19</sup> No data was available from the online survey, as 0 respondents indicated they were aged between 0-9. This is likely because the survey was distributed via online mailing lists and younger members are likely to have their parents email address as their contact information. Therefore, any emails for the child will go to the parent or guardian, not the child.

**Table 8: Female participation by age group**

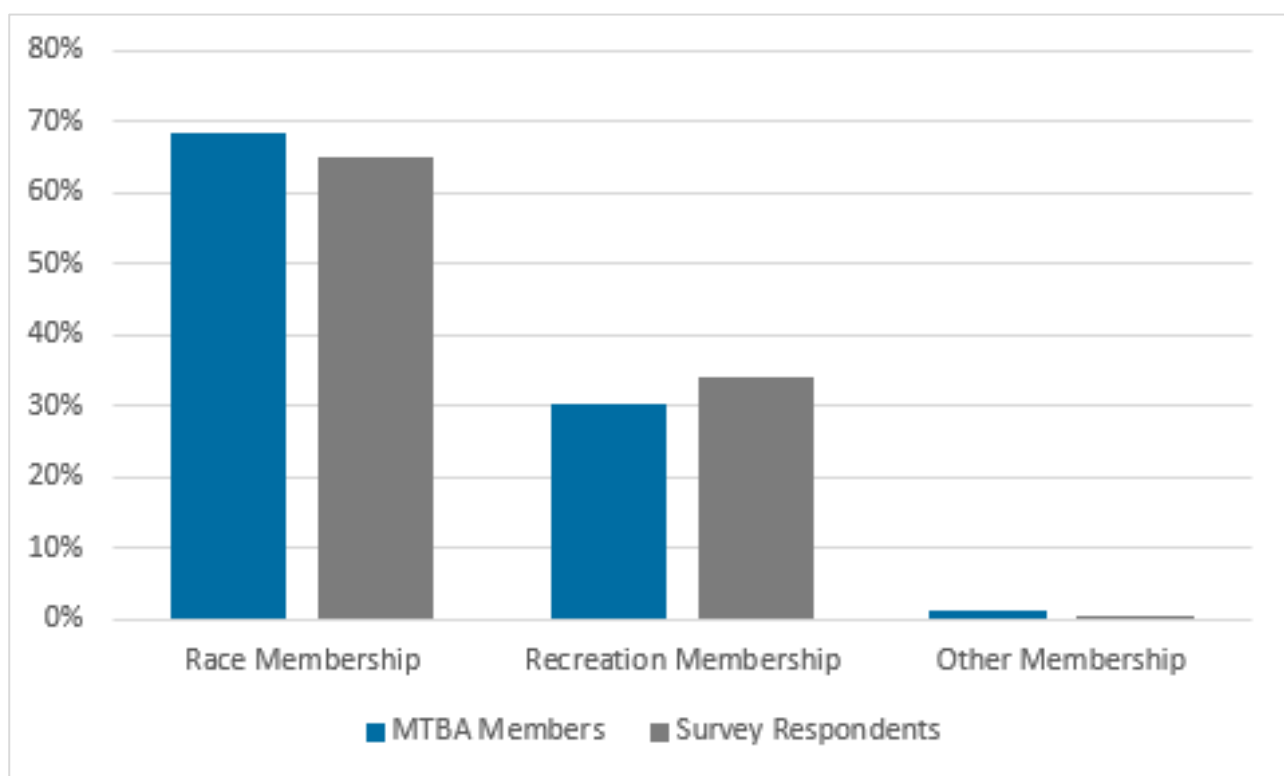
	Survey respondents	MTBA members
0-9	-	28%
10-19	6%	12%
20-29	22%	15%
30-39	21%	18%
40-49	21%	20%
50-59	20%	19%
60-69	14%	13%
70+	0%	9%
Average	20%	18%

#### **2.2.4 Type**

MTBA offered a variety of different membership options, covering recreational riding, competitive riding and non-riders (coaches, officials and club officers). Race and Value Add memberships include insurance to race in all Australian mountain bike events, and therefore these memberships are considered 'Race Memberships' for the purpose of this analysis.

Of the 1,473 individuals surveyed as part of the online survey, approximately 50 percent indicated they held a MTBA membership. However, it is likely that this percentage is exaggerated as the survey was promoted by MTBA via the organisations membership database, electronic newsletters to members and clubs and promoted via social media.

The majority of MTBA members held a Race Membership, followed by a Recreational Membership and another membership types (Public Liability Member or Non-rider). Naturally, Race Memberships were more common, as those who wished to ride competitively in mountain bike events were required to hold a Race Membership (which provided insurance and, in some cases, discounted entry).

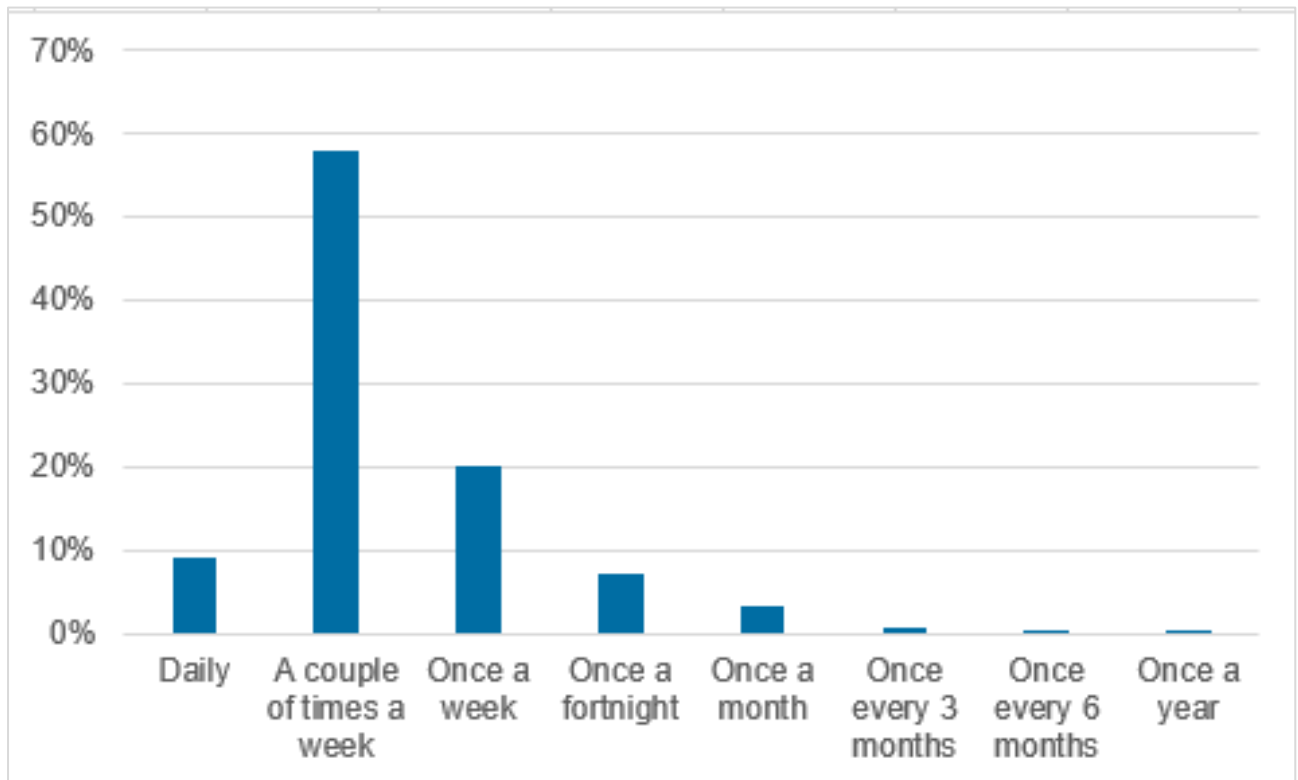


**Figure 6: MTBA members by membership type**

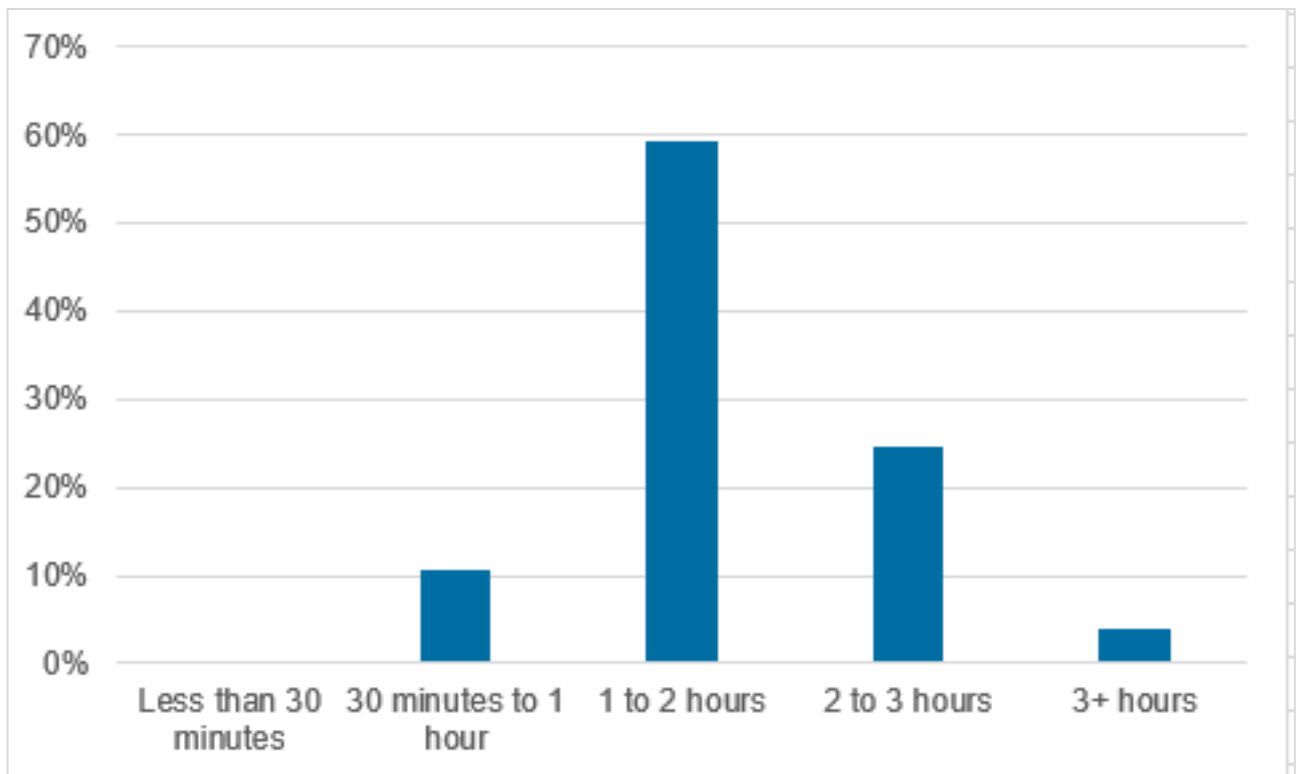
## 2.3 Rider behaviour patterns

The online survey also asked respondents about their behaviours when mountain biking, such as the duration and frequency of their rides.

The results found that most respondents rode a couple of times per week, for 1-2 hours. This is in line with other data points that suggest that cyclists normally ride quite frequently, however may also be reflective of the fact that the survey was sent to MTBA's mailing list, promoted on MTBA's Facebook page and shared by other organisations on their Facebook pages, which perhaps contains a disproportionate amount of dedicated riders, and may not be reflective of the full mountain biking community.



**Figure 7: Frequency of ride**



**Figure 8: Duration of ride**

## 3. Literature review and gap analysis

This section of the report provides insight into existing information and research undertaken into mountain bike participation, and the metrics used to quantify participation and trail networks. Information gathered in this chapter was used to inform the design of the survey for stakeholder consultation and engagement and informed the assessment of benefits associated with mountain biking.

### 3.1 Literature review

There is limited information available that accurately estimates the extent of economic and social benefits generated by mountain biking in Australia. Similarly, very few studies estimate the number of participants in mountain biking, as not all riders are members of formal clubs or groups.

Participation data is also not readily available. Participation in Sport and Physical Recreation data recorded by the Australian Bureau of Statistics only lists participation in 'cycling/BMXing', and does not differentiate between road cycling, BMX riding and mountain biking.

Where participation levels or benefits generated have been estimated, they are often limited to select regions or states, or at an event/competition level. The research undertaken by Sport Australia as part of the AusPlay survey is the only research that attempts to quantify participation in mountain biking at a national level. As outlined previously, the AusPlay data suggests a participation rate in mountain biking of 1.6% or approximately 341,900<sup>20</sup>.

The table in Appendix A provides a range of examples of research undertaken with the aim of quantifying participation in mountain biking or estimating the benefits of mountain biking.

### 3.2 Strategic planning review

Most states and territories in Australia (with the exception of New South Wales and South Australia) have a specific mountain biking strategy to capitalise on the growing popularity of the activity. At the time of writing, a mountain biking strategy was being completed for Victoria.

A number of states are aiming to invest in infrastructure to encourage further growth in mountain biking and to capture the potential economic and social benefits of increased visitation and participation.

Common themes explored across the strategies include:

- Recognition of the economic benefits of mountain biking, specifically benefits brought about by cycle tourism
- Recognition of the various social and health benefits of mountain biking
- The need to build awareness of the state's mountain bike offerings
- The need for greater understanding of the scale of the mountain biking market
- The need to improve trails and infrastructure to capture a larger proportion of the market

Major strategies from across Australia are summarised in Appendix B.

There are also a number of region-specific strategies, master plans and assessments regarding mountain biking participation and access throughout Australia. These include, but are not limited to:

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<sup>20</sup> Sport Australia. State of Play Report: Mountain Biking. 2020

- *Mackay Region Mountain Biking Strategy*, Otium Planning Group (2019)
- *Illawarra Escarpment Mountain Bike Strategy*, NSW National Parks and Wildlife Service (2018)
- *Hume and Hovell Track Mountain Bike Master Plan*, TRC Tourism (2018)
- *Tropical North Queensland Regional Mountain Biking Strategy*, Far North Queensland Regional Organisation of Councils (2015)
- *Establishing the Adelaide Mount Lofty Ranges Region as an international mountain bike destination*, TRC Tourism (2015)
- *South West Mountain Bike Master Plan*, Common Ground Trails (2015)
- *Toowoomba and Lockyer Valley Escarpment Mountain Bike Master Plan 2019-2026*, Toowoomba Regional Council & Lockyer Valley Regional Council (2019)
- *Gold Coast Mountain Biking Industry Profile: Issues Paper*, City of Gold Coast (2018)
- *Mountain Bike Trail Strategy West Coast Tasmania*, West Coast Council (2019)
- *Grampians Region Cycling and Trails Infrastructure Business and Master Plan*, Wimmera Development Association (2018)
- *Townsville Mountain Bike Strategy*, City of Townsville (2020)

These strategies serve as evidence of the growing relevance of mountain biking within Australia, and the resulting opportunities for both the broader tourism economy and local communities.

### 3.3 Gap analysis

Based on a review of research studies and strategic planning documents produced by various levels of government, it is evident that there are substantial gaps in the data available on mountain biking.

Whilst some studies and strategies attempt to estimate participation in mountain biking, there is little consistency between approaches and limited data to base assumptions on. The reports often estimate participation for a specific location or trail network, rather than estimating the number of riders nationally.

Similarly, most studies estimate the economic impact of mountain biking in terms of a specific investment (e.g. a new trail network or significant investment in upgrades) or region.

This report aims to fill these gaps by estimating the levels of participation in mountain biking at a national level, and identifying, and where possible quantifying the value, of the economic, social and environmental benefits of mountain biking. This is where the approach taken for this report, largely differs to others produced to date.



## 4. Benefits of mountain biking

As discussed previously mountain biking can deliver environmental, social, health and economic benefits to individuals and communities. Whilst a key aspect of this report is to provide a quantitative estimate on the benefits of mountain biking through survey data, this section of the report reviews existing information and research by other organisations to provide an overview of the benefits (both quantitative and qualitative) associated with mountain biking.

### 4.1 Environmental benefits

Population growth is increasing pressure on land and biodiversity and impacting on air and water quality and environmental values and spaces. The provision of well-planned and managed mountain bike trails in natural areas, particularly in areas currently experiencing and forecast to experience high population growth and expansion (such as the outskirts of capital cities), has the potential to positively contribute to conservation efforts and preservation of natural areas. As tools for conservation, trails preserve important natural landscapes, provide links between fragmented habitats and offer opportunities for protecting plant and animal species.

Mountain bike trails also increase access to natural areas for recreation, increasing the amount of open space available to the public. The value of access to green open space (for example ovals, golf courses and national parks) can be quantitatively estimated in terms of the increase in property prices in nearby areas. A study undertaken on behalf of Queensland Fitness, Sport and Recreation (QFSR) Skills Alliance estimates the value of open space at approximately \$30 per person (or approximately \$756 million Australia wide)<sup>21</sup>.

Similarly, having trails in local neighbourhoods, creates a sense of connection between the land and the community and can foster long term conservation outcomes. Passive surveillance of open spaces with mountain bike trails can also reduce the likelihood of antisocial behaviour in natural areas, such as illegal dumping of waste<sup>22</sup>. Mountain biking can also improve recognition and respect for Aboriginal culture and historical value of the trail areas.

### 4.2 Social and health benefits

Mountain biking also has various social and health benefits, including:

- Improved mental and physical health outcomes (which can result in reduced health care costs, and enhanced productivity)
- Increased community connection and reduced isolation
- Opportunities for friends and families to socialise and spend time together
- Provides an outdoor classroom for children to learn about nature, culture and history while being active
- Is a form of 'green exercise', with research suggesting that undertaking exercise in natural environments results in greater benefits than the activity alone<sup>23</sup>

<sup>21</sup> QFSR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics. 2019 dollars, based on QLD value per person.

<sup>22</sup> Mountain Bike Australia. Queensland Mountain Bike Strategy

<sup>23</sup> Dillard. 2017. Mountain biking as a means to encourage public health and wellbeing



Similarly, the Queensland Department of Transport and Main Roads have estimated that on average, every \$1 invested in cycling infrastructure (again, cycling more broadly rather than mountain biking specifically), returns almost \$5 to the Queensland economy in terms of health benefits<sup>26</sup>

Further, physical activities, such as cycling and mountain biking are also likely to contribute towards higher societal productivity and production. In a quantitative sense, this is often measured as the reduction in absenteeism and presenteeism in the workplace, because of improved physical and mental health<sup>27</sup>. The productivity benefits of sport and active recreation are estimated at \$11,325 million nationwide<sup>28</sup>. This is approximately \$767 of productivity benefits per individual who participates in a sport and recreational activity per year.

Physical activity and recreation (including mountain biking) can also contribute to positive mental health outcomes. In economics, this is known as human capital uplift, which is the increased cognition, and development of skills that improve education and employability outcomes, as a result of participation in sport and recreation activities such as mountain biking ('healthy body, healthy mind'). QSFR Skills Alliance estimate the human capital uplift benefit in Queensland because of sport and recreation as \$832 million, equivalent to \$3,723 million nationally<sup>29</sup>. This converts to approximately \$252 of human capital uplift per individual who participates in a sport and recreational activity per year.

The satisfaction and enjoyment people get from participating in, and potentially watching mountain biking is classified as consumer surplus. Consumer surplus is effectively the value participants would be willing to pay in order to undertake an activity, in this instance, mountain biking. QSFR Skills Alliance estimate the value of community surplus for sport and recreation in Queensland as \$8,658 million annually, equivalent to \$38,742 million nationally<sup>30</sup>. This converts to a value of approximately \$2,624 of community surplus from the satisfaction and enjoyment per person of participating in a sport and recreational activity per year.

As mentioned previously, mountain biking can also result in social and community cohesion, and reduced isolation. In a quantitative sense, this can be measured as the reduction of crime and other anti-social behaviour (that can occur due to community isolation). Greater participation in sport and active recreation, such as mountain biking, is likely to encourage greater community cohesion and a more harmonious society, subsequently lowering crime. This reduces the costs to the Australian economy associated with criminal and social justice of approximately \$1,168 million<sup>31</sup>. This converts to approximately \$79 of lower crime per individual who participates in a sport and recreational activity per year.

