

# FNQ Regional Mountain Bike Strategy Steering Committee

<b>Meeting No</b>	3
<b>Meeting Name</b>	FNQ Regional Mountain Bike Strategy Steering Committee
<b>Date</b>	February 16, 2024
<b>Time</b>	9:30-11:30
<b>Venue</b>	Civic Reception – Cairns Regional Council – cnr Spence and Draper St
<b>Meeting Contacts</b>	Travis Sydes: 0448 852 732 <a href="mailto:t.sydes@fnqroc.qld.gov.au">t.sydes@fnqroc.qld.gov.au</a>

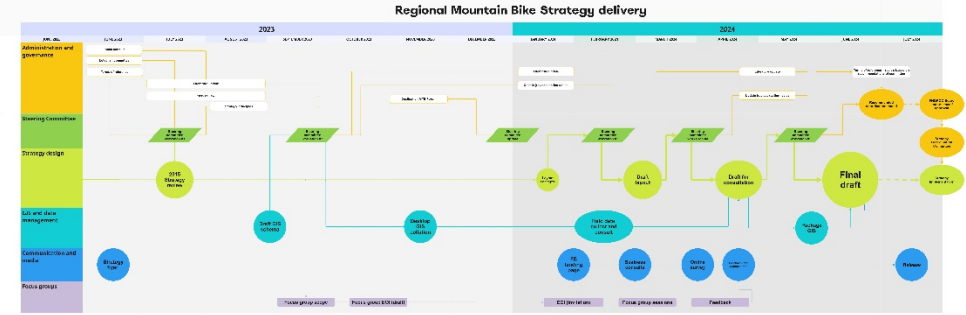
We will be accessing an interactive platform called Miro to view and comment, this will stay live for the duration of the review

[MIRO LINK](#)

## Minutes

<b>1. Acknowledgement of Country</b>	
<b>2. Attendance (introductions)</b>	<p>Elizabeth Cage – CSC          Naomi Rooker – DTIS          Rachel White - Cairns MTB Club          David Prete – Tablelands CS          Daryl Blain – Southside Mountain Bike Club          Sam Doyle-Wiaczek – CRC          Angleo Finocchiaro – TRC          Cr Dave Bilney - TRC          Richard Blanchette – CCRC          Tim Wong – WTMA          Travis Sydes – FNQROC          Julie MacPherson – HSC          Megan Harris – Mareeba Mountain Goats          Kristy Ghelfa – CRC          Simone Wise – CRC</p>
<b>3. Apologies</b>	<p>Rod Johnson – Rainforest and Reef Cycling Club          Rudi De Faveri – Mareeba Mountain Goats          Anthony Archie – FNQROC          Cameron Whiting - DTS</p>
<b>4. Guests</b>	

6. Business arising from meeting #2