Value in the sport and recreation sector is also generated through volunteering, with large numbers of people cooperating to achieve positive sport and active recreation outcomes. Specific to mountain biking, this is often in the form of trail building and maintenance, or club/event officials. Volunteering in the sport and active

<sup>26</sup> Department of Transport and Main Roads. 2019. Cycling investment in Queensland.

<sup>27</sup> Derived from QSFR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics

<sup>28</sup> Derived from QSFR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics

<sup>29</sup> Derived from QSFR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics. Assuming QLD values as a proxy for Australian values

<sup>30</sup> Derived from QSFR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics. Assuming QLD values as a proxy for Australian values

<sup>31</sup> Derived from QSFR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics. Assuming QLD values as a proxy for Australian values

recreation sector is estimated to add \$6,327 million to the Australian economy<sup>32</sup>. This converts to approximately \$3,214 of volunteering benefit per volunteer per year.

The following table outlines the estimated social values of mountain biking both annually and per ride based on referenced benefits of sport and recreation generally and the average number of mountain bike rides per participant per year.

**Table 9: Social values of mountain biking, annually and per ride**

Social Benefit	Estimated annual benefit	Estimated benefit per ride
Health benefits	-	\$1.58 per km ridden
Productivity benefit	\$767	\$7.59 per ride
Human capital uplift	\$252	\$2.50 per ride
Consumer surplus	\$2,624	\$25.98 per ride
Criminal and social justice benefit	\$79	\$0.78 per ride
Civic/volunteering benefit	\$3,214 per volunteer	-

### 4.3 Economic benefits

The economic impacts of mountain biking arise due to spending by riders in proximity to mountain bike trail networks and other spending in the broader region. Visitors from outside the region who travel to mountain bike (day users and overnight users) generate significant expenditure covering food and beverage, accommodation (for overnight stayers), and recreation and other services. Further detail on the expenditure of riders based on an online survey undertaken as part of this study, is provided in Section 6.

As an example, more than 31,000 riders visited La Larr Ba Gauwa Park in Victoria in its first 18 months of opening. This visitation provided a huge economic boost to the region, with visitors spending an estimated \$1.6 million in the first 12 months<sup>33</sup>. Many of the visitors originated from outside the region, with the majority travelling from Melbourne or Bendigo to ride the new trails.

Similarly, around 129,000 visitors to the ACT participated in cycling (all forms of cycling, either as a participant or as a spectator) in the year ending March 2019. This visitation resulted in 376,000 visitor nights in the ACT, and associated expenditure. The Canberra Mountain Bike Report estimates that at least 50% of these cycle tourism visitors are mountain bikers, resulting in an estimated expenditure in the ACT of \$30 million annually<sup>34</sup>.

<sup>32</sup> Derived from QFSR Skills Alliance (2019), Economic, Social and Health Impacts of Sport and Active Recreation in Queensland, prepared by Adept Economics. Assuming QLD values as a proxy for Australian values

<sup>33</sup> Victorian Government Media Release. 2019. Mountain bikers flock to Mount Alexander region

<sup>34</sup> DRAFT Canberra Mountain Bike Report. 2019

## Case Study: Tasmania

Several states in Australia are investing in dedicated mountain biking and cycle tourism experiences. Tasmania is one of the most notable success stories, with the development of several signature trail developments that have propelled Tasmania onto the world stage of 'must do' premier mountain bike tourism destinations.

Much of this success can be attributed to an initial investment of just over \$3 million to develop the first 85 km stage of a mountain bike network in the small rural township of Derby. Formerly home to tin mining and forestry, the area was suffering significant decline. Fast forward seven years, and the town has been completely revitalised with a range of new businesses and employment opportunities, and a boom in property prices.

*"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 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, delivering an estimated return on investment of more than \$30 million per year from visitation alone."*<sup>35</sup>

Blue Derby's success has been a catalyst for a number of other new trail development across Tasmania, including:

- Maydena Bike Park, a privately run gravity-focused mountain bike park in Tasmania's Derwent Valley which opened in January 2018
- A 66 km network south of St Helens connecting to Blue Tier, including the recently opened iconic Bay of Fires Descent Trail, opened in November 2019
- Stage 1 of the \$4.1 million, 100 km+, Wild Mersey Mountain Bike Development in the North West of Tasmania, catering for more beginner and family experiences (construction commenced 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.
- Current investigations to develop an expanded trail network at Mt Wellington, Hobart, and new trail networks at George Town, Queenstown and on the west coast of Tasmania.

The growing number and variety of riding experiences across Tasmania are expected to increase the length of visitation and encourage repeat visitation, delivering long term economic benefits and jobs.

<sup>35</sup> Source: Queensland Mountain Bike Strategy



Whilst the economic benefits of mountain biking are significant, they are often only assessed on a location specific level (for example, at a trail network, or less commonly, at a state level). Very few studies attempt to quantify the economic benefits of the mountain biking industry nationally. This is likely due to difficulties associated with data collection, and reporting. As such, a key focus of this report is to develop an understanding of the benefits at a national scale.

### **Case Study: Rotorua, New Zealand**

A study into the economic impact of the Whakarewarewa forest trails found that people who ride the trails contribute between \$30 and \$50 million annually, to the local economy (equivalent to approximately 3-5% of total visitor spend in the region).

Visitors who ride in the forest are spending on items like food and drink, shuttle bus tickets, bike and equipment hire, bike servicing and repairs, clothing, accommodation and tourism attractions and activities. Approximately 230,000 riders are estimated to visit the forest every year.

Through visitor expenditure, the trails are also estimated to indirectly support between 250-300 full time equivalent jobs, equating to more than \$10 million in income<sup>36</sup>.

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<sup>36</sup> Rotorua Lakes Council. Study reveals economic impact of forest rides



## 5. Participation rates of mountain biking in Australia

An innovative approach was developed to aid AusCycling in estimating the number of mountain bike riders within Australia. This approach involved the identification of a known population component – in this instance this was the known number of MTBA members, and an estimated growth factor to estimate to total population. This known population component totalled 17,265 people who were MTBA members and mountain biked. This population was used as the basis for participation rate estimates.

In order to estimate total participation rates of mountain biking in Australia, a cordon survey at mountain bike trails was undertaken to identify gender, age and if riders at the trail networks were MTBA members in the previous 12-month period. This cordon survey involved local mountain biking clubs surveying participants at their local, mountain bike trails. This approach was originally selected to allow for the greatest potential distribution of results from across Australia.

The results from this survey were then to be used to identify the average proportions of MTBA members against total mountain bike riders and extrapolate this proportion to estimate total participation.

### 5.1 Issues surrounding administering the survey

There were a number of challenges identified during this engagement which impacted the ability to collect survey responses. The original survey was scheduled to commence at the end of 2019, however widespread catastrophic bushfires hit many parts of Australia's east coast. Bushfires throughout many national parks and bushland resulted in incredibly poor air quality across eastern Australia and conditions delayed the initial survey.

Following the bushfires, heavy rainfall and flooding subsequently effected large parts of Australia's east coast, further hampering the start of the survey.

Finally, the impact of COVID-19 saw lockdowns occurring throughout Australia, with the lifting of restrictions in some states, other states, such as Victoria endured second waves of lockdowns, impacting the ability to undertake the survey in some locations.

### 5.2 Survey results and participation estimates

The surveys were primarily completed by the local mountain biking clubs at their local trails. In total, 511 face to face surveys at mountain bike trails in Queensland, New South Wales, Victoria, Tasmania and the Northern Territory were completed between August 2020 and January 2021.

Of these total surveys 380 respondents (76.6%) indicated that they had not been an MTBA member in the previous 12 months, whereas 116 respondents (23.4%) indicated they had been an MTBA member in the preceding 12 months.

**Table 10: Survey responses**

MTBA Member	Number of responses	Proportion
Yes	116	23.4%
No	380	76.6%

Based on the survey result, and extrapolating out the number of non-MTBA members, the estimated number of total mountain bikers within Australia is 73,823 riders. This figure is substantially lower than the Sports Australia AusPlay participation estimates for mountain biking, which estimated 341,900 people participated in mountain biking within Australia between July 2019 and June 2020 (326,700 adults and 15,200 children under the age of 14).

Upon review of the survey responses, and comparison with AusPlay participation estimates it was identified that there was significant bias within the survey results.

It was identified in the online survey that MTBA members generally ride more frequently than non-MTBA members. As such, conducting several surveys at a local trail would result in more representative sample of both MTBA and non-MTBA members riding at the trails. As the surveys were only undertaken at each location once, it is possible that the cordon surveys captured a significantly higher total proportion of MTBA members (as they ride more frequently and are therefore more likely to be at the trail on the survey day). This would result in the survey results being representative of riders on the trail networks at the time, but not representative of total mountain bike riders.

This potential survey bias was further emphasised by the mountain bike clubs undertaking the surveys at their local trails. This is likely to have resulted in a higher proportion of MTBA members than non-MTBA members at comparative trails which do not have a local club. In order to test this, a survey was undertaken at Daisy Hill within Brisbane's South.

This survey location was chosen as the trail owner and trail operator is Queensland Parks and Wildlife Service (QPWS), compared to other locations where the trail is operated by the local club. Further, the survey was administered by the project team rather than a mountain bike club. This survey was undertaken on a Saturday morning, which aligned with when most of the other surveys were completed. The results of this survey are outlined in the table below.

**Table 11: Survey responses at Daisy Hill**

MTBA Member	Number of responses	Proportion
Yes	2	2.1%
No	95	97.9%

Using the identified methodology above, the survey from Daisy Hill results in an estimated 837,352 mountain bike participants within Australia.



Given MTBA had a reach of approximately 40,000 Facebook followers and 23,000 Instagram followers<sup>37</sup> in 2020, it is entirely unlikely that participation numbers are as low as 73,823, but in line with the AusPlay participation estimates of 341,900, and potentially up to 837,352 participants in 2020.

### 5.3 Trail count data

In addition to the estimates of participation developed as part of this research, trail count data was obtained for a number of trail networks throughout Australia. This data was to be used as a truth test to estimate the participation of mountain bike riders based off responses on frequency of rides from the online and face to face surveys. However due to the data being received primarily for Queensland, there was limited ability to use the trail count data.

There is a potential future exercise to use the frequency of rides per rider to estimate the approximate number of riders who use the local trails and utilise the average expenditure per rider per ride to quantify the local economic contribution, or at least direct local spend attributable to local mountain bike riders using the trails.

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<sup>37</sup> MTBA 2020, Mountain Bike Australia Annual Report 2020

## 6. Estimated expenditure on mountain biking in Australia

To estimate the annual expenditure on mountain biking, a survey was developed and distributed through multiple channels, including via email and social media. The purpose of this survey was to understand expenditure patterns and reasons for mountain biking within Australia. Between February 2020 and June 2020, 1,473 survey responses were received, with 713 survey respondents identifying that they were a member of MTBA, 731 identifying they were not an MTBA member (and 29 no comments). The summary of the results is provided below.

### 6.1 Mountain bike frequency and duration

Based on the survey results, the most common frequency of rides was a couple of times a week, followed by once a week. For MTBA members, the third most common frequency for riding was daily, whereas for non-MTBA members it was once a fortnight.

**Table 12: Survey responses – frequency of rides**

Frequency of Ride	MTBA Member	Non-MTBA Member	Total Riders
Daily	93 (13.2%)	38 (5.3%)	131 (9.2%)
A couple of times a week	464 (66.0%)	374 (51.7%)	838 (58.8%)
Once a week	112 (15.9%)	179 (24.8%)	291 (20.4%)
Once a fortnight	26 (3.7%)	78 (10.8%)	104 (7.3%)
Once a month	6 (0.9%)	41 (5.7%)	47 (3.3%)
Once every 3 months	0 (0.0%)	9 (1.2%)	9 (0.6%)
Once every 6 months	2 (0.3%)	3 (0.4%)	5 (0.4%)
Once a year	0 (0.0%)	1 (0.1)	1 (0.1%)
<b>Total</b>	<b>703</b>	<b>723</b>	<b>1,426</b>

Based on the survey, the most common duration of rides was for 1 to 2 hours followed by 2 to 3 hours and 30 mins to one hour, with non-MTBA members more likely to ride for shorter periods of time.

**Table 13: Survey responses – duration of rides**

Duration of Ride	MTBA Member	Non-MTBA Member	Total Riders
Less than 30 minutes	1 (0.1%)	4 (0.6%)	5 (0.4%)
30 minutes to 1 hour	63 (9.0%)	89 (12.3%)	152 (10.7%)
1 to 2 hours	412 (58.6%)	445 (61.5%)	857 (60.1%)
2 to 3 hours	201 (28.6%)	155 (21.4%)	356 (24.9%)
3+ hours	26 (3.7%)	30 (4.1%)	56 (3.9%)
<b>Total</b>	<b>703</b>	<b>723</b>	<b>1,427</b>

## 6.2 Expenditure per ride

Based on the survey results, riders had on average \$2,282.90 of expenditure relating specifically to riding, with transport expenditure to and from trails typically being the largest form of expenditure of \$1,073.25 per year, followed by expenditure on meals and beverages with \$566.50 spent per rider per year and purchases from supermarkets and other retail shops with \$553.40 spent per year.

On average, MTBA members typically spent more in total than non-MTBA members, with MTBA members recording \$2,726.20 of total expenditure relating specifically to riding, whereas non-MTBA members recorded \$1,849.90 of total expenditure per year.

**Table 14: Average total expenditure per rider per year**

Duration of Ride	MTBA Member	Non-MTBA Member	Total Riders
Transport to and from trails	\$1,374.30	\$779.95	\$1,073.25
Meals and beverages	\$687.95	\$447.15	\$566.50
Purchases from supermarkets or other retail shops	\$548.15	\$558.60	\$553.40
Bike rental hire	\$115.80	\$64.20	\$89.75
<b>Average annual expenditure per rider</b>	<b>\$2,726.20</b>	<b>\$1,849.90</b>	<b>\$2,282.90</b>

Based on the information obtained in Table 12 and Table 14, it is possible to estimate the average expenditure relating specifically per rider per ride. By applying the frequency of rides with the total expenditures, an average expenditure per ride was able to be estimated.

On average, people who mountain bike spend \$27.10 per ride, with transport to and from the trails the largest expenditure item at \$12.35 per ride, followed by purchases from supermarkets and other retail shops at \$7.40 and other meals and beverages at \$6.25 per ride.

Non-MTBA members typically spend more per ride than MTBA members, at \$28.25 per ride compared to \$25.95 per ride for MTBA members. Although over the course of a year MTBA members spend more in total, MTBA members also ride a lot more frequently compared to non-MTBA members – which results in a lower average expenditure per ride.

Because of the nature of these purchases, with the possible exception of transport costs, this expenditure would likely occur within the proximity of mountain bike trails, with purchases made before or after a ride.

**Table 15: Average expenditure per ride**

Duration of Ride	MTBA Member	Non-MTBA Member	Total Riders
Transport to and from trails	\$13.50	\$11.20	\$12.35
Meals and beverages	\$6.30	\$6.25	\$6.25
Purchases from supermarkets or other retail shops	\$5.00	\$9.75	\$7.40
Bike rental hire	\$1.15	\$1.05	\$1.10
<b>Average expenditure per ride</b>	<b>\$25.95</b>	<b>\$28.25</b>	<b>\$27.10</b>

### 6.3 Annual expenditure on larger items

In addition to mountain biker's typical expenditure per ride, there are also several other larger, more infrequent purchase items not directly related to each individual mountain bike ride, these include purchasing of bikes, equipment, clothing and servicing costs. In the 12 months prior to the survey, mountain bike riders spent on average \$4,921.95 on larger expenditure items, including \$3,263.60 on new bike purchases, \$662.60 on equipment and spare parts and \$461.30 on bike servicing.

MTBA members on average spent \$5,990.65 over the 12 months prior to the survey, whilst non-MTBA members spent on average \$3,875.20. Due to the larger purchase nature of these items, it is more likely that purchases like this would occur closer to riders' homes, rather than around mountain bike trails.

**Table 16: Average annual expenditure on larger items**

Duration of Ride	MTBA Member	Non-MTBA Member	Total Riders
New bike purchases	\$3,923.40	\$2,618.25	\$3,263.60
Services for mountain bike(s)	\$586.20	\$338.60	\$461.30
Equipment and spare bike parts not relating to everyday mountain	\$841.50	\$487.05	\$662.60



Duration of Ride	MTBA Member	Non-MTBA Member	Total Riders
bike riding (cassettes, wheels, break pads etc.)			
Protective equipment	\$291.75	\$204.35	\$247.65
Specific mountain bike clothing	\$347.70	\$226.95	\$286.80
<b>Average annual expenditure of larger items</b>	<b>\$5,990.65</b>	<b>\$3,875.20</b>	<b>\$4,921.95</b>

## 6.4 Expenditure on mountain bike related holidays

The following section outlines the expenditure on mountain bike related holidays.

### 6.4.1 Intrastate holidays

In addition to general expenditure items, it was identified that approximately two-thirds of respondents went on a mountain bike specific intrastate holiday in the past 12 months. MTBA members were more likely than non-MTBA members to go on a holiday intrastate revolving around mountain biking.

**Table 17: Survey responses – intrastate mountain bike holidays**

Intrastate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
Yes	487 (76.0%)	372 (57.1%)	859 (66.5%)
No	154 (24.0%)	279 (42.9%)	433 (33.5%)
<b>Total</b>	<b>641</b>	<b>651</b>	<b>1,292</b>

Based on the survey results, people who went on intrastate holidays to mountain bike went between one and three times a year, with MTBA members more likely to go on intrastate holidays to mountain bike more than four times per year.

**Table 18: Survey responses – intrastate mountain bike holidays**

Intrastate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
Once	72	81	153
2 times	89	98	187
3 times	99	72	171
4 times	59	41	100

Intrastate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
5 times	70	37	107
Every 2 months	26	9	35
Monthly	49	14	63
<b>Total</b>	<b>464</b>	<b>352</b>	<b>816</b>

Based on the survey data, typically people who went on intrastate holidays for the primary reason of mountain biking spent \$1,707.95 per trip with accommodation being the largest expenditure item at \$525.70 per ride, followed by meals and beverages at \$510.90 and ground transport at \$279.20 per trip.

MTBA members typically spend more per intrastate holiday for the primary reason of mountain biking than non-MTBA members at \$1,934.55 per trip compared to \$1,412.15 per trip for non-MTBA members, with the largest expenditure differential being meals and accommodation (\$710.55 per trip for MTBA members versus \$250.25 per trip for non-MTBA members).

**Table 19: Survey responses – intrastate mountain bike holidays average annual expenditure**

Average intrastate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
Airfares	\$149.30	\$80.80	\$119.60
Ground transport	\$301.00	\$250.75	\$279.20
Meals and beverages	\$710.55	\$250.25	\$510.90
Accommodation	\$478.80	\$586.95	\$525.70
Retail purchases	\$161.60	\$145.15	\$154.50
Bike rental	\$23.05	\$21.95	\$22.55
Equipment and spare parts	\$110.25	\$76.30	\$95.50
<b>Total average expenditure</b>	<b>\$1,934.55</b>	<b>\$1,412.15</b>	<b>\$1,707.95</b>

#### 6.4.2 Interstate holidays

Approximately 40% of respondents went on a mountain bike specific interstate holiday in the past 12 months. Approximately 55% of MTBA members went on an interstate holiday revolving around mountain biking compared to approximately 30% of non-MTBA members.

**Table 20: Survey responses – interstate mountain bike holidays**

Interstate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
Yes	337 (54.3%)	201 (31.7%)	538 (42.9%)
No	284 (45.7%)	433 (68.3%)	717 (57.1%)
<b>Total</b>	<b>621</b>	<b>634</b>	<b>1,255</b>

Survey results indicate that Tasmania is typically the most popular location for an interstate mountain bike holiday within Australia, followed by Victoria, ACT and New South Wales.

**Table 21: Survey responses – interstate mountain bike holidays (state of residence vs state of holiday)**

State of Residence	Destination of Holiday							
	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
<b>ACT</b>	0 (0.0%)	28 (44.4%)	2 (3.2%)	4 (6.3%)	1 (1.6%)	8 (12.7%)	17 (27.0%)	3 (4.8%)
<b>NSW</b>	107 (32.1%)	0 (0.0%)	2 (0.6%)	42 (12.6%)	8 (2.4%)	88 (26.4%)	76 (22.8%)	10 (3.0%)
<b>NT</b>	2 (9.5%)	4 (19.0%)	0 (0.0%)	2 (9.5%)	5 (23.8%)	1 (4.8%)	6 (28.6%)	1 (4.8%)
<b>QLD</b>	15 (7.9%)	57 (23.3%)	0 (0.0%)	0 (0.0%)	5 (2.7%)	81 (43.1%)	27 (14.4%)	3 (1.6%)
<b>SA</b>	3 (10.0%)	7 (23.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	6 (20.0%)	13 (43.3%)	1 (3.3%)
<b>TAS</b>	2 (9.5%)	4 (19.0%)	0 (0.0%)	4 (19.0%)	0 (0.0%)	0 (0.0%)	11 (52.4%)	0 (0.0%)
<b>Vic</b>	14 (8.9%)	37 (23.6%)	8 (5.1%)	20 (12.7%)	17 (10.8%)	56 (35.7%)	0 (0.0%)	5 (3.2%)
<b>WA</b>	0 (0.0%)	3 (11.5%)	0 (0.0%)	3 (11.5%)	1 (3.8%)	14 (53.8%)	5 (19.2%)	0 (0.0%)
<b>Total</b>	<b>143 (17.0%)</b>	<b>140 (16.5%)</b>	<b>12 (1.4%)</b>	<b>78 (9.2%)</b>	<b>37 (4.4%)</b>	<b>254 (29.9%)</b>	<b>161 (19.0%)</b>	<b>23 (2.7%)</b>

Based on the survey results, people who went on interstate holidays for the primary purpose of mountain biking typically went one to two times a year.

**Table 22: Survey responses – interstate mountain bike holidays frequency**

Interstate MTB holiday frequency	MTBA Member	Non-MTBA Member	Total Riders
Once	139	90	229
2 times	81	46	127
3 times	44	27	71
4 times	21	13	34
5 times	26	10	36
Every 2 months	8	2	10
Monthly	9	1	11
<b>Total</b>	<b>328</b>	<b>190</b>	<b>518</b>

Based on the survey data, typically people who went on interstate holidays for the primary purpose of mountain biking spent \$2,485.75 per trip with accommodation being the largest expenditure item at \$690.90 per ride, followed by ground transport at \$530.20 and airfares at \$473.90 per trip.

MTBA members typically spend more per interstate holiday for the primary purpose of mountain biking than non-MTBA members at \$2,594.10 per trip compared to \$2,305.90 per trip for non-MTBA members, with the largest expenditure differential being airfares (\$527.10 per trip for MTBA members vs \$385.20 per trip for non-MTBA members).



**Table 23: Survey responses – interstate mountain bike holidays average expenditure per trip**

Average interstate MTB holiday	MTBA Member	Non-MTBA Member	Total Riders
Airfares	\$527.10	\$385.20	\$473.90
Ground transport	\$551.90	\$494.45	\$530.20
Meals and beverages	\$355.95	\$355.35	\$355.70
Accommodation	\$710.85	\$658.55	\$690.90
Retail purchases	\$248.95	\$222.30	\$238.95
Bike rental	\$67.10	\$92.45	\$76.95
Equipment and spare parts	\$132.25	\$97.60	\$119.15
<b>Total average expenditure</b>	<b>\$2,594.10</b>	<b>\$2,305.90</b>	<b>\$2,485.75</b>



## 6.5 Summary of mountain biking related expenditure

On average, mountain bike riders spend \$2,282.90 annually when they go mountain biking within their local areas, and through their local trails. This works out to be approximately \$27.10 each time someone goes mountain biking.

People who mountain bike also spent on average \$4,921.95 on larger mountain bike related expenditure items, such as new bikes, equipment, clothing and servicing, although this value is heavily skewed by the higher level of annual expenditure on larger items by MTBA members \$5,990.65 per year vs \$3,875.20).

When people go on intrastate holidays for the primary purpose of mountain biking they would typically spend \$1,707.95 each trip, typically with one to three trips completed annually.

When people go on interstate holidays revolved around mountain biking they would typically spend \$2,485.75 each trip, typically with one to two trips completed annually

**Table 24: Summary of MTB expenditure**

Average expenditure	MTBA Member	Non-MTBA Member	Total Riders
<b>Expenditure per ride</b>	\$25.95	\$28.25	\$27.10
<b>Annual expenditure per ride</b>	\$2,726.20	\$1,849.90	\$2,282.90
<b>Annual expenditure on larger items</b> (such as new bike purchases, services, equipment and spare parts, protective equipment and clothing)	\$5,990.65	\$3,875.20	\$4,921.95
<b>Expenditure on intrastate MTB holiday per trip</b>	\$1,934.55	\$1,412.15	\$1,707.95
<b>Expenditure on interstate MTB holiday per trip</b>	\$2,594.10	\$2,305.90	\$2,485.75

## 7. Impacts of mountain biking to Australia

The following approach has been used to estimate the economic contribution of mountain biking to Australia's economy. The economic contribution is based on the participation estimates, along with the annual expenditure estimates identified during the online survey of mountain bikers. The methodology can be found in Appendix E.

### 7.1 Key assumptions

The following section outlines the key assumptions used in estimating the annual economic contribution mountain biking has on the Australian economy. Within this section there are a number of terms and phrases which are referred to. The following provides an overview of what these key terms and phrases are:

- **Direct impacts**, which are the first round of effects from direct operational expenditure on goods and services.
- **Indirect (Flow-on) impacts**, the second and subsequent round effects of the increased level of purchases by suppliers in response to increased sales. Indirect (Flow-on) impacts are disaggregated to:
  - Supply chain effects (type I), which represent the production induced support activity as a result of additional expenditure on goods and services, and subsequent round effects of increased purchases by suppliers in response to increased sales.
  - Consumption effects (Type II), which represent the consumption induced activity from additional household expenditure on goods and services resulting from additional wages and salaries being paid within the economy.
- **Output**: The total value of all goods and services produced within the year (the final value of the good/service). This measure results in an overestimate of the economic contribution as it results in double counting of goods/services throughout the supply chain.
- **Value Add**: The value of output after deducting the cost of goods and services inputs in the production process.
- **Incomes**: Level of wages and salaries paid to employees in each industry.
- **Employment**: Level of employment supported by the industry and is expressed in as full time equivalent (FTE) positions.

#### 7.1.1 Participation

As identified in section 5, mountain bike participation estimates were developed based off face to face surveys, which estimated 73,823 mountain bike participants within Australia. This number is significantly lower than the AusPlay estimates, and as such, in order to estimate the economic contribution, the economic contribution of mountain bikers has been modelled based on the two participation estimates.

### 7.1.2 Expenditure

As identified in section 6, the online survey was undertaken in order to estimate the average expenditure mountain bike riders spend. This was developed for a number of different expenditure scenarios, these being:

- Expenditure related to general riding at their local trails
- Larger annual expenditure on one off purchases
- Expenditure for when riders went on intrastate holidays for mountain biking
- Expenditure for when riders went on interstate holidays for mountain biking

For the purpose of this assessment, the economic contribution relating to mountain bikers' general riding at their local trails has been modelled. This was to identify the benefits local mountain bike trails directly make to the Australian economy.

Larger annual purchases of one off annual expenditure, such as new bikes, equipment and bike services have been excluded, their contribution would none the less be significant to the Australian economy.

## 7.2 Economic contribution of mountain bike riders to Australia

The table below outlines the economic contribution mountain biking has to Australia, based off the participation estimates developed as part of this engagement. Directly, people who mountain biking at their local trails, spend \$136.9 million within Australia annually, directly supporting 903 full time equivalent employees. Once factoring in indirect expenditure, the total employment supported amounts to 1,323 full time equivalent employees. The breakdown of this employment by industry is outlined in Table 26.

**Table 25: Economic contribution of mountain bike riders to Australia – survey estimated participation rate**

Impact	Output (\$M)	Value Add (\$M)	Wages and Salaries (\$M)	Employment (FTE)
Direct Impact	\$136.9	\$77.7	\$50.7	903
Indirect (Type 1 Impact)	\$73.6	\$33.9	\$17.1	167
Indirect (Type 2 Impact)	\$96.2	\$50.9	\$21.7	252
<b>Total Impact</b>	<b>\$306.6</b>	<b>\$162.4</b>	<b>\$89.6</b>	<b>1,323</b>

**Table 26: Employment by industry supported by mountain bike riders to Australia – survey estimated participation rate**

Impact	Direct Employment	Indirect (Type 1) Employment	Indirect (Type 2) Employment	Total Employment
Agriculture, Forestry & Fishing	0	15	6	20
Mining	0	1	1	1
Manufacturing	0	13	13	26
Electricity, Gas, Water & Waste Services	0	3	3	7
Construction	0	7	6	13
Wholesale Trade	0	7	8	14
Retail Trade	714	17	52	783
Accommodation & Food Services	189	6	35	230
Transport, Postal & Warehousing	0	12	13	25
Information Media & Telecommunications	0	5	3	9
Financial & Insurance Services	0	6	10	16
Rental, Hiring & Real Estate Services	0	14	5	19
Professional, Scientific & Technical Services	0	31	12	43
Administrative & Support Services	0	18	9	27
Public Administration & Safety	0	4	3	7
Education & Training	0	1	22	22
Health Care & Social Assistance	0	0	29	30
Arts & Recreation Services	0	1	6	7
Other Services	0	6	19	25
<b>Total</b>	<b>903</b>	<b>167</b>	<b>252</b>	<b>1,323</b>

The table below outlines the economic contribution mountain biking has to Australia, based off the participation estimates developed by AusPlay. Directly people who mountain bike at their local trails, based off AusPlay participation estimates, spend \$630.8 million within Australia annually, directly supporting 4,163 full time equivalent employees. Once factoring in indirect expenditure, the total employment supported amounts to 6,095 full time equivalent employees. The breakdown of this employment by industry is outlined in Table 28.

**Table 27: Economic contribution of mountain bike riders to Australia – AusPlay participation rate**

Impact	Output (\$M)	Value Add (\$M)	Wages and Salaries (\$M)	Employment (FTE)
Direct Impact	\$630.8	\$358.0	\$233.7	4,163
Indirect (Type 1 Impact)	\$339.1	\$156.0	\$78.9	769
Indirect (Type 2 Impact)	\$443.1	\$234.5	\$100.2	1,163
<b>Total Impact</b>	<b>\$1,413.0</b>	<b>\$748.5</b>	<b>\$412.7</b>	<b>6,095</b>

**Table 28: Employment by industry supported by mountain bike riders to Australia – AusPlay participation rate**

Impact	Direct Employment	Indirect (Type 1) Employment	Indirect (Type 2) Employment	Total Employment
Agriculture, Forestry & Fishing	0	68	26	94
Mining	0	3	3	7
Manufacturing	0	59	61	120
Electricity, Gas, Water & Waste Services	0	15	16	31
Construction	0	34	26	60
Wholesale Trade	0	31	35	66
Retail Trade	3,291	77	240	3,607
Accommodation & Food Services	872	28	160	1,059
Transport, Postal & Warehousing	0	57	58	115
Information Media & Telecommunications	0	25	15	40
Financial & Insurance Services	0	27	45	72
Rental, Hiring & Real Estate Services	0	65	21	86
Professional, Scientific & Technical Services	0	141	55	196
Administrative & Support Services	0	83	40	123
Public Administration & Safety	0	19	12	31
Education & Training	0	3	101	103
Health Care & Social Assistance	0	1	136	137
Arts & Recreation Services	0	7	28	34
Other Services	0	26	88	114
<b>Total</b>	<b>4,163</b>	<b>769</b>	<b>1,163</b>	<b>6,095</b>

## 8. Key findings and considerations

This study sought to examine the participation and economic contribution mountain biking has on the Australian economy. Key findings of this study include:

- Limited data currently exists that quantifies participation in mountain biking, or the benefits associated with the activity, likely due to the difficulties in data collection
- Mountain biking, and sport and recreation more broadly, can bring significant benefits to local communities and participants, including:
  - **Environmental benefits**, through contributions to conservation efforts and preservation of natural areas, and providing access to open space for communities to enjoy and nurture
  - **Social and health benefits**, through improved physical and mental health, increased community cohesion and connection and volunteer opportunities
  - **Economic benefits**, through increased tourism and spend in local communities with mountain bike trails (e.g. spend on bike hire, shuttle services and at local food and beverage outlets).
- Participation in mountain biking nationally is estimated to be between 73,823 and 837,352. The large range in the participation estimate is due to bias in the survey results. It is likely that total participation is closer to the AusPlay participation estimate of 341,900.
- On average, mountain bike riders spend \$2,282.90 annually when they go mountain biking within their local areas, and through their local trails. This works out to be approximately \$27.10 each time someone goes mountain biking.
- Based on the participation rate calculated as part of this project (participation of 73,823), mountain biking participants directly spend \$136.9 million and support a total of 1,323 full time equivalent employees annually through riding at their local trails.
- Based off the AusPlay participation rates (participation of 341,900), mountain biking participants directly spend \$630.8 million and support a total of 6,095 full time equivalent employees annually through riding at their local trails.
- In addition to the expenditure at local trails, mountain bike riders also contribute significantly to their local and Australian economy through larger annual purchases such as new bikes and equipment, as well as supporting the Australian tourism industry through intra and inter-state mountain biking specific holidays.
- A significant opportunity exists to leverage this substantial expenditure and bring benefit to the local community and economy.



## Appendices

## Appendix A Participation and benefits literature review

Study	Summary	Participation estimates	Benefits identified
<i>Mountain Biking State of Play Report</i> , SportAus (2020)	This report is designed to help identify trends and opportunities to maximise participation and engagement in mountain biking. It also identifies high-level motivators and de-motivators for participation, and briefly discusses growth opportunities.	<p>The report estimates participation in mountain biking at around <b>341,900</b> in 2020. Males accounted for 81% of this participation, whilst the majority of participants were between 35-44 years of age.</p> <p>The report also found that the majority of MTB participation is casual or non-organised (e.g. indicating that the majority of riders are not members of clubs or associations like MTBA). Also, MTB participation is significantly higher in remote and regional areas (outside of major cities).</p>	<ul style="list-style-type: none"> <li>• N/A – study is focused on participation and demographics</li> </ul>
Wild Mersey Mountain Bike Development – Kentish and Latrobe Councils	This study outlines Kentish and Latrobe Councils' plans to develop a world-class mountain bike and family cycling park. The study estimates demand for the facility and the benefits expected to be generated from the investment.	Expected demand for the trails estimated at 21,000 unique visitors, or a total 138,000 visits per year	<ul style="list-style-type: none"> <li>• Direct economic injection: \$6.88 m per year</li> <li>• Indirect economic injection: \$4.8 m per year</li> <li>• Contribution to GSP: \$25.7 m per year</li> <li>• Increased tourism visitation (year round to assist in overcoming seasonality)</li> <li>• Recreation and social benefits</li> <li>• Additional employment</li> </ul>

Study	Summary	Participation estimates	Benefits identified
Warburton Mountain Bike Destination Economic Impact Assessment – TRC	This paper provides a revised economic impact assessment of the proposed Warburton Mountain Bike Destination. The modelling is based on estimates of annual trail users from the TRC Update of 2013 World Trail Report and revised assumptions due to a proposal to increase trail numbers in the draft master plan.	Estimates of total annual users range from 55,000 for the Base Case to 165,000 for the Full Potential scenario	<ul style="list-style-type: none"> <li>• Increased employment in the region</li> <li>• Increase in regional income</li> </ul>
Warburton Mountain Bike Destination Project: Economic Assessment of Health and Recreation Benefits	The report quantifies in economic terms the health and recreation benefits of the proposed Warburton Mountain Bike Destination. The results are location-specific with comparisons to other case studies, it does provide further evidence that mountain bike provide a positive effective economically and physically for the local community.	N/A	<ul style="list-style-type: none"> <li>• Recreation benefits</li> <li>• Health benefits</li> <li>• Economic benefits</li> </ul>
Media release – Mountain bikers flock to Mount Alexander Region	This media release outlines the benefits of the newly opened mountain biking facility in La Larr Ba Gauwa Park near Harcourt	Estimates more than 31,000 riders have used the facility since it opened in March 2018	<ul style="list-style-type: none"> <li>• Visitor spend of 1.6 million in first 12 months</li> </ul>
Potential for Mountain Biking in North Eastern Tasmania – TRC	This report provides an assessment of the proposed North East Tasmania mountain bike trail network. The social and economic	The existing market is estimated at approximately 2,300 mountain bikers that ride while visiting Northern Tasmania and	<ul style="list-style-type: none"> <li>• Increased employment</li> <li>• Additional \$15.7 million in expenditure</li> <li>• Investment attraction and regional stimulus</li> </ul>

Study	Summary	Participation estimates	Benefits identified
	impacts from developing the trail network are also estimated in the report.	<p>20,000 resident Tasmanians who mountain bike for recreation.</p> <p>The study estimates that the facility would attract 21,000 visitors each year, or an additional 15,000 visitors (over and above the base case).</p>	<ul style="list-style-type: none"> <li>• Upskilling of local workers</li> <li>• Enhanced lifestyle</li> <li>• Social morale</li> <li>• Health benefits</li> <li>• Increased profile for region</li> </ul>
News article - Mountain bike track leads surprise economic revival for Dungog in the Hunter Valley	This article outlines the impact that new mountain biking trails has had on the Hunter Valley town of Dungog.	N/A	<ul style="list-style-type: none"> <li>• Anecdotal evidence suggests that one café had a revenue increase of over 300%</li> </ul>
George Town Mountain Bike Proposal Economic Analysis	This report provides an assessment of the George Town trail proposal, to determine the projects potential to deliver tangible benefits to the George Town area.	Total visitors at the trail are estimated to be between 16,000 and 20,000 per annum	<ul style="list-style-type: none"> <li>• Estimated direct impact of between \$1.5 M to \$3.4 M</li> <li>• Increased employment in the region</li> </ul>
Kunanyi / Mount Wellington Foothills MTB Project	This report investigates the potential for further mountain bike track development in the foothills of Kunanyi / Mount Wellington.	25,000 visitors to Maydena Bike Park in one year. Kunanyi / Mount Wellington likely to attract similar scale of visitation	<ul style="list-style-type: none"> <li>• Direct and indirect economic opportunities</li> <li>• Community engagement</li> <li>• Environmental sustainability</li> </ul>

Study	Summary	Participation estimates	Benefits identified
Nelson Mountain Biking Economic Study (New Zealand)	The aim of this report is to obtain an estimate of the amount of money added to the Nelson economy by mountain biking.	Sport New Zealand's Active Recreation Survey suggests that at a national level, participation in mountain biking is 7.7% (or roughly 286,000 participants).  Conversely, Mountain Biking New Zealand estimates around 500,000 people participate.	<ul style="list-style-type: none"> <li>Estimated \$17.1 million of new and retained spending will occur annually as a result of mountain biking</li> <li>When considering flow on effects, it will generate \$15.5 million in GDP and 211 additional jobs</li> </ul>
Grow Rotorua: Annual Report (2014)	This report identifies mountain biking and cycling as a key tourism activity within the Rotorua region, that will create lasting economic benefit	N/A	<ul style="list-style-type: none"> <li>Cycle tourists identified as spending more than average tourists (\$3800 compared to \$2500)</li> <li>Net economic impact of mountain biking in the Whakarewarewa Forest (inclusive of multiplier effects) was estimated at \$12 million in 2013.</li> </ul>

## Appendix B State Planning Studies

Strategy	Key Themes / Findings
<p><i>Queensland Mountain Bike Strategy</i>, Mountain Bike Australia (2018)<sup>38</sup></p> 	<p>This strategy seeks to understand the existing and projected demand for bike trails and identify gaps, constraints and opportunities for mountain biking in Queensland. The strategy provides a framework to guide trail investment decisions.</p> <p>This strategy also considers the economic significance of mountain biking, estimating the average stay when travelling for mountain biking at three to five days and an <b>average spend of \$60 to \$100 per day</b>.</p>
<p><i>CBR Cycle Tourism Strategy</i>, ACT Government &amp; SBR Canberra (2018)<sup>39</sup></p> 	<p>The strategy provides insights to enable stakeholders to make informed decisions regarding the optimisation of cycle tourism opportunities.</p> <p>The strategy recognises the potential and growth of mountain biking and identifies opportunities in the mountain biking markets to facilitate growth opportunities for the ACT.</p>
<p><i>DRAFT Canberra Mountain Bike Report</i>, ACT Government (2019)<sup>40</sup></p>	<p>This report aims to establish ACT as the Mountain Bike capital of Australia offering a superior trail network with outstanding experiences for visitors.</p> <p>The report outlines a realistic investment path for Government and industry to leverage the popularity of mountain biking and develop ACT's offering to attract domestic and international visitors. The Mountain Bike report sits under the broader <i>CBR Cycle Tourism Strategy</i> (above).</p>

<sup>38</sup> Available at: [https://www.mtba.org.au/wp-content/uploads/QLD-MTB-MASTER-PLAN-Single-Pages\\_FINAL-180706\\_.pdf](https://www.mtba.org.au/wp-content/uploads/QLD-MTB-MASTER-PLAN-Single-Pages_FINAL-180706_.pdf)

<sup>39</sup> Available at: [https://tourism.act.gov.au/wp-content/uploads/2018/06/CTR\\_Cycle\\_strategy\\_WEB.pdf](https://tourism.act.gov.au/wp-content/uploads/2018/06/CTR_Cycle_strategy_WEB.pdf)

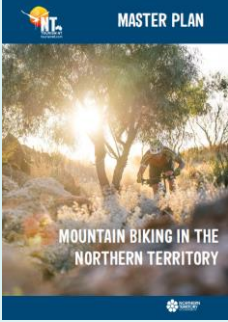

<sup>40</sup> Available at: <https://www.yoursay.act.gov.au/CanberraMTBExperience>

Strategy	Key Themes / Findings
 <p>CANBERRA MOUNTAIN BIKE REPORT Draft December 2019</p>	
<p><i>Tasmanian Cycle Tourism Strategy</i>, Department of State Growth (2017)<sup>41</sup></p>  <p>September 2017 Tasmanian Cycle Tourism Strategy Department of State Growth</p>	<p>This strategy identifies opportunities to position Tasmania as a top destination for cycling in general.</p> <p>The strategy guides the development of Tasmania's cycling tracks and trails to grow and promote experiences and events and improve safety for all cyclists. The strategy also recognises the tourism opportunities associated with mountain biking.</p>
<p><i>Sustainable Mountain Biking Strategy</i>, NSW Office of Environment &amp; Heritage (2011)<sup>42</sup></p>  <p>Office of Environment &amp; Heritage NSW Sustainable Mountain Biking Strategy</p>	<p>This strategy seeks to guide the provision of high quality mountain biking experiences in NSW in line with environmental standards.</p> <p>The strategy recognises the increasing popularity of mountain biking and the opportunity to increase visitation to NSW national parks and reserves.</p>

<sup>41</sup> Available at:  
[https://www.stategrowth.tas.gov.au/\\_\\_data/assets/pdf\\_file/0011/156638/Tasmanian\\_Cycle\\_Tourism\\_Strategy\\_version\\_5\\_21\\_September.pdf](https://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/156638/Tasmanian_Cycle_Tourism_Strategy_version_5_21_September.pdf)

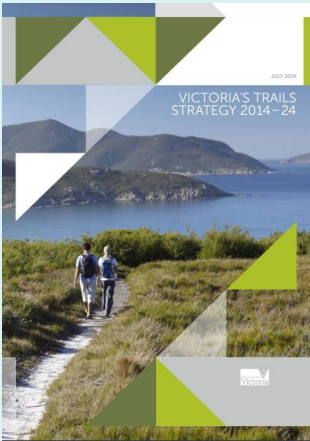
<sup>42</sup> Available at: <https://www.environment.nsw.gov.au/research-and-publications/publications-search/sustainable-mountain-biking-strategy>



Strategy	Key Themes / Findings
<p><i>Master Plan for Mountain Biking in the Northern Territory, Tourism NT (2016)</i><sup>43</sup></p> 	<p>This master plan intends to develop opportunities to attract mountain biking visitors to provide recreational, social and economic benefits for the community. It recognises the increasing popularity of mountain biking and the opportunity to develop a trail network that capitalises on the Territory's natural assets.</p>
<p><i>Western Australian Mountain Bike Strategy, WestCycle Incorporated (2015)</i><sup>44</sup></p> 	<p>This strategy recognises mountain biking as “one of the world's fastest growing recreational and tourism activities” and identifies an undersupply of mountain biking experiences in Western Australia.</p> <p>The strategy also identifies several health and behavioural benefits associated with mountain biking.</p>

<sup>43</sup> Available at: <https://www.tourismnt.com.au/en/development/sector-strategies/mountain-biking>

<sup>44</sup> Available at: <https://westcycle.org.au/wa-mountain-bike-strategy/>

Strategy	Key Themes / Findings
<p><i>Victoria's Trails Strategy 2014-24</i>, Victorian Government (2014)<sup>45</sup></p> 	<p>This strategy provides a clear vision for the planning, management and promotion of trails in Victoria.</p> <p>The Strategy identifies mountain biking as a key demand driver for trails and recognises the economic benefits of mountain biking events in the state. Mountain biking is considered an important component of the 'brand health' of Victoria.</p>

<sup>45</sup> Available at: [https://bushwalkingvictoria.org.au/files/Submissions/Victorias\\_Trails\\_Strategy\\_2014-2024.pdf](https://bushwalkingvictoria.org.au/files/Submissions/Victorias_Trails_Strategy_2014-2024.pdf)

# Appendix C Trail Survey Questionnaire

Question	Response Available
<b>Information to be completed prior to surveying the individual</b>	
Trail Network	<i>This can be coded if we know the cordons being examined, otherwise qualitative tracks can be included</i>
State	<ul style="list-style-type: none"> <li>• Australian Capital Territory</li> <li>• New South Wales</li> <li>• Northern Territory</li> <li>• Queensland</li> <li>• South Australia</li> <li>• Tasmania</li> <li>• Victoria</li> <li>• Western Australia</li> </ul>
<b>Questions to be asked to the survey participant</b>	
Have you completed a survey at a trail network in the last two months?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul> <i>If yes, thank them for their time and do not continue</i>
What gender do you identify as?	<ul style="list-style-type: none"> <li>• Male</li> <li>• Female</li> <li>• Non-binary</li> <li>• Prefer not to say</li> </ul>
Have you been a member of Mountain Bike Australia in the last 12 months?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
What is your age?	<i>Input age of survey respondent</i>
How often do you mountain bike?	<ul style="list-style-type: none"> <li>• Daily</li> <li>• Once a week</li> <li>• A couple of times a week</li> <li>• Once a fortnight</li> <li>• Once a month</li> <li>• Once every 3 months</li> <li>• Once every 6 months</li> <li>• Once a year</li> </ul>
What is your postcode?	<i>Manually input the postcode of the survey participant</i>

# Appendix D MTBA Member Survey Questionnaire

Question	Response Available
Do you mountain bike?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
Are you a member of Mountain Bike Australia?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
What type of MTBA membership do you hold?	<ul style="list-style-type: none"> <li>• Race membership</li> <li>• Recreational membership</li> </ul>
What gender do you identify as?	<ul style="list-style-type: none"> <li>• Male</li> <li>• Female</li> <li>• Non-binary</li> <li>• Prefer not to say</li> </ul>
What is your age?	<i>Input age of survey respondent</i>
What is your State of Residence?	<ul style="list-style-type: none"> <li>• Australian Capital Territory</li> <li>• New South Wales</li> <li>• Northern Territory</li> <li>• Queensland</li> <li>• South Australia</li> <li>• Tasmania</li> <li>• Victoria</li> <li>• Western Australia</li> </ul>
How often do you mountain bike?	<ul style="list-style-type: none"> <li>• Daily</li> <li>• Once a week</li> <li>• A couple of times a week</li> <li>• Once a fortnight</li> <li>• Once a month</li> <li>• Once every 3 months</li> <li>• Once every 6 months</li> <li>• Once a year</li> </ul>
What is the typical duration of your mountain bike ride?	<ul style="list-style-type: none"> <li>• Less than 30 minutes</li> <li>• 30 minutes to 1 hour</li> <li>• 1 to 2 hours</li> <li>• 2 to 3 hours</li> </ul>

Question	Response Available
	<ul style="list-style-type: none"> <li>• 3+ hours</li> </ul>
How far do you normally travel to your local mountain bike trails?	<ul style="list-style-type: none"> <li>• 0km-5km</li> <li>• 5km-10km</li> <li>• 10km-15km</li> <li>• 15km-20km</li> <li>• 20km-30km</li> <li>• 30km-50km</li> <li>• 50km+</li> </ul>
Thinking about the last 12 months, how much did you typically spend on the following each time you went for a mountain bike ride?	<ul style="list-style-type: none"> <li>• Transport to and from trails</li> <li>• Meals and beverages at a restaurant/café/fast food restaurant</li> <li>• Purchases from supermarkets, and other retail shops</li> <li>• Bike rental hire</li> <li>• Equipment and spare bike parts (tyres, tubes cleaning equipment etc,)</li> </ul>
Over the past 12 months, how much have you spent on the following?	<ul style="list-style-type: none"> <li>• New bike purchases</li> <li>• Servicing for your mountain bike(s)</li> <li>• Equipment and spare bike parts not relating to every day mountain bike riding (cassettes, wheels brake pads etc.)</li> <li>• Specific mountain bike clothing</li> <li>• Protective equipment</li> </ul>
Over the past 12 months, have you travelled throughout your state of residence and stayed overnight for the primary reason of mountain biking.	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
If yes, how many times in the past 12 months have you throughout your state of residence and stayed overnight for the primary reason of mountain biking.	<ul style="list-style-type: none"> <li>• Once in the past year</li> <li>• 2 times</li> <li>• 3 times</li> <li>• 4 times</li> <li>• 5 times</li> <li>• Every 2 months</li> <li>• Monthly</li> </ul>
If yes, what is your average duration of your mountain bike specific holiday within your state of residence?	<ul style="list-style-type: none"> <li>• 1 night stay</li> <li>• 2 nights</li> <li>• 3-4 nights</li> <li>• 4-5 nights</li> </ul>

Question	Response Available
	<ul style="list-style-type: none"> <li>• 6 nights</li> <li>• 7+ nights</li> </ul>
If yes to the above question, approximately how much on average did you spend on the following per trip?	<ul style="list-style-type: none"> <li>• Airfares</li> <li>• Ground transport</li> <li>• Accommodation</li> <li>• Meals and beverages at a restaurant/café/fast food restaurant</li> <li>• Purchases from supermarkets, and other retail shops</li> <li>• Bike rental hire</li> <li>• Equipment and spare bike parts</li> </ul>
Over the past 12 months, have you travelled to another state and stayed overnight in the state for the primary reason of mountain biking?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
Which states have you travelled to over the past 12 months for the primary reason of mountain biking?	<ul style="list-style-type: none"> <li>• Australian Capital Territory</li> <li>• New South Wales</li> <li>• Northern Territory</li> <li>• Queensland</li> <li>• South Australia</li> <li>• Tasmania</li> <li>• Victoria</li> <li>• Western Australia</li> </ul>
If yes, how many times in the past 12 months have you travelled to another state and stayed overnight for the primary reason of mountain biking?	<ul style="list-style-type: none"> <li>• Once in the past year</li> <li>• 2 times</li> <li>• 3 times</li> <li>• 4 times</li> <li>• 5 times</li> <li>• Every 2 months</li> <li>• Monthly</li> </ul>
If yes, what is your average duration of your mountain bike specific holiday in another state?	<ul style="list-style-type: none"> <li>• 1 night stay</li> <li>• 2 nights</li> <li>• 3-4 nights</li> <li>• 4-5 nights</li> <li>• 6 nights</li> <li>• 7+ nights</li> </ul>

Question	Response Available
If yes to the above question, approximately how much on average did you spend on the following per trip?	<ul style="list-style-type: none"> <li>• Airfares</li> <li>• Ground transport</li> <li>• Accommodation</li> <li>• Meals and beverages at a restaurant/café/fast food restaurant</li> <li>• Purchases from supermarkets, and other retail shops</li> <li>• Bike rental hire</li> <li>• Equipment and spare bike parts</li> </ul>
Have you travelled to an international destination in the past 12 months for the primary reason of mountain biking	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
If yes, how many times in the past 12 months have you travelled internationally for the primary reason of mountain biking	<ul style="list-style-type: none"> <li>• Once in the past year</li> <li>• 2 times</li> <li>• 3 times</li> <li>• 4 times</li> <li>• 5 times</li> <li>• Every 2 months</li> <li>• Monthly</li> </ul>
If yes, what is your average duration of your mountain bike specific holiday internationally?	<ul style="list-style-type: none"> <li>• 1 night stay</li> <li>• 2 nights</li> <li>• 3-4 nights</li> <li>• 4-5 nights</li> <li>• 6 nights</li> <li>• 7-14 nights</li> <li>• 14+ nights</li> </ul>
What are the main reasons you mountain bike?	<ul style="list-style-type: none"> <li>• Health and fitness</li> <li>• Social aspects and interaction</li> <li>• Adventuring</li> <li>• Family time</li> <li>• Other</li> </ul>
What do you believe the top three benefits of mountain biking are?	[Text box for answers]
Do you participate in trail care/ construction activities?	<ul style="list-style-type: none"> <li>• Yes</li> <li>• No</li> </ul>
How often do you volunteer to help maintain trails?	<ul style="list-style-type: none"> <li>• Daily</li> <li>• Once a week</li> </ul>



Question	Response Available
	<ul style="list-style-type: none"> <li>• A couple of times a week</li> <li>• Once a fortnight</li> <li>• Once a month</li> <li>• Once every 3 months</li> <li>• Once every 6 months</li> <li>• Once a year</li> </ul>
What is your postcode?	[Text box for answers]

# Appendix E Economic Impact Assessment Methodology

Estimates of the economic contribution of mountain biking are based on the use of an input output (IO) modelling method from REMPLAN. IO assessments identify inter-industry relationships of industries within an economy, identifying which purchases by one industry go into producing an output for another industry. IO analysis identifies the direct and indirect (flow-on) impacts of one industry on other industries and the economy. IO modelling can therefore be used to assess the economic impact of an industry on the overall economy and how much the economy relies on the identified industry. IO modelling can also be used to examine a change in final demand of any one industry and the resultant change in activity of its supporting industries. The impacts are measured through:

- **Direct impacts**, which are the first round of effects from direct operational expenditure on goods and services.
- **Indirect (Flow-on) impacts**, the second and subsequent round effects of the increased level of purchases by suppliers in response to increased sales. Indirect (Flow-on) impacts are disaggregated to:
  - Supply chain effects (type I), which represent the production induced support activity as a result of additional expenditure on goods and services, and subsequent round effects of increased purchases by suppliers in response to increased sales.
  - Consumption effects (Type II), which represent the consumption induced activity from additional household expenditure on goods and services resulting from additional wages and salaries being paid within the economy.

The effects can be identified through the examination of three key measures:

- **Output:** The total value of all goods and services produced within the year (the final value of the good/service). This measure results in an overestimate of the economic contribution as it results in double counting of goods/services throughout the supply chain.
- **Value Add:** The value of output after deducting the cost of goods and services inputs in the production process.
- **Incomes:** Level of wages and salaries paid to employees in each industry.
- **Employment:** Level of employment supported by the industry and is expressed in as full time equivalent (FTE) positions.

It is recognised that economic multipliers used in the IO modelling are based on limited assumptions that can result in multipliers being a biased estimator of the benefits or costs of a project. Shortcomings and limitations of multipliers for economic impact analysis include:

- **Lack of supply-side constraints:** The most significant limitation of economic impact analysis using multipliers is the implicit assumption that the economy has no supply-side constraints. That is, it is assumed that extra output can be produced in one area without taking resources away from other activities, thus overstating economic impacts. The actual impact is likely to be dependent on the extent to which the economy is operating at or near capacity.
- **Fixed prices:** Constraints on the availability of inputs, such as skilled labour, require prices to act as a rationing device. In assessments using multipliers, where factors of production are assumed to be limitless, this rationing response is assumed not to occur. Prices are assumed to be unaffected by policy

and any crowding out effects are not captured. In summary, IO modelling assumes that prices remain fixed and do not change as a result of the increased demand for a good or service.

- **Fixed ratios for intermediate inputs and production:** Economic impact analysis using multipliers implicitly assumes that there is a fixed input structure in each industry and fixed ratios for production. As such, impact analysis using multipliers can be seen to describe average effects, not marginal effects. For example, increased demand for a product is assumed to imply an equal increase in production for that product. In reality, however, it may be more efficient to increase imports or divert some exports to local consumption rather than increasing local production by the full amount.
- **No allowance for purchasers' marginal responses to change:** Economic impact analysis using multipliers assumes that households consume goods and services in exact proportions to their initial budget shares. For example, the household budget share of some goods might increase as household income increases. This equally applies to industrial consumption of intermediate inputs and factors of production.
- **Absence of budget constraints:** Assessments of economic impacts using multipliers that consider consumption induced effects (type two multipliers) implicitly assume that household and government consumption is not subject to budget constraints.
- **Not applicable for small regions:** Multipliers that have been calculated from the national input output table are not appropriate for use in economic impact analysis of projects in small regions. For small regions multipliers tend to be smaller than national multipliers since their inter-industry linkages are normally relatively shallow. Inter-industry linkages tend to be shallow in small regions since they usually don't have the capacity to produce the wide range of goods used for inputs and consumption, instead importing a large proportion of these goods from other regions.

# Appendix F Trail count data

MTBA Trail Counts															
If information is provided by date										If data is provided per month			If data is provided per year		
Trail	State	Date	Year	Recorded number of MTB Riders	Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Tewantin National Park (Indy/Shared trail)	QLD		1/01/2018	2018		1,921									
Tewantin National Park (Indy/Shared trail)	QLD		1/02/2018	2018		1235									
Tewantin National Park (Indy/Shared trail)	QLD		1/03/2018	2018		863									
Tewantin National Park (Indy/Shared trail)	QLD		1/04/2018	2018						2428					
Tewantin National Park (Indy/Shared trail)	QLD		1/05/2018	2018		2516									
Tewantin National Park (Indy/Shared trail)	QLD		1/06/2018	2018		3931									
Tewantin National Park (Indy/Shared trail)	QLD		1/07/2018	2018						5813					
Tewantin National Park (Indy/Shared trail)	QLD		1/08/2018	2018		4311									
Tewantin National Park (Indy/Shared trail)	QLD		1/09/2018	2018						3788					
Tewantin National Park (Indy/Shared trail)	QLD		1/10/2018	2018		2141									
Tewantin National Park (Indy/Shared trail)	QLD		1/11/2018	2018		1875									
Tewantin National Park (Indy/Shared trail)	QLD		1/12/2018	2018		2548									
Tewantin National Park (Indy/Shared trail)	QLD		1/01/2019	2019		2553									
Tewantin National Park (Indy/Shared trail)	QLD		1/02/2019	2019		1511									
Tewantin National Park (Indy/Shared trail)	QLD		1/03/2019	2019		1590									
Tewantin National Park (Indy/Shared trail)	QLD		1/04/2019	2019		36									
Tewantin National Park (Indy/Shared trail)	QLD		1/05/2019	2019		47									
Tewantin National Park (Indy/Shared trail)	QLD		1/06/2019	2019						2012					
Tewantin National Park (Indy/Shared trail)	QLD		1/07/2019	2019		4446									
Tewantin National Park (Indy/Shared trail)	QLD		1/08/2019	2019		3966									
Tewantin National Park (Indy/Shared trail)	QLD		1/09/2019	2019		3664									
Tewantin National Park (Indy/Shared trail)	QLD		1/10/2019	2019		3126									
Tewantin National Park (Indy/Shared trail)	QLD		1/11/2019	2019		1993									
Tewantin National Park (Indy/Shared trail)	QLD		1/12/2019	2019						3233					
Tewantin National Park (Indy/Shared trail)	QLD		1/01/2020	2020		2018									
Tewantin National Park (Indy/Shared trail)	QLD		1/02/2020	2020						1106					
Tewantin National Park (Indy/Shared trail)	QLD		1/03/2020	2020						1557					
Tewantin National Park (Indy/Shared trail)	QLD		1/04/2020	2020		2415									
Tewantin National Park (Indy/Shared trail)	QLD		1/05/2020	2020		12633									
Tewantin National Park (Indy/Shared trail)	QLD		1/06/2020	2020		4506									
Tewantin National Park (Milk Maid trail)	QLD		1/01/2018	2018						566					
Tewantin National Park (Milk Maid trail)	QLD		1/02/2018	2018		531									
Tewantin National Park (Milk Maid trail)	QLD		1/03/2018	2018		802									
Tewantin National Park (Milk Maid trail)	QLD		1/04/2018	2018						741					
Tewantin National Park (Milk Maid trail)	QLD		1/05/2018	2018		902									
Tewantin National Park (Milk Maid trail)	QLD		1/06/2018	2018		1295									
Tewantin National Park (Milk Maid trail)	QLD		1/07/2018	2018						1514					
Tewantin National Park (Milk Maid trail)	QLD		1/08/2018	2018		1112									
Tewantin National Park (Milk Maid trail)	QLD		1/09/2018	2018						1227					
Tewantin National Park (Milk Maid trail)	QLD		1/10/2018	2018		58074									
Tewantin National Park (Milk Maid trail)	QLD		1/11/2018	2018		2298									
Tewantin National Park (Milk Maid trail)	QLD		1/12/2018	2018						937					
Tewantin National Park (Milk Maid trail)	QLD		1/01/2019	2019		1139									
Tewantin National Park (Milk Maid trail)	QLD		1/02/2019	2019		869									
Tewantin National Park (Milk Maid trail)	QLD		1/03/2019	2019		894									
Tewantin National Park (Milk Maid trail)	QLD		1/04/2019	2019		1248									
Tewantin National Park (Milk Maid trail)	QLD		1/05/2019	2019		1440									
Tewantin National Park (Milk Maid trail)	QLD		1/06/2019	2019						1293					
Tewantin National Park (Milk Maid trail)	QLD		1/07/2019	2019		1292									
Tewantin National Park (Milk Maid trail)	QLD		1/08/2019	2019		241									
Tewantin National Park (Milk Maid trail)	QLD		1/09/2019	2019						717					
Tewantin National Park (Milk Maid trail)	QLD		1/10/2019	2019		1185									
Tewantin National Park (Milk Maid trail)	QLD		1/11/2019	2019		734									
Tewantin National Park (Milk Maid trail)	QLD		1/12/2019	2019						698					
Tewantin National Park (Milk Maid trail)	QLD		1/01/2020	2020		759									
Tewantin National Park (Milk Maid trail)	QLD		1/02/2020	2020						267					
Tewantin National Park (Milk Maid trail)	QLD		1/03/2020	2020						369					
Tewantin National Park (Milk Maid trail)	QLD		1/04/2020	2020		548									
Tewantin National Park (Milk Maid trail)	QLD		1/05/2020	2020		2713									
Tewantin National Park (Milk Maid trail)	QLD		1/06/2020	2020		844									
South Boundary Road	QLD			2010											5803
Bunyaville (Track 2 - Jurassic)	QLD			2008/2009											8115
Bunyaville (Track 2 - Jurassic)	QLD			2009/2010											6500
Bunyaville (Track 2 - Jurassic)	QLD			2011/2012											4563
Bunyaville (Track 4 - Creek)	QLD			2008/2009											9948
Bunyaville (Track 4 - Creek)	QLD			2009/2010											7897
Bunyaville (Track 1 - Wallaby)	QLD			2016/2017											15073
Bunyaville (Track 2 - Jurassic)	QLD			2016/2017											26962
Bunyaville (Track 3)	QLD			2016/2017											26874
Bunyaville (Track 4 - Creek)	QLD			2016/2017											34999
Bunyaville (Track 5)	QLD			2016/2017											24752
Bunyaville (Track 6)	QLD			2016/2017											34826
Bunyaville (Track 7)	QLD			2016/2017											24577
Bunyaville (Track 8)	QLD			2016/2017											8049
Bunyaville (Track 9 - Minivan)	QLD			2016/2017											18364
Bunyaville (Track 10)	QLD			2016/2017											19226
Samford (Lomandra Mtn Bike Skills Park)	QLD			2016/2017											78935
Samford (Lomandra Kombie Track)	QLD			2016/2017											42108
Samford (Track 5 - Sunset)	QLD			2017/2018											5649
Samford (Track 7 - Bandicoot)	QLD			2017/2018											5200
Samford (Track 4 - Lorikeet)	QLD			2017/2018											8600
Samford (Track 1 - Pipeline)	QLD			2017/2018											
Bunyaville (Track 1 - Wallaby)	QLD			2018/2019											34990
Bunyaville (Track 4 - Creek)	QLD			2018/2019											26512
Bunyaville (Track 9 - Minivan)	QLD			2018/2019											24280
Bunyaville (Track 2 - Jurassic)	QLD			2018/2019											24276
Samford (Track 1 - Pipeline)	QLD			2008/2009											1036
Samford (Track 1 - Pipeline)	QLD			2009/2010											1489
Samford (Track 9 - West Link)	QLD			2019/2020										5	24343
Samford (Track 10 - East Link)	QLD			2019/2020										5	49936
Samford (Warm up track Lomandra)	QLD			2018/2019											72421
Samford (Track 8 - Kombi)	QLD			2018/2019											35959
Samford (Track 2 - Tank)	QLD			2018/2019											14365
Samford (Track 3 - Fitness trail)	QLD			2018/2019											12051
Samford (Lanita Rail Trail - Ferny Grove End)	QLD			2018/2019											76000

MTBA Trail Counts																
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year		
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year	
Promisland Cordalba SF	QLD		2018								4121	Feb				
Promisland Cordalba SF	QLD		2018								753	Mar				
Promisland Cordalba SF	QLD		2018								687	Apr				
Promisland Cordalba SF	QLD		2018								875	May				
Promisland Cordalba SF	QLD		2018								527	Jun				
Promisland Cordalba SF	QLD		2018								696	Jul				
Promisland Cordalba SF	QLD		2018								607	Aug				
Promisland Cordalba SF	QLD		2018								733	Sep				
Promisland Cordalba SF	QLD		2018								564	Oct				
Promisland Cordalba SF	QLD		2018								540	Nov				
Promisland Cordalba SF	QLD		2019								914	Apr				
Promisland Cordalba SF	QLD		2019								656	May				
Promisland Cordalba SF	QLD		2019								707	Jun				
Promisland Cordalba SF	QLD		2019								663	Jul				
Promisland Cordalba SF	QLD		2019													
Promisland Cordalba SF	QLD		2019													
Promisland Cordalba SF	QLD		2019													
Promisland Cordalba SF	QLD		2019													
Promisland Cordalba SF	QLD		2019													
Promisland Cordalba SF	QLD	2017 to 2020	2020					26.70%								
Toogoom	QLD	2016 to 2017	2016								1189	Jan				
Toogoom	QLD	2016 to 2017	2016								316	Feb				
Toogoom	QLD	2016 to 2017	2016								1054	Mar				
Toogoom	QLD	2016 to 2017	2016								942	Apr				
Toogoom	QLD	2016 to 2017	2016								790	Sept				
Toogoom	QLD	2016 to 2017	2016								514	Oct				
Toogoom	QLD	2016 to 2017	2016								379	Nov				
Toogoom	QLD	2016 to 2017	2016								896	Dec				
Toogoom	QLD	2017 to 2018	2017								776	Jan				
Toogoom	QLD	2017 to 2018	2017								583	Feb				
Toogoom	QLD	2017 to 2018	2017								264	Mar				
Toogoom	QLD	2017 to 2018	2017								1058	Apr				
Toogoom	QLD	2017 to 2018	2017								138	May				
Toogoom	QLD	2017 to 2018	2017								29	Jun				
Toogoom	QLD	2017 to 2018	2017								1	Jul				
Toogoom	QLD	2017 to 2018	2017								18	Aug				
Toogoom	QLD	2018 to 2019	2018								372	Aug				
Toogoom	QLD	2018 to 2019	2018								455	Sept				
Toogoom	QLD	2018 to 2019	2018								286	Oct				
Toogoom	QLD	2018 to 2019	2018								278	Nov				
Toogoom	QLD	2018 to 2019	2018								140	Dec				
Toogoom	QLD	2019 to 2020	2019								70	Jan				
Toogoom	QLD	2019 to 2020	2019								40	Feb				
Toogoom	QLD	2019 to 2020	2019								2871	Mar				
Toogoom	QLD	2016 to 2020	2020					17.1								
BoF Lower	QLD	2019 to 2020	2019								881	Nov	12	1421		
BoF Lower	QLD	2019 to 2020	2019								540	Dec	12	1421		
BoF Upper	QLD	2019 to 2020	2020								1568	Nov	12	2549		
BoF Upper	QLD	2019 to 2020	2020								981	Dec	12	5301		
Flagstaff Trail Head	QLD	2019 to 2020	2019								4320	Nov	12	7511		
Flagstaff Trail Head	QLD	2019 to 2020	2019								3191	Dec	12	7511		
Lolla Tier 1	QLD	2019 to 2020	2019								579	Dec	12	579		
Town Link Trail	QLD	2019 to 2020	2019								3813	Dec	12	3813		
BoF Lower	QLD	2020 to 2021	2020								637	Jan	12			
BoF Lower	QLD	2020 to 2021	2020								498	Feb	12			
BoF Upper	QLD	2020 to 2021	2020								1231	Jan	12			
BoF Upper	QLD	2020 to 2021	2020								916	Feb	12			
Flagstaff Trail Head	QLD	2020 to 2021	2020								5469	Jan	12			
Flagstaff Trail Head	QLD	2020 to 2021	2020								1539	Feb	12			
Lolla Tier 1	QLD	2020 to 2021	2020								712	Jan	12			
Lolla Tier 1	QLD	2020 to 2021	2020								437	Feb	12			
Town Link Trail	QLD	2020 to 2021	2020								3449	Jan	12			
Town Link Trail	QLD	2020 to 2021	2020								1592	Feb	12			
Sugar Bag Road (Milky Way)	QLD	Jan to June 2020	2020		236	403										
Sugar Bag Road (Party Mix)	QLD	Jan to June 2020	2020		22	53										
Sugar Bag Road (Beez Kneez)	QLD	Jan to June 2020	2020		104	178										
Mill Creek	NSW					284										
Sugar Bag Road (Milky Way)	QLD	Jan to Sept 22 2020	2020		200	401										
Sugar Bag Road (Party Mix)	QLD	Jan to Sept 22 2020	2020		28	72										
Sugar Bag Road (Beez Kneez)	QLD	Jan to Sept 22 2020	2020		101	188										
Bayview Conservation (Wolf Peach)	QLD	December	2015								2261	Dec				
Bayview Conservation (Wolf Peach)	QLD	Jan	2016								2040	Jan				
Bayview Conservation (Wolf Peach)	QLD	Feb	2016								1847	Feb				
Bayview Conservation (Wolf Peach)	QLD	Mar	2016								1690	Mar				
Bayview Conservation (Wolf Peach)	QLD	Apr	2016								2599	Apr				
Bayview Conservation (Wolf Peach)	QLD	May	2016								2107	May				
Bayview Conservation (Wolf Peach)	QLD	Jun	2016								3801	Jun				
Bayview Conservation (Wolf Peach)	QLD	Jul	2016								2026	Jul				
Bayview Conservation (Wolf Peach)	QLD	Aug	2016								2026	Aug				
Bayview Conservation (Wolf Peach)	QLD	Sep	2016								1811	Sep				
Bayview Conservation (Wolf Peach)	QLD	Oct	2016								1562	Oct				
Bayview Conservation (Wolf Peach)	QLD	Nov	2016								1340	Nov				
Bayview Conservation (Wolf Peach)	QLD	December	2016								2022	Dec				
Bayview Conservation (Wolf Peach)	QLD	January	2017								1650	Jan				
Bayview Conservation (Wolf Peach)	QLD	Feb	2017								1644	Feb				
Bayview Conservation (Wolf Peach)	QLD	Mar	2017								1340	Mar				
Bayview Conservation (Wolf Peach)	QLD	Apr	2017								1235	Apr				
Bayview Conservation (Wolf Peach)	QLD	May	2017								2290	May				
Bayview Conservation (Wolf Peach)	QLD	Apr	2018								5644	Apr				
Bayview Conservation (Wolf Peach)	QLD	Jun	2018								8246	Jun	2			
Bayview Conservation (Wolf Peach)	QLD	Sep	2018								7731	Sep	3			
Bayview Conservation (Wolf Peach)	QLD	Oct	2018								1623	Oct				
Bayview Conservation (Wolf Peach)	QLD	Nov	2018								2376	Nov				
Bayview Conservation (Wolf Peach)	QLD	Dec	2018								2081	Dec				
Bayview Conservation (Wolf Peach)	QLD	Jan	2019								2641	Jan				

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Bayview Conservation (Wolf Peach)	QLD	Feb	2019								1838	Feb				
Bayview Conservation (Wolf Peach)	QLD	Mar	2019								1331	Mar				
Bayview Conservation (Wolf Peach)	QLD	Apr	2019								2617	Apr				
Bayview Conservation (Wolf Peach)	QLD	May	2019								3283	May				
Bayview Conservation (Wolf Peach)	QLD	Jun	2019								3278	Jun				
Bayview Conservation (Wolf Peach)	QLD	Jul	2019								2509	Jul				
Bayview Conservation (Wolf Peach)	QLD	Aug	2019								2509	Aug				
Bayview Conservation (Wolf Peach)	QLD	Sep	2019								2384	Sep				
Bayview Conservation (Wolf Peach)	QLD	Jan	2020								6449	Jan	4			
Bayview Conservation (Wolf Peach)	QLD	Feb	2020								1630	Feb				
Bayview Conservation (Sorceress)	QLD	December	2015								2434	Dec				
Bayview Conservation (Sorceress)	QLD	Jan	2016								2050	Jan				
Bayview Conservation (Sorceress)	QLD	Feb	2016								2431	Feb				
Bayview Conservation (Sorceress)	QLD	Mar	2016								4474	Mar				
Bayview Conservation (Sorceress)	QLD	Apr	2016								3069	Apr				
Bayview Conservation (Sorceress)	QLD	May	2016								2638	May				
Bayview Conservation (Sorceress)	QLD	Jun	2016								4977	Jun				
Bayview Conservation (Sorceress)	QLD	Jul	2016								2291	Jul				
Bayview Conservation (Sorceress)	QLD	Aug	2016								2291	Aug				
Bayview Conservation (Sorceress)	QLD	Sep	2016								2138	Sep				
Bayview Conservation (Sorceress)	QLD	Oct	2016								2454	Oct				
Bayview Conservation (Sorceress)	QLD	Nov	2016								2038	Nov				
Bayview Conservation (Sorceress)	QLD	Dec	2016								2020	Dec				
Bayview Conservation (Sorceress)	QLD	Jan	2017								2218	Jan				
Bayview Conservation (Sorceress)	QLD	Feb	2017								1775	Feb				
Bayview Conservation (Sorceress)	QLD	Mar	2017								1618	Mar				
Bayview Conservation (Sorceress)	QLD	Apr	2017								694	Apr				
Bayview Conservation (Sorceress)	QLD	May	2017								376	May				
Bayview Conservation (Sorceress)	QLD	Apr	2018								2325	Apr				
Bayview Conservation (Sorceress)	QLD	Jun	2018								4531	Jun	2			
Bayview Conservation (Sorceress)	QLD	Sep	2018								4052	Sep	3			
Bayview Conservation (Sorceress)	QLD	Oct	2018								894	Oct				
Bayview Conservation (Sorceress)	QLD	Nov	2018								1495	Nov				
Bayview Conservation (Sorceress)	QLD	Dec	2018								880	Dec				
Bayview Conservation (Sorceress)	QLD	Jan	2019								822	Jan				
Bayview Conservation (Sorceress)	QLD	Feb	2019								535	Feb				
Bayview Conservation (Sorceress)	QLD	Mar	2019								504	Mar				
Bayview Conservation (Sorceress)	QLD	Apr	2019								1740	Apr				
Bayview Conservation (Sorceress)	QLD	May	2019								2466	May				
Bayview Conservation (Sorceress)	QLD	Jun	2019								3614	Jun				
Bayview Conservation (Sorceress)	QLD	Jul	2019								1904	Jul				
Bayview Conservation (Sorceress)	QLD	Aug	2019								1904	Aug				
Bayview Conservation (Sorceress)	QLD	Sep	2019								1615	Sep				
Bayview Conservation (Sorceress)	QLD	Jan	2020								5230	Jan	4			
Bayview Conservation (Sorceress)	QLD	Feb	2020								1379	Feb				
Bayview Conservation (Days Rd)	QLD	Dec	2015								507	Dec				
Bayview Conservation (Days Rd)	QLD	Jan	2016								3428	Jan				
Bayview Conservation (Days Rd)	QLD	Feb	2016								2822	Feb				
Bayview Conservation (Days Rd)	QLD	Mar	2016								707	Mar				
Bayview Conservation (Days Rd)	QLD	Apr	2016								577	Apr				
Bayview Conservation (Days Rd)	QLD	May	2016								2532	May				
Bayview Conservation (Days Rd)	QLD	Jun	2016								2063	Jun				
Bayview Conservation (Days Rd)	QLD	Jul	2016								2170	Jul				
Bayview Conservation (Days Rd)	QLD	Aug	2016								2116	Aug				
Bayview Conservation (Days Rd)	QLD	Sep	2016								1961	Sep				
Bayview Conservation (Days Rd)	QLD	Oct	2016								2353	Oct				
Bayview Conservation (Days Rd)	QLD	Nov	2016								1776	Nov				
Bayview Conservation (Days Rd)	QLD	Dec	2016								1878	Dec				
Bayview Conservation (Days Rd)	QLD	Jan	2017								1510	Jan				
Bayview Conservation (Days Rd)	QLD	Feb	2017								1176	Feb				
Bayview Conservation (Days Rd)	QLD	Mar	2017								799	Mar				
Bayview Conservation (Days Rd)	QLD	Apr	2017								1263	Apr				
Bayview Conservation (Days Rd)	QLD	May	2017								2124	May				
Bayview Conservation (Days Rd)	QLD	Jul	2017								2219	Jul				
Bayview Conservation (Days Rd)	QLD	Aug	2017								3470	Aug				
Bayview Conservation (Days Rd)	QLD	Sep	2017								3311	Sep				
Bayview Conservation (Days Rd)	QLD	Oct	2017								2675	Oct				
Bayview Conservation (Days Rd)	QLD	Nov	2017								3071	Nov				
Bayview Conservation (Days Rd)	QLD	Dec	2017								3067	Dec				
Bayview Conservation (Days Rd)	QLD	Apr	2018								9388	Apr				
Bayview Conservation (Days Rd)	QLD	Jun	2018								4090	Jun	2			
Bayview Conservation (Days Rd)	QLD	Sep	2018								5054	Sep	3			
Bayview Conservation (Days Rd)	QLD	Oct	2018								928	Oct				
Bayview Conservation (Days Rd)	QLD	Nov	2018								1383	Nov				
Bayview Conservation (Days Rd)	QLD	Dec	2018								1561	Dec				
Bayview Conservation (Days Rd)	QLD	Jan	2019								1579	Jan				
Bayview Conservation (Days Rd)	QLD	Feb	2019								1064	Feb				
Bayview Conservation (Days Rd)	QLD	Mar	2019								1501	Mar				
Bayview Conservation (Days Rd)	QLD	Apr	2019								1372	Apr				
Bayview Conservation (Days Rd)	QLD	May	2019								1962	May				
Bayview Conservation (Days Rd)	QLD	Jun	2019								1399	Jun				
Bayview Conservation (Days Rd)	QLD	Jul	2019								1497	Jul				
Bayview Conservation (Days Rd)	QLD	Aug	2019								1497	Aug				
Bayview Conservation (Days Rd)	QLD	Sep	2019								1172	Sep				
Bayview Conservation (Days Rd)	QLD	Jan	2020								2740	Jan	4			
Bayview Conservation (Days Rd)	QLD	Feb	2020								843	Feb				
Bayview Conservation (You're Kidding)	QLD	Jun	2017								1447	Jun				
Bayview Conservation (You're Kidding)	QLD	Jul	2017								4106	Jul				
Bayview Conservation (You're Kidding)	QLD	Aug	2017								2107	Aug				
Bayview Conservation (You're Kidding)	QLD	Sep	2017								1248	Sep				
Bayview Conservation (You're Kidding)	QLD	Oct	2017								606	Oct				
Bayview Conservation (You're Kidding)	QLD	Nov	2017								235	Nov				
Bayview Conservation (Sharks Tail)	QLD	Jun	2017								637	Jun				
Bayview Conservation (Sharks Tail)	QLD	Jul	2017								416	Jul				
Bayview Conservation (Sharks Tail)	QLD	Aug	2017								595	Aug				



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											Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Bayview Conservation (Sharks Tail)	QLD	Sep	2017								600	Sep			
Bayview Conservation (Sharks Tail)	QLD	Oct	2017								489	Oct			
Bayview Conservation (Sharks Tail)	QLD	Nov	2017								376	Nov			
Bayview Conservation (Sharks Tail)	QLD	Dec	2017								447	Dec			
Bayview Conservation (Sharks Tail)	QLD	Feb	2018								1335	Feb	2		
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jun	2017								4962	Jun			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jul	2017								2454	Jul			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Aug	2017								3580	Aug			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Sep	2017								3247	Sep			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Oct	2017								2912	Oct			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Nov	2017								2472	Nov			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Dec	2017								2580	Dec			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Apr	2018								8709	Apr	4		
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jun	2018								6515	Jun	2		
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Sep	2018								10481	Sep	3		
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Oct	2018								2685	Oct			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Nov	2018								2658	Nov			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Dec	2018								3025	Dec			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jan	2019								2905	Jan			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Feb	2019								2193	Feb			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Mar	2019								1645	Mar			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Apr	2019								2997	Apr			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	May	2019								3853	May			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jun	2019								3117	Jun			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jul	2019								3700	Jul			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Aug	2019								3700	Aug			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Sep	2019								3160	Sep			
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Jan	2020								8377	Jan	4		
Redland Track Park (Scribbly Gums -Flinders St)	QLD	Feb	2020								2604	Feb			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jun	2017								2965	Jun			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jul	2017								1509	Jul			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Aug	2017								2560	Aug			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Sep	2017								2154	Sep			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Oct	2017								1885	Oct			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Nov	2017								1577	Nov			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Dec	2017								1601	Dec			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Apr	2018								7425	Apr	4		
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jun	2018								4675	Jun	2		
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Sep	2018								7476	Sep	3		
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Oct	2018								3123	Oct			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Nov	2018								2373	Nov			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Dec	2018								2574	Dec			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jan	2019								2637	Jan			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Feb	2019								2389	Feb			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Mar	2019								2011	Mar			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Apr	2019								2707	Apr			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	May	2019								2892	May			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jun	2019								2656	Jun			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jul	2019								2867	Jul			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Aug	2019								2867	Aug			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Sep	2019								2688	Sep			
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Jan	2020								7295	Jan	4		
Redland Track Park (Scribbly Gums -McDonald Rd)	QLD	Feb	2020								2489	Feb			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jun	2017								2308	Jun			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jul	2017								1331	Jul			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Aug	2017								1624	Aug			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Sep	2017								1438	Sep			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Oct	2017								1252	Oct			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Nov	2017								1064	Nov			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Dec	2017								1154	Dec			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Apr	2018								3997	Apr	4		
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jun	2018								3174	Jun	2		
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Sep	2018								4725	Sep	3		
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Oct	2018								1324	Oct			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Nov	2018								1386	Nov			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Dec	2018								1315	Dec			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jan	2019								1572	Jan			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Feb	2019								1236	Feb			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Mar	2019								1037	Mar			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Apr	2019								1278	Apr			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	May	2019								1515	May			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jun	2019								1159	Jun			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jul	2019								1538	Jul			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Aug	2019								1538	Aug			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Sep	2019								1468	Sep			
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Jan	2020								3766	Jan	4		
Redland Track Park (Scribbly Gums -Clarke St)	QLD	Feb	2020								1292	Feb			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Jun	2017								657	Jun			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Jul	2017								416	Jul			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Aug	2017								612	Aug			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Sep	2017								568	Sep			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Oct	2017								523	Oct			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Nov	2017								478	Nov			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Dec	2017								456	Dec			
Redland Track Park (Scribbly Gums -Firing Line)	QLD	Feb	2018								1105	Feb	2		
Bay Conservation (Whispering Woods)	QLD	Apr	2018								8565	Apr	2		
Bay Conservation (Whispering Woods)	QLD	Sep	2018								50310	Sep	5		
Bay Conservation (Whispering Woods)	QLD	Oct	2018								686	Oct			
Bay Conservation (Whispering Woods)	QLD	Nov	2018								949	Nov			
Bay Conservation (Whispering Woods)	QLD	Dec	2018								1347	Dec			
Bay Conservation (Whispering Woods)	QLD	Jan	2019								1236	Jan			
Bay Conservation (Whispering Woods)	QLD	Feb	2019								786	Feb			
Bay Conservation (Whispering Woods)	QLD	Mar	2019								713	Mar			
Bay Conservation (Whispering Woods)	QLD	Apr	2019								4800	Apr			
Bay Conservation (Whispering Woods)	QLD	May	2019								5769	May			

MTBA Trail Counts															
If information is provided by date															
Trail	State	Date	Year	Recorded number of MTB Riders	Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB				If data is provided per month			If data is provided per year	
							Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year	
Bay Conservation (Whispering Woods)	QLD	Jun	2019								6041 Jun				
Bay Conservation (Whispering Woods)	QLD	Jul	2019								12195 Jul				
Bay Conservation (Whispering Woods)	QLD	Aug	2019								12195 Aug				
Bay Conservation (Whispering Woods)	QLD	Sep	2019								4123 Sep				
Bay Conservation (Whispering Woods)	QLD	Jan	2020								2523 Jan	4			
Bay Conservation (Whispering Woods)	QLD	Feb	2020								840 Feb				
Bay Conservation (Days Rd Horse stile)	QLD	Nov	2018								24 Nov				
Bay Conservation (Days Rd Horse stile)	QLD	Dec	2018								23 Dec				
Bay Conservation (Days Rd Horse stile)	QLD	Jan	2019								18 Jan				
Bay Conservation (Days Rd Horse stile)	QLD	Feb	2019								17 Feb				
Bay Conservation (Days Rd Horse stile)	QLD	Mar	2019								8 Mar				
Bay Conservation (Days Rd Horse stile)	QLD	Apr	2019								11 Apr				
Bay Conservation (Days Rd Horse stile)	QLD	May	2019								8 May				
Bay Conservation (Days Rd Horse stile)	QLD	Jun	2019								9 Jun				
Bay Conservation (Days Rd Horse stile)	QLD	Jul	2019								8 Jul				
Bay Conservation (Days Rd Horse stile)	QLD	Aug	2019								8 Aug				
Bay Conservation (Days Rd Horse stile)	QLD	Sep	2019								21 Sep				
Bay Conservation (Days Rd Horse stile)	QLD	Jan	2020								88 Jan	4			
Bay Conservation (Days Rd Horse stile)	QLD	Feb	2020								16 Feb				
Bay Conservation (Day user area horse stile)	QLD	Nov	2018								40 Nov				
Bay Conservation (Day user area horse stile)	QLD	Dec	2018								10 Dec				
Bay Conservation (Day user area horse stile)	QLD	Jan	2019								14 Jan				
Bay Conservation (Day user area horse stile)	QLD	Feb	2019								21 Feb				
Bay Conservation (Day user area horse stile)	QLD	Mar	2019								25 Mar				
Bay Conservation (Day user area horse stile)	QLD	Apr	2019								25 Apr				
Bay Conservation (Day user area horse stile)	QLD	May	2019								32 May				
Bay Conservation (Day user area horse stile)	QLD	Jun	2019								32 Jun				
Bay Conservation (Day user area horse stile)	QLD	Jul	2019								23 Jul				
Bay Conservation (Day user area horse stile)	QLD	Aug	2019								23 Aug				
Bay Conservation (Day user area horse stile)	QLD	Sep	2019								21 Sep				
Bay Conservation (Day user area horse stile)	QLD	Jan	2020								82 Jan	4			
Bay Conservation (Day user area horse stile)	QLD	Feb	2020								31 Feb				
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		22/11/2013	2013											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		23/04/2014	2014											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		20/09/2014	2014											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		23/12/2014	2014											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		10/03/2015	2015											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		8/01/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		16/03/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		5/04/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		1/07/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		16/09/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		22/12/2016	2016											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		6/01/2017	2017											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		13/04/2017	2017											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		20/04/2017	2017											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		25/01/2018	2018											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		16/03/2018	2018											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		3/12/2018	2018											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		15/03/2019	2019											
Lake Jindabyne Concrete Foreshore (from Lake Jindabyne Hotel)	QLD		3/03/2020	2020											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		22/11/2013	2013											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		17/04/2014	2014											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		23/04/2014	2014											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		20/09/2014	2014											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		23/12/2015	2015											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		10/03/2015	2015											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		12/04/2015	2015											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		8/01/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		16/03/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		5/04/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		1/07/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		16/09/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		22/12/2016	2016											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		6/01/2017	2017											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		13/04/2017	2017											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		20/04/2017	2017											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		25/01/2018	2018											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		16/03/2018	2018											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		3/12/2018	2018											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		15/12/2019	2019											
Lake Jindabyne CFS (shared trail-First Bridge from Cobbon Crescent)	QLD		6/03/2020	2020											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		17/04/2014	2014											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		23/04/2014	2014											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		20/09/2014	2014											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		23/12/2014	2014											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		10/03/2015	2015											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		12/04/2015	2015											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		8/01/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		16/03/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		5/04/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		1/07/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		16/09/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		22/12/2016	2016											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		6/01/2017	2017											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		13/04/2017	2017											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		20/04/2017	2017											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		16/03/2018	2018											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		3/12/2018	2018											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		15/12/2019	2019											
Lake Jindabyne CFS (shared trail-Mill Creek, Tyrolean trail head)	QLD		6/03/2020	2020											
Lake Jindabyne CFS (shared trail-Hatchery Bay bridge)	QLD		1/01/2018	2018									12	28000	
Lake Jindabyne CFS (shared trail-Hatchery Bay bridge)	QLD		1/01/2019	2019									12	56000	
Lake Jindabyne CFS (shared trail-Hatchery Bay bridge)	QLD		1/03/2020 to 30/03/2020	2020											
Smithfield MTB2	QLD		17/11/2018	2018											
							281								

MTBA Trail Counts															
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year	
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Smithfield MTB2	QLD	27/08/2017	2017			281									
Smithfield MTB2	QLD	25/08/2019	2019			262									
Smithfield MTB2	QLD	1/03/2020 to 30/03/2020	2020		54	115									
Bunyaville CP (Track 9 - Minivan)	QLD	23/01/2020	2020	4898											
Bunyaville CP (Track 9 - Minivan)	QLD	19/02/2020	2020	1667											
Bunyaville CP (Track 9 - Minivan)	QLD	14/04/2020	2020	6045											
Bunyaville CP (Track 9 - Minivan)	QLD	30/06/2020	2020	10067											
Bunyaville CP (Track 2- Jurassic)	QLD	23/01/2020	2020	6094											
Bunyaville CP (Track 2- Jurassic)	QLD	19/02/2020	2020	1058											
Bunyaville CP (Track 2- Jurassic)	QLD	14/04/2020	2020	5070											
Bunyaville CP (Track 2- Jurassic)	QLD	29/06/2020	2020	10497											
Bunyaville CP (Track 4 - Creek)	QLD	22/01/2020	2020	4273											
Bunyaville CP (Track 4 - Creek)	QLD	19/02/2020	2020	1089											
Bunyaville CP (Track 4 - Creek)	QLD	14/04/2020	2020	4954											
Bunyaville CP (Track 4 - Creek)	QLD	29/06/2020	2020	12099											
Bunyaville CP (Track 1 - Wallaby)	QLD	23/01/2020	2020	6973											
Bunyaville CP (Track 1 - Wallaby)	QLD	19/02/2020	2020	1538											
Bunyaville CP (Track 1 - Wallaby)	QLD	14/04/2020	2020	6773											
Samford CP - Ironbark Trail head (horse counter)	QLD	Oct-19	2019									9 Oct			
Samford CP - Ironbark Trail head (horse counter)	QLD	Nov	2019									20 Nov			
Samford CP - Ironbark Trail head (horse counter)	QLD	Jan	2020									54 Jan			
Samford CP - Ironbark Trail head (horse counter)	QLD	Apr	2020									12 Apr			
Samford CP - Ironbark Trail head (horse counter)	QLD	May	2020									3 May			
Samford CP - Ironbark Trail head (horse counter)	QLD	Jun	2020									8 Jun			
Samford CP - Ironbark Trail head (horse counter)	QLD	Jul	2020									20 Jul			
Samford CP (Track 9 - West Link)	QLD	Oct	2019									1021 Oct			
Samford CP (Track 9 - West Link)	QLD	Nov	2019									754 Nov			
Samford CP (Track 9 - West Link)	QLD	Jan	2020									5085 Jan			
Samford CP (Track 9 - West Link)	QLD	Feb	2020									3283 Feb			
Samford CP (Track 9 - West Link)	QLD	Mar	2020									3392 Mar			
Samford CP (Track 9 - West Link)	QLD	Apr	2020									3043 Apr			
Samford CP (Track 9 - West Link)	QLD	May	2020									3531 May			
Samford CP (Track 9 - West Link)	QLD	Jun	2020									3578 Jun			
Samford CP (Track 9 - West Link)	QLD	Jul	2020									3102 Jul			
Samford CP (Track 10 - East Link)	QLD	Oct	2019									4562 Oct			
Samford CP (Track 10 - East Link)	QLD	Nov	2019									2845 Nov			
Samford CP (Track 10 - East Link)	QLD	Jan	2020									9689 Jan	2		
Samford CP (Track 10 - East Link)	QLD	Feb	2020									3711 Feb			
Samford CP (Track 10 - East Link)	QLD	Mar	2020									5297 Mar			
Samford CP (Track 10 - East Link)	QLD	Apr	2020									7935 Apr			
Samford CP (Track 10 - East Link)	QLD	May	2020									11897 May			
Samford CP (Track 10 - East Link)	QLD	Jun	2020									11185 Jun			
Samford CP (Track 10 - East Link)	QLD	Jul	2020									10399 Jul			
Samford CP (Track 5 - Sunset - top entrance)	QLD	Jun	2020									2104 Jun			
Samford CP (Track 5 - Sunset - top entrance)	QLD	Jul	2020									1666 Jul			
D'Aguilar NP - South Boundary Rd	QLD	Sep	2019									896 Sep			
D'Aguilar NP - South Boundary Rd	QLD	Oct	2019									1776 Oct			
D'Aguilar NP - South Boundary Rd	QLD	Nov	2019									208 Nov			
D'Aguilar NP - South Boundary Rd	QLD	Jan	2020									2908 Jan	2		
D'Aguilar NP - South Boundary Rd	QLD	Feb	2020									2357 Feb			
D'Aguilar NP - South Boundary Rd	QLD	Mar	2020									3192 Mar			
D'Aguilar NP - South Boundary Rd	QLD	Apr	2020									4036 Apr			
D'Aguilar NP - South Boundary Rd	QLD	May	2020									2989 May			
D'Aguilar NP - South Boundary Rd	QLD	Jun	2020									1333 Jun			
D'Aguilar NP - South Boundary Rd	QLD	Jul	2020									684 Jul			
Daisy Hill - Possum Box	QLD	Jan	2019									3471 Jan		30482	
Daisy Hill - Possum Box	QLD	Feb	2019									1120 Feb			
Daisy Hill - Possum Box	QLD	Mar	2019									1120 Mar			
Daisy Hill - Possum Box	QLD	May	2019									3289 May			
Daisy Hill - Possum Box	QLD	Jun	2019									3750 Jun			
Daisy Hill - Possum Box	QLD	Jul	2019									2071 Jul			
Daisy Hill - Possum Box	QLD	Aug	2019									2070 Aug			
Daisy Hill - Possum Box	QLD	Sep	2019									3150 Sep			
Daisy Hill - Possum Box	QLD	Oct	2019									3805 Oct			
Daisy Hill - Possum Box	QLD	Nov	2019									3057 Nov			
Daisy Hill - Possum Box	QLD	Dec	2019									3579 Dec			
Daisy Hill - Lace Monitor	QLD	Jan	2019									1893 Jan		35673	
Daisy Hill - Lace Monitor	QLD	Feb	2019									1934 Feb			
Daisy Hill - Lace Monitor	QLD	Mar	2019									1934 Mar			
Daisy Hill - Lace Monitor	QLD	Apr	2019									2700 Apr			
Daisy Hill - Lace Monitor	QLD	May	2019									3645 May			
Daisy Hill - Lace Monitor	QLD	Jun	2019									2829 Jun			
Daisy Hill - Lace Monitor	QLD	Jul	2019									3619 Jul			
Daisy Hill - Lace Monitor	QLD	Aug	2019									3619 Aug			
Daisy Hill - Lace Monitor	QLD	Sep	2019									3130 Sep			
Daisy Hill - Lace Monitor	QLD	Oct	2019									4055 Oct			
Daisy Hill - Lace Monitor	QLD	Nov	2019									2524 Nov			
Daisy Hill - Lace Monitor	QLD	Dec	2019									3791 Dec			
Daisy Hill - Quarry Rd	QLD	Jan	2019									21213 Jan		170951	
Daisy Hill - Quarry Rd	QLD	Feb	2019									9557 Feb			
Daisy Hill - Quarry Rd	QLD	Mar	2019									9557 Mar			
Daisy Hill - Quarry Rd	QLD	Apr	2019									13205 Apr			
Daisy Hill - Quarry Rd	QLD	May	2019									14873 May			
Daisy Hill - Quarry Rd	QLD	Jun	2019									12547 Jun			
Daisy Hill - Quarry Rd	QLD	Jul	2019									14143 Jul			
Daisy Hill - Quarry Rd	QLD	Aug	2019									14143 Aug			
Daisy Hill - Quarry Rd	QLD	Sep	2019									13912 Sep			
Daisy Hill - Quarry Rd	QLD	Oct	2019									15920 Oct			
Daisy Hill - Quarry Rd	QLD	Nov	2019									14330 Nov			
Daisy Hill - Quarry Rd	QLD	Dec	2019									17551 Dec			
Daisy Hill - Horse Trough TDUA	QLD	Jan	2019									7676 Jan		72359	
Daisy Hill - Horse Trough TDUA	QLD	Feb	2019									3785 Feb			
Daisy Hill - Horse Trough TDUA	QLD	Mar	2019									3785 Mar			
Daisy Hill - Horse Trough TDUA	QLD	Apr	2019									6300 Apr			
Daisy Hill - Horse Trough TDUA	QLD	May	2019									7530 May			

MTBA Trail Counts															
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year	
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Daisy Hill - Horse Trough TDUA	QLD	Jun	2019								6126	Jun			
Daisy Hill - Horse Trough TDUA	QLD	Jul	2019								6745	Jul			
Daisy Hill - Horse Trough TDUA	QLD	Aug	2019								6745	Aug			
Daisy Hill - Horse Trough TDUA	QLD	Sep	2019								6746	Sep			
Daisy Hill - Horse Trough TDUA	QLD	Oct	2019								5640	Oct			
Daisy Hill - Horse Trough TDUA	QLD	Nov	2019								5640	Nov			
Daisy Hill - Horse Trough TDUA	QLD	Dec	2019								5641	Dec			
Daisy Hill - Jumping Ant	QLD	Jan	2019								5454	Jan		45397	
Daisy Hill - Jumping Ant	QLD	Feb	2019								2715	Feb			
Daisy Hill - Jumping Ant	QLD	Mar	2019								2715	Mar			
Daisy Hill - Jumping Ant	QLD	Apr	2019								3570	Apr			
Daisy Hill - Jumping Ant	QLD	May	2019								4115	May			
Daisy Hill - Jumping Ant	QLD	Jun	2019								284	Jun			
Daisy Hill - Jumping Ant	QLD	Jul	2019								4991	Jul			
Daisy Hill - Jumping Ant	QLD	Aug	2019								4991	Aug			
Daisy Hill - Jumping Ant	QLD	Sep	2019								4130	Sep			
Daisy Hill - Jumping Ant	QLD	Oct	2019								4708	Oct			
Daisy Hill - Jumping Ant	QLD	Nov	2019								3572	Nov			
Daisy Hill - Jumping Ant	QLD	Dec	2019								4152	Dec			
Daisy Hill - Chipline	QLD	Jan	2019								5706	Jan		46488	
Daisy Hill - Chipline	QLD	Feb	2019								2555	Feb			
Daisy Hill - Chipline	QLD	Mar	2019								2555	Mar			
Daisy Hill - Chipline	QLD	Apr	2019								3805	Apr			
Daisy Hill - Chipline	QLD	May	2019								4476	May			
Daisy Hill - Chipline	QLD	Jun	2019								3767	Jun			
Daisy Hill - Chipline	QLD	Jul	2019								4028	Jul			
Daisy Hill - Chipline	QLD	Aug	2019								4029	Aug			
Daisy Hill - Chipline	QLD	Sep	2019								3741	Sep			
Daisy Hill - Chipline	QLD	Oct	2019								4650	Oct			
Daisy Hill - Chipline	QLD	Nov	2019								3378	Nov			
Daisy Hill - Chipline	QLD	Dec	2019								3798	Dec			
Daisy Hill - Gillians	QLD	Jan	2019								5289	Jan		42674	
Daisy Hill - Gillians	QLD	Feb	2019								2835	Feb			
Daisy Hill - Gillians	QLD	Mar	2019								2835	Mar			
Daisy Hill - Gillians	QLD	Apr	2019								3136	Apr			
Daisy Hill - Gillians	QLD	May	2019								3606	May			
Daisy Hill - Gillians	QLD	Jun	2019								2864	Jun			
Daisy Hill - Gillians	QLD	Jul	2019								3388	Jul			
Daisy Hill - Gillians	QLD	Aug	2019								3387	Aug			
Daisy Hill - Gillians	QLD	Sep	2019								3357	Sep			
Daisy Hill - Gillians	QLD	Oct	2019								4016	Oct			
Daisy Hill - Gillians	QLD	Nov	2019								3740	Nov			
Daisy Hill - Gillians	QLD	Dec	2019								4221	Dec			
Daisy Hill - Dennis Rd	QLD	Jan	2019								8707	Jan		77194	
Daisy Hill - Dennis Rd	QLD	Feb	2019								3058	Feb			
Daisy Hill - Dennis Rd	QLD	Mar	2019								3058	Mar			
Daisy Hill - Dennis Rd	QLD	Apr	2019								6980	Apr			
Daisy Hill - Dennis Rd	QLD	May	2019								7609	May			
Daisy Hill - Dennis Rd	QLD	Jun	2019								6830	Jun			
Daisy Hill - Dennis Rd	QLD	Jul	2019								6199	Jul			
Daisy Hill - Dennis Rd	QLD	Aug	2019								6199	Aug			
Daisy Hill - Dennis Rd	QLD	Sep	2019								7180	Sep			
Daisy Hill - Dennis Rd	QLD	Oct	2019								8087	Oct			
Daisy Hill - Dennis Rd	QLD	Nov	2019								6672	Nov			
Daisy Hill - Dennis Rd	QLD	Dec	2019								6615	Dec			
Daisy Hill - Tree Discovery	QLD	Jan	2019								2760	Jan		24868	
Daisy Hill - Tree Discovery	QLD	Apr	2019								3080	Apr			
Daisy Hill - Tree Discovery	QLD	May	2019								2812	May			
Daisy Hill - Tree Discovery	QLD	Jun	2019								2535	Jun			
Daisy Hill - Tree Discovery	QLD	Jul	2019								2615	Jul			
Daisy Hill - Tree Discovery	QLD	Aug	2019								2615	Aug			
Daisy Hill - Tree Discovery	QLD	Sep	2019								2479	Sep			
Daisy Hill - Tree Discovery	QLD	Oct	2019								2505	Oct			
Daisy Hill - Tree Discovery	QLD	Nov	2019								1488	Nov			
Daisy Hill - Tree Discovery	QLD	Dec	2019								1979	Dec			
Daisy Hill - venman Tingalpack	QLD	Jan	2019								1167	Jan		11973	
Daisy Hill - venman Tingalpack	QLD	Feb	2019								561	Feb			
Daisy Hill - venman Tingalpack	QLD	Mar	2019								561	Mar			
Daisy Hill - venman Tingalpack	QLD	Apr	2019								1306	Apr			
Daisy Hill - venman Tingalpack	QLD	May	2019								1401	May			
Daisy Hill - venman Tingalpack	QLD	Jun	2019								1369	Jun			
Daisy Hill - venman Tingalpack	QLD	Jul	2019								1154	Jul			
Daisy Hill - venman Tingalpack	QLD	Aug	2019								1154	Aug			
Daisy Hill - venman Tingalpack	QLD	Sep	2019								893	Sep			
Daisy Hill - venman Tingalpack	QLD	Oct	2019								1142	Oct			
Daisy Hill - venman Tingalpack	QLD	Nov	2019								596	Nov			
Daisy Hill - venman Tingalpack	QLD	Dec	2019								669	Dec			
Daisy Hill - Avalon Rd	QLD	Jan	2019								5306	Jan		45644	
Daisy Hill - Avalon Rd	QLD	Feb	2019								2449	Feb			
Daisy Hill - Avalon Rd	QLD	Mar	2019								2449	Mar			
Daisy Hill - Avalon Rd	QLD	Apr	2019								3233	Apr			
Daisy Hill - Avalon Rd	QLD	May	2019								3801	May			
Daisy Hill - Avalon Rd	QLD	Jun	2019								3222	Jun			
Daisy Hill - Avalon Rd	QLD	Jul	2019								3792	Jul			
Daisy Hill - Avalon Rd	QLD	Aug	2019								3792	Aug			
Daisy Hill - Avalon Rd	QLD	Sep	2019								3850	Sep			
Daisy Hill - Avalon Rd	QLD	Oct	2019								4528	Oct			
Daisy Hill - Avalon Rd	QLD	Nov	2019								3860	Nov			
Daisy Hill - Avalon Rd	QLD	Dec	2019								5362	Dec			
Daisy Hill - Underwood Rd Step Over	QLD	Feb	2019								3163	Feb		48651	
Daisy Hill - Underwood Rd Step Over	QLD	Mar	2019								3163	Mar			
Daisy Hill - Underwood Rd Step Over	QLD	Apr	2019								4367	Apr			
Daisy Hill - Underwood Rd Step Over	QLD	May	2019								5077	May			
Daisy Hill - Underwood Rd Step Over	QLD	Jun	2019								4618	Jun			
Daisy Hill - Underwood Rd Step Over	QLD	Jul	2019								4710	Jul			

MTBA Trail Counts																
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year		
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year	
Daisy Hill - Underwood Rd Step Over	QLD	Aug	2019								4709	Aug				
Daisy Hill - Underwood Rd Step Over	QLD	Sep	2019								4796	Sep				
Daisy Hill - Underwood Rd Step Over	QLD	Oct	2019								5195	Oct				
Daisy Hill - Underwood Rd Step Over	QLD	Nov	2019								4003	Nov				
Daisy Hill - Underwood Rd Step Over	QLD	Dec	2019								4850	Dec				
Daisy Hill - Red Road	QLD	Jan	2019								1283	Jan		29560		
Daisy Hill - Red Road	QLD	Feb	2019								1775	Feb				
Daisy Hill - Red Road	QLD	Mar	2019								1775	Mar				
Daisy Hill - Red Road	QLD	Apr	2019								3549	Apr				
Daisy Hill - Red Road	QLD	May	2019								4380	May				
Daisy Hill - Red Road	QLD	Jun	2019								1615	Jun				
Daisy Hill - Red Road	QLD	Jul	2019								3509	Jul				
Daisy Hill - Red Road	QLD	Aug	2019								3509	Aug				
Daisy Hill - Red Road	QLD	Sep	2019								3267	Sep				
Daisy Hill - Red Road	QLD	Oct	2019								2553	Oct				
Daisy Hill - Red Road	QLD	Nov	2019								2064	Nov				
Daisy Hill - Red Road	QLD	Dec	2019								281	Dec				
Daisy Hill - TDUA Toilet Men	QLD	Jan	2019								1009	Jan				
Daisy Hill - TDUA Toilet Men	QLD	Feb	2019								1675	Feb				
Daisy Hill - TDUA Toilet Men	QLD	Mar	2019								1675	Mar				
Daisy Hill - TDUA Toilet Men	QLD	Apr	2019								2223	Apr				
Daisy Hill - TDUA Toilet Men	QLD	May	2019								2691	May				
Daisy Hill - TDUA Toilet Men	QLD	Jun	2019								2632	Jun				
Daisy Hill - TDUA Toilet Men	QLD	Jul	2019								2501	Jul				
Daisy Hill - TDUA Toilet Men	QLD	Aug	2019								2501	Aug				
Daisy Hill - TDUA Toilet Men	QLD	Sep	2019								2502	Sep				
Daisy Hill - TDUA Toilet Men	QLD	Oct	2019								2268	Oct				
Daisy Hill - TDUA Toilet Men	QLD	Nov	2019								2268	Nov				
Daisy Hill - TDUA Toilet Men	QLD	Dec	2019								2269	Dec				
Daisy Hill - TDUA Toilet Women	QLD	Jan	2019								822	Jan				
Daisy Hill - TDUA Toilet Women	QLD	Feb	2019								1317	Feb				
Daisy Hill - TDUA Toilet Women	QLD	Mar	2019								1317	Mar				
Daisy Hill - TDUA Toilet Women	QLD	Apr	2019								2323	Apr				
Daisy Hill - TDUA Toilet Women	QLD	May	2019								2830	May				
Daisy Hill - TDUA Toilet Women	QLD	Jun	2019								2635	Jun				
Daisy Hill - TDUA Toilet Women	QLD	Jul	2019								2342	Jul				
Daisy Hill - TDUA Toilet Women	QLD	Aug	2019								2342	Aug				
Daisy Hill - TDUA Toilet Women	QLD	Sep	2019								2342	Sep				
Daisy Hill - TDUA Toilet Women	QLD	Oct	2019								1838	Oct				
Daisy Hill - TDUA Toilet Women	QLD	Nov	2019								1838	Nov				
Daisy Hill - TDUA Toilet Women	QLD	Dec	2019								1838	Dec				
Daisy Hill - Possom Box	QLD	Jan	2020								986	Jan	2	1973		
Daisy Hill - Possom Box	QLD	Feb	2020								987	Feb				
Daisy Hill - Lace Monitor	QLD	Jan	2020								371	Jan	2	741		
Daisy Hill - Lace Monitor	QLD	Feb	2020								370	Feb				
Daisy Hill - Quarry Rd	QLD	Jan	2020								6610	Jan	2	13200		
Daisy Hill - Quarry Rd	QLD	Feb	2020								6610	Feb				
Daisy Hill - Horse Trough TDUA	QLD	Jan	2020								2516	Jan	2	5033		
Daisy Hill - Horse Trough TDUA	QLD	Feb	2020								2517	Feb				
Daisy Hill - Jumping Ant	QLD	Jan	2020								1287	Jan	2	2574		
Daisy Hill - Jumping Ant	QLD	Feb	2020								1287	Feb				
Daisy Hill - Chipline	QLD	Jan	2020								1211	Jan	2	2421		
Daisy Hill - Chipline	QLD	Feb	2020								1210	Feb				
Daisy Hill - Gillians	QLD	Jan	2020								1053	Jan	2	2106		
Daisy Hill - Gillians	QLD	Feb	2020								1053	Feb				
Daisy Hill - Dennis Rd	QLD	Jan	2020								3853	Jan	2	7706		
Daisy Hill - Dennis Rd	QLD	Feb	2020								3853	Feb				
Daisy Hill - Tree Discovery	QLD	Jan	2020								1107	Jan	2	2214		
Daisy Hill - Tree Discovery	QLD	Feb	2020								1107	Feb				
Daisy Hill - venman Tingalpack	QLD	Jan	2020								388	Jan	2	776		
Daisy Hill - venman Tingalpack	QLD	Feb	2020								388	Feb				
Daisy Hill - Avalon Rd	QLD	Jan	2020								2084	Jan	2	4169		
Daisy Hill - Avalon Rd	QLD	Feb	2020								2085	Feb				
Daisy Hill - Underwood Rd Step Over	QLD	Jan	2020								1811	Jan	2	3621		
Daisy Hill - Underwood Rd Step Over	QLD	Feb	2020								1810	Feb				
Daisy Hill - Red Road	QLD	Jan	2020								264	Jan	2	528		
Daisy Hill - Red Road	QLD	Feb	2020								264	Feb				
Daisy Hill - Possom Box	QLD	Jan	2018								1460	Jan				
Daisy Hill - Possom Box	QLD	Feb	2018								1460	Feb				
Daisy Hill - Possom Box	QLD	Mar	2018								1460	Mar				
Daisy Hill - Possom Box	QLD	Apr	2018								2627	Apr				
Daisy Hill - Possom Box	QLD	May	2018								3409	May				
Daisy Hill - Possom Box	QLD	Jun	2018								2590	Jun				
Daisy Hill - Possom Box	QLD	Jul	2018								2881	Jul				
Daisy Hill - Possom Box	QLD	Aug	2018								3645	Aug				
Daisy Hill - Possom Box	QLD	Sep	2018								1316	Sep				
Daisy Hill - Possom Box	QLD	Oct	2018								1603	Oct				
Daisy Hill - Possom Box	QLD	Nov	2018								1997	Nov				
Daisy Hill - Possom Box	QLD	Dec	2018								1997	Dec				
Daisy Hill - Lace Monitor	QLD	Jan	2018								3049	Jan				
Daisy Hill - Lace Monitor	QLD	Feb	2018								3049	Feb				
Daisy Hill - Lace Monitor	QLD	Mar	2018								3049	Mar				
Daisy Hill - Lace Monitor	QLD	Apr	2018								3355	Apr				
Daisy Hill - Lace Monitor	QLD	May	2018								4352	May				
Daisy Hill - Lace Monitor	QLD	Jun	2018								3040	Jun				
Daisy Hill - Lace Monitor	QLD	Jul	2018								3442	Jul				
Daisy Hill - Lace Monitor	QLD	Aug	2018								4407	Aug				
Daisy Hill - Lace Monitor	QLD	Sep	2018								3146	Sep				
Daisy Hill - Lace Monitor	QLD	Oct	2018								2058	Oct				
Daisy Hill - Lace Monitor	QLD	Nov	2018								3551	Nov				
Daisy Hill - Lace Monitor	QLD	Dec	2018								3551	Dec				
Daisy Hill - Quarry Rd	QLD	Jan	2018								10510	Jan				
Daisy Hill - Quarry Rd	QLD	Feb	2018								10510	Feb				
Daisy Hill - Quarry Rd	QLD	Mar	2018								10510	Mar				
Daisy Hill - Quarry Rd	QLD	Apr	2018								7936	Apr				

MTBA Trail Counts															
If information is provided by date											If data is provided per month			If data is provided per year	
Trail	State	Date	Year	Recorded number of MTB Riders	Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Daisy Hill - Quarry Rd	QLD	May	2018								14363	May			
Daisy Hill - Quarry Rd	QLD	Jun	2018								10823	Jun			
Daisy Hill - Quarry Rd	QLD	Jul	2018								11987	Jul			
Daisy Hill - Quarry Rd	QLD	Aug	2018								14594	Aug			
Daisy Hill - Quarry Rd	QLD	Sep	2018								11742	Sep			
Daisy Hill - Quarry Rd	QLD	Oct	2018								7630	Oct			
Daisy Hill - Quarry Rd	QLD	Nov	2018								10578	Nov			
Daisy Hill - Quarry Rd	QLD	Dec	2018								10579	Dec			
Daisy Hill - Horse Trough TDUA	QLD	Jan	2018								4268	Jan			
Daisy Hill - Horse Trough TDUA	QLD	Feb	2018								4268	Feb			
Daisy Hill - Horse Trough TDUA	QLD	Mar	2018								4268	Mar			
Daisy Hill - Horse Trough TDUA	QLD	Apr	2018								6668	Apr			
Daisy Hill - Horse Trough TDUA	QLD	May	2018								7471	May			
Daisy Hill - Horse Trough TDUA	QLD	Jun	2018								6020	Jun			
Daisy Hill - Horse Trough TDUA	QLD	Jul	2018								6635	Jul			
Daisy Hill - Horse Trough TDUA	QLD	Aug	2018								7878	Aug			
Daisy Hill - Horse Trough TDUA	QLD	Sep	2018								5306	Sep			
Daisy Hill - Horse Trough TDUA	QLD	Oct	2018								3464	Oct			
Daisy Hill - Horse Trough TDUA	QLD	Nov	2018								4038	Nov			
Daisy Hill - Horse Trough TDUA	QLD	Dec	2018								4037	Dec			
Daisy Hill - Jumping Ant	QLD	Jan	2018								2055	Jan			
Daisy Hill - Jumping Ant	QLD	Feb	2018								2055	Feb			
Daisy Hill - Jumping Ant	QLD	Mar	2018								2055	Mar			
Daisy Hill - Jumping Ant	QLD	Apr	2018								3712	Apr			
Daisy Hill - Jumping Ant	QLD	May	2018								4410	May			
Daisy Hill - Jumping Ant	QLD	Jun	2018								3183	Jun			
Daisy Hill - Jumping Ant	QLD	Jul	2018								3642	Jul			
Daisy Hill - Jumping Ant	QLD	Aug	2018								4593	Aug			
Daisy Hill - Jumping Ant	QLD	Sep	2018								3163	Sep			
Daisy Hill - Jumping Ant	QLD	Oct	2018								2146	Oct			
Daisy Hill - Jumping Ant	QLD	Nov	2018								2934	Nov			
Daisy Hill - Jumping Ant	QLD	Dec	2018								2934	Dec			
Daisy Hill - Chipline	QLD	Jan	2018								2978	Jan			
Daisy Hill - Chipline	QLD	Feb	2018								2978	Feb			
Daisy Hill - Chipline	QLD	Mar	2018								2978	Mar			
Daisy Hill - Chipline	QLD	Apr	2018								1733	Apr			
Daisy Hill - Chipline	QLD	May	2018								5034	May			
Daisy Hill - Chipline	QLD	Jun	2018								3982	Jun			
Daisy Hill - Chipline	QLD	Jul	2018								3998	Jul			
Daisy Hill - Chipline	QLD	Aug	2018								4888	Aug			
Daisy Hill - Chipline	QLD	Sep	2018								3898	Sep			
Daisy Hill - Chipline	QLD	Oct	2018								6251	Oct			
Daisy Hill - Chipline	QLD	Nov	2018								3341	Nov			
Daisy Hill - Chipline	QLD	Dec	2018								3340	Dec			
Daisy Hill - Gillians	QLD	Jan	2018								3505	Jan			
Daisy Hill - Gillians	QLD	Feb	2018								3505	Feb			
Daisy Hill - Gillians	QLD	Mar	2018								3505	Mar			
Daisy Hill - Gillians	QLD	Apr	2018								3405	Apr			
Daisy Hill - Gillians	QLD	May	2018								4283	May			
Daisy Hill - Gillians	QLD	Jun	2018								2991	Jun			
Daisy Hill - Gillians	QLD	Jul	2018								6292	Jul			
Daisy Hill - Gillians	QLD	Aug	2018								4078	Aug			
Daisy Hill - Gillians	QLD	Sep	2018								2989	Sep			
Daisy Hill - Gillians	QLD	Oct	2018								2098	Oct			
Daisy Hill - Gillians	QLD	Nov	2018								3029	Nov			
Daisy Hill - Gillians	QLD	Dec	2018								3029	Dec			
Daisy Hill - Dennis Rd	QLD	Jan	2018								3945	Jan			
Daisy Hill - Dennis Rd	QLD	Feb	2018								3945	Feb			
Daisy Hill - Dennis Rd	QLD	Mar	2018								3945	Mar			
Daisy Hill - Dennis Rd	QLD	Apr	2018								6444	Apr			
Daisy Hill - Dennis Rd	QLD	May	2018								7779	May			
Daisy Hill - Dennis Rd	QLD	Jun	2018								5682	Jun			
Daisy Hill - Dennis Rd	QLD	Jul	2018								5956	Jul			
Daisy Hill - Dennis Rd	QLD	Aug	2018								7172	Aug			
Daisy Hill - Dennis Rd	QLD	Sep	2018								5154	Sep			
Daisy Hill - Dennis Rd	QLD	Oct	2018								685	Oct			
Daisy Hill - Dennis Rd	QLD	Nov	2018								4837	Nov			
Daisy Hill - Dennis Rd	QLD	Dec	2018								4837	Dec			
Daisy Hill - Tree Discovery	QLD	Jan	2018								793	Jan			
Daisy Hill - Tree Discovery	QLD	Feb	2018								793	Feb			
Daisy Hill - Tree Discovery	QLD	Mar	2018								793	Mar			
Daisy Hill - Tree Discovery	QLD	Apr	2018								28	Apr			
Daisy Hill - Tree Discovery	QLD	May	2018								3059	May			
Daisy Hill - Tree Discovery	QLD	Jun	2018								2797	Jun			
Daisy Hill - Tree Discovery	QLD	Jul	2018								2664	Jul			
Daisy Hill - Tree Discovery	QLD	Aug	2018								2861	Aug			
Daisy Hill - Tree Discovery	QLD	Sep	2018								2180	Sep			
Daisy Hill - Tree Discovery	QLD	Oct	2018								1397	Oct			
Daisy Hill - Tree Discovery	QLD	Nov	2018								1282	Nov			
Daisy Hill - Tree Discovery	QLD	Dec	2018								1282	Dec			
Daisy Hill - venman Tingalpack	QLD	Jan	2018								712	Jan			
Daisy Hill - venman Tingalpack	QLD	Feb	2018								712	Feb			
Daisy Hill - venman Tingalpack	QLD	Mar	2018								712	Mar			
Daisy Hill - venman Tingalpack	QLD	Apr	2018								1215	Apr			
Daisy Hill - venman Tingalpack	QLD	May	2018								1577	May			
Daisy Hill - venman Tingalpack	QLD	Jun	2018								1024	Jun			
Daisy Hill - venman Tingalpack	QLD	Jul	2018								1603	Jul			
Daisy Hill - venman Tingalpack	QLD	Aug	2018								1329	Aug			
Daisy Hill - venman Tingalpack	QLD	Sep	2018								843	Sep			
Daisy Hill - venman Tingalpack	QLD	Oct	2018								628	Oct			
Daisy Hill - venman Tingalpack	QLD	Nov	2018								458	Nov			
Daisy Hill - venman Tingalpack	QLD	Dec	2018								458	Dec			
Daisy Hill - Avalon Rd	QLD	Jan	2018								2934	Jan			
Daisy Hill - Avalon Rd	QLD	Feb	2018								2934	Feb			
Daisy Hill - Avalon Rd	QLD	Mar	2018								2934	Mar			

MTBA Trail Counts															
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year	
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year	MTB and non-MTB Users per year
Daisy Hill - Avalon Rd	QLD	Apr	2018								3108	Apr			
Daisy Hill - Avalon Rd	QLD	May	2018								3689	May			
Daisy Hill - Avalon Rd	QLD	Jun	2018								3293	Jun			
Daisy Hill - Avalon Rd	QLD	Jul	2018								3504	Jul			
Daisy Hill - Avalon Rd	QLD	Aug	2018								4148	Aug			
Daisy Hill - Avalon Rd	QLD	Sep	2018								2889	Sep			
Daisy Hill - Avalon Rd	QLD	Oct	2018								1968	Oct			
Daisy Hill - Avalon Rd	QLD	Nov	2018								2516	Nov			
Daisy Hill - Avalon Rd	QLD	Dec	2018								2517	Dec			
Daisy Hill - Underwood Rd Private Property	QLD	Jan	2018								1760	Jan			
Daisy Hill - Underwood Rd Private Property	QLD	Feb	2018								1760	Feb			
Daisy Hill - Underwood Rd Private Property	QLD	Mar	2018								1760	Mar			
Daisy Hill - Underwood Rd Private Property	QLD	Apr	2018								1733	Apr			
Daisy Hill - Underwood Rd Step Over	QLD	Jan	2018								3633	Jan			
Daisy Hill - Underwood Rd Step Over	QLD	Feb	2018								3633	Feb			
Daisy Hill - Underwood Rd Step Over	QLD	Mar	2018								3633	Mar			
Daisy Hill - Underwood Rd Step Over	QLD	Apr	2018								3883	Apr			
Daisy Hill - Underwood Rd Step Over	QLD	May	2018								5685	May			
Daisy Hill - Underwood Rd Step Over	QLD	Jun	2018								2942	Jun			
Daisy Hill - Underwood Rd Step Over	QLD	Jul	2018								5259	Jul			
Daisy Hill - Underwood Rd Step Over	QLD	Aug	2018								5888	Aug			
Daisy Hill - Underwood Rd Step Over	QLD	Sep	2018								4424	Sep			
Daisy Hill - Underwood Rd Step Over	QLD	Oct	2018								2803	Oct			
Daisy Hill - Underwood Rd Step Over	QLD	Nov	2018								3320	Nov			
Daisy Hill - Underwood Rd Step Over	QLD	Dec	2018								3319	Dec			
Daisy Hill - Red Road	QLD	Jan	2018								2481	Jan			
Daisy Hill - Red Road	QLD	Feb	2018								2481	Feb			
Daisy Hill - Red Road	QLD	Mar	2018								2481	Mar			
Daisy Hill - Red Road	QLD	Apr	2018								885	Apr			
Daisy Hill - Red Road	QLD	May	2018								623	May			
Daisy Hill - Red Road	QLD	Jun	2018								2283	Jun			
Daisy Hill - Red Road	QLD	Jul	2018								3061	Jul			
Daisy Hill - Red Road	QLD	Aug	2018								2912	Aug			
Daisy Hill - Red Road	QLD	Sep	2018								2071	Sep			
Daisy Hill - Red Road	QLD	Oct	2018								1409	Oct			
Daisy Hill - Red Road	QLD	Nov	2018								1978	Nov			
Daisy Hill - Red Road	QLD	Dec	2018								1979	Dec			
Daisy Hill - Plunkett Flesser Rd	QLD	Jan	2018								425	Jan			
Daisy Hill - Plunkett Flesser Rd	QLD	Feb	2018								425	Feb			
Daisy Hill - Plunkett Flesser Rd	QLD	Mar	2018								425	Mar			
Daisy Hill - Plunkett Flesser Rd	QLD	Apr	2018								555	Apr			
Daisy Hill - Plunkett Flesser Rd	QLD	May	2018								525	May			
Daisy Hill - Plunkett Flesser Rd	QLD	Jun	2018								730	Jun			
Daisy Hill - Plunkett Flesser Rd	QLD	Jul	2018								765	Jul			
Daisy Hill - Plunkett Flesser Rd	QLD	Aug	2018								486	Aug			
Daisy Hill - Plunkett Flesser Rd	QLD	Sep	2018								628	Sep			
Castle Hill - Ipswich Trail	QLD	Jan	2020								2070	Jan			
Castle Hill - Ipswich Trail	QLD	Feb	2020								2025	Feb			
Castle Hill - Ipswich Trail	QLD	Mar	2020								2498	Mar			
Castle Hill - Ipswich Trail	QLD	Apr	2020								5153	Apr			
Castle Hill - Ipswich Trail	QLD	May	2020								5152	May			
Castle Hill - Ipswich Trail	QLD	Jun	2020								4361	Jun			
Castle Hill - Ipswich Trail	QLD	Jul	2020								3872	Jul			
Castle Hill - Ipswich Trail	QLD	Aug	2020								7384	Aug			
Mornington Peninsula	QLD		2014	2014										12	55
Mornington Peninsula	QLD		2015	2015										12	129
Mornington Peninsula	QLD		2016	2016										12	299
Mornington Peninsula	QLD		2017	2017										12	705
Mornington Peninsula	QLD		2018	2018										12	1401
Mornington Peninsula	QLD		2019	2019										12	2209
Mornington Peninsula	QLD		2020	2020										12	1846
ASSP MBT - Pink Line	QLD	Jan	2020								3418	Jan			
ASSP MBT - Pink Line	QLD	Feb	2020								1963	Feb			
ASSP MBT - Pink Line	QLD	Mar	2020								2411	Mar			
ASSP MBT - Pink Line	QLD	Apr	2020								1615	Apr			
ASSP MBT - Pink Line	QLD	May	2020								4146	May			
ASSP MBT - Pink Line	QLD	Jun	2020								2871	Jun			
ASSP MBT - Rock Salt	QLD	Jan	2020								3203	Jan			
ASSP MBT - Rock Salt	QLD	Feb	2020								1984	Feb			
ASSP MBT - Rock Salt	QLD	Mar	2020								2254	Mar			
ASSP MBT - Rock Salt	QLD	Apr	2020								1507	Apr			
ASSP MBT - Rock Salt	QLD	May	2020								3694	May			
ASSP MBT - Rock Salt	QLD	Jun	2020								4145	Jun			
ASSP MBT - Pins and Needles	QLD	Jan	2020								1868	Jan			
ASSP MBT - Pins and Needles	QLD	Feb	2020								279	Feb			
ASSP MBT - Pins and Needles	QLD	Mar	2020								1303	Mar			
ASSP MBT - Pins and Needles	QLD	Apr	2020								558	Apr			
ASSP MBT - Pins and Needles	QLD	May	2020								1443	May			
ASSP MBT - Pins and Needles	QLD	Jun	2020								1180	Jun			
ASSP MBT - Fall Line	QLD	Apr	2020								55	Apr			
ASSP MBT - Fall Line	QLD	May	2020								3980	May			
ASSP MBT - Fall Line	QLD	Jun	2020								4380	Jun			
ASSP MBT - Pink Line	QLD	Jan	2019								1761	Jan			
ASSP MBT - Pink Line	QLD	Feb	2019								1355	Feb			
ASSP MBT - Pink Line	QLD	Mar	2019								1397	Mar			
ASSP MBT - Pink Line	QLD	Apr	2019								2334	Apr			
ASSP MBT - Pink Line	QLD	May	2019								1211	May			
ASSP MBT - Pink Line	QLD	Jun	2019								1653	Jun			
ASSP MBT - Pink Line	QLD	Jul	2019								1537	Jul			
ASSP MBT - Pink Line	QLD	Aug	2019								1318	Aug			
ASSP MBT - Pink Line	QLD	Sep	2019								1860	Sep			
ASSP MBT - Pink Line	QLD	Oct	2019								2115	Oct			
ASSP MBT - Pink Line	QLD	Nov	2019								1925	Nov			
ASSP MBT - Pink Line	QLD	Dec	2019								2416	Dec			
ASSP MBT - Rock Salt	QLD	Jan	2019								1861	Jan			

MTBA Trail Counts																
Trail	State	Date	Year	Recorded number of MTB Riders	If information is provided by date						If data is provided per month			If data is provided per year		MTB and non-MTB Users per year
					Weekday Riders	Weekend Riders	Total MTB riders incl non-MTB	Daily Users	Number of Weekday Days	Number of weekend days	Users per Month	Month	Number of Months	Users per year		
ASSP MBT - Rock Salt	QLD	Feb	2019									1625	Feb			
ASSP MBT - Rock Salt	QLD	Mar	2019									1415	Mar			
ASSP MBT - Rock Salt	QLD	Apr	2019									2212	Apr			
ASSP MBT - Rock Salt	QLD	May	2019									1321	May			
ASSP MBT - Rock Salt	QLD	Jun	2019									1742	Jun			
ASSP MBT - Rock Salt	QLD	Jul	2019									1556	Jul			
ASSP MBT - Rock Salt	QLD	Aug	2019									1450	Aug			
ASSP MBT - Rock Salt	QLD	Sep	2019									2078	Sep			
ASSP MBT - Rock Salt	QLD	Oct	2019									2140	Oct			
ASSP MBT - Rock Salt	QLD	Nov	2019									1868	Nov			
ASSP MBT - Rock Salt	QLD	Dec	2019									2210	Dec			
ASSP MBT - Pins and Needles	QLD	Jan	2019									880	Jan			
ASSP MBT - Pins and Needles	QLD	Feb	2019									1014	Feb			
ASSP MBT - Pins and Needles	QLD	Mar	2019									582	Mar			
ASSP MBT - Pins and Needles	QLD	Apr	2019									901	Apr			
ASSP MBT - Pins and Needles	QLD	May	2019									553	May			
ASSP MBT - Pins and Needles	QLD	Jun	2019									636	Jun			
ASSP MBT - Pins and Needles	QLD	Jul	2019									523	Jul			
ASSP MBT - Pins and Needles	QLD	Aug	2019									110	Aug			
ASSP MBT - Pins and Needles	QLD	Sep	2019									793	Sep			
ASSP MBT - Pins and Needles	QLD	Oct	2019									1709	Oct			
ASSP MBT - Pins and Needles	QLD	Nov	2019									912	Nov			
ASSP MBT - Pins and Needles	QLD	Dec	2019									1077	Dec			
ASSP MBT - Pink Line	QLD	Jan	2018									1865	Jan			
ASSP MBT - Pink Line	QLD	Feb	2018									1368	Feb			
ASSP MBT - Pink Line	QLD	Mar	2018									1798	Mar			
ASSP MBT - Pink Line	QLD	Apr	2018									1650	Apr			
ASSP MBT - Pink Line	QLD	May	2018									1136	May			
ASSP MBT - Pink Line	QLD	Jun	2018									1490	Jun			
ASSP MBT - Pink Line	QLD	Jul	2018									1315	Jul			
ASSP MBT - Pink Line	QLD	Aug	2018									1274	Aug			
ASSP MBT - Pink Line	QLD	Sep	2018									1190	Sep			
ASSP MBT - Pink Line	QLD	Oct	2018									2324	Oct			
ASSP MBT - Pink Line	QLD	Nov	2018									1669	Nov			
ASSP MBT - Pink Line	QLD	Dec	2018									2669	Dec			
ASSP MBT - Rock Salt	QLD	Feb	2018									1283	Feb			
ASSP MBT - Rock Salt	QLD	Mar	2018									1756	Mar			
ASSP MBT - Rock Salt	QLD	Apr	2018									1471	Apr			
ASSP MBT - Rock Salt	QLD	May	2018									1114	May			
ASSP MBT - Rock Salt	QLD	Jun	2018									1564	Jun			
ASSP MBT - Rock Salt	QLD	Jul	2018									1268	Jul			
ASSP MBT - Rock Salt	QLD	Aug	2018									1237	Aug			
ASSP MBT - Rock Salt	QLD	Sep	2018									1334	Sep			
ASSP MBT - Rock Salt	QLD	Oct	2018									2275	Oct			
ASSP MBT - Rock Salt	QLD	Nov	2018									1550	Nov			
ASSP MBT - Rock Salt	QLD	Dec	2018									2791	Dec			
ASSP MBT - Wombat	QLD	Jan	2018									1113	Jan			
ASSP MBT - Pins and Needles	QLD	Feb	2018									779	Feb			
ASSP MBT - Pins and Needles	QLD	Mar	2018									960	Mar			
ASSP MBT - Pins and Needles	QLD	Apr	2018									746	Apr			
ASSP MBT - Pins and Needles	QLD	May	2018									603	May			
ASSP MBT - Pins and Needles	QLD	Jun	2018									796	Jun			
ASSP MBT - Pins and Needles	QLD	Jul	2018									603	Jul			
ASSP MBT - Pins and Needles	QLD	Aug	2018									707	Aug			
ASSP MBT - Pins and Needles	QLD	Sep	2018									619	Sep			
ASSP MBT - Pins and Needles	QLD	Oct	2018									1077	Oct			
ASSP MBT - Pins and Needles	QLD	Nov	2018									795	Nov			
ASSP MBT - Pins and Needles	QLD	Dec	2018									1363	Dec			
ASSP MBT - Pink Line	QLD	Jan	2017									2411	Jan			
ASSP MBT - Pink Line	QLD	Mar	2017									3111	Mar			
ASSP MBT - Pink Line	QLD	Apr	2017									1098	Apr			
ASSP MBT - Pink Line	QLD	May	2017									1500	May			
ASSP MBT - Pink Line	QLD	Jun	2017									1535	Jun			
ASSP MBT - Pink Line	QLD	Jul	2017									1430	Jul			
ASSP MBT - Pink Line	QLD	Aug	2017									1252	Aug			
ASSP MBT - Pink Line	QLD	Sep	2017									1792	Sep			
ASSP MBT - Pink Line	QLD	Oct	2017									1656	Oct			
ASSP MBT - Pink Line	QLD	Nov	2017									1270	Nov			
ASSP MBT - Pink Line	QLD	Dec	2017									1615	Dec			
ASSP MBT - Wombat	QLD	Jan	2017									1422	Jan			
ASSP MBT - Wombat	QLD	Mar	2017									1911	Mar			
ASSP MBT - Wombat	QLD	Apr	2017									740	Apr			
ASSP MBT - Wombat	QLD	May	2017									1400	May			
ASSP MBT - Wombat	QLD	Jun	2017									1000	Jun			
ASSP MBT - Wombat	QLD	Jul	2017									733	Jul			
ASSP MBT - Wombat	QLD	Aug	2017									704	Aug			
ASSP MBT - Wombat	QLD	Sep	2017									1067	Sep			
ASSP MBT - Wombat	QLD	Nov	2017									701	Nov			
ASSP MBT - Wombat	QLD	Dec	2017									996	Dec			
ASSP MBT - Pins and Needles	QLD	Mar	2017									1733	Mar			
ASSP MBT - Pins and Needles	QLD	Apr	2017									458	Apr			
ASSP MBT - Pins and Needles	QLD	May	2017									640	May			
ASSP MBT - Pins and Needles	QLD	Jun	2017									610	Jun			
ASSP MBT - Pins and Needles	QLD	Jul	2017									688	Jul			
ASSP MBT - Pins and Needles	QLD	Aug	2017									720	Aug			
ASSP MBT - Pins and Needles	QLD	Oct	2017									1500	Oct			
ASSP MBT - Fall Line	QLD	Jan	2017									1122	Jan			
ASSP MBT - Charlottes Pass	QLD	Jan	2017									430	Jan			
ASSP MBT - Charlottes Pass	QLD	Mar	2017									680	Mar			
ASSP MBT - Charlottes Pass	QLD	Apr	2017									182	Apr			
ASSP MBT - Charlottes Pass	QLD	May	2017									365	May			
ASSP MBT - Charlottes Pass	QLD	Jun	2017									293	Jun			
ASSP MBT - Charlottes Pass	QLD	Jul	2017									222	Jul			
ASSP MBT - Charlottes Pass	QLD	Aug	2017									276	Aug			

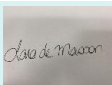
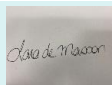


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[https://projectsportal.ghd.com/sites/pp07\\_04/economicanalysisofmo/ProjectDocs/Report/Mountain Biking in Australia Draft Report \(Feb 2021\).docx](https://projectsportal.ghd.com/sites/pp07_04/economicanalysisofmo/ProjectDocs/Report/Mountain%20Biking%20in%20Australia%20Draft%20Report%20(Feb%202021).docx)

Rev.No.	Author	Reviewer Name	Signature	Approved for Issue Name	Signature	Date
Final	G Pelling H Jones	L de Masson		L de Masson		25 February 2021

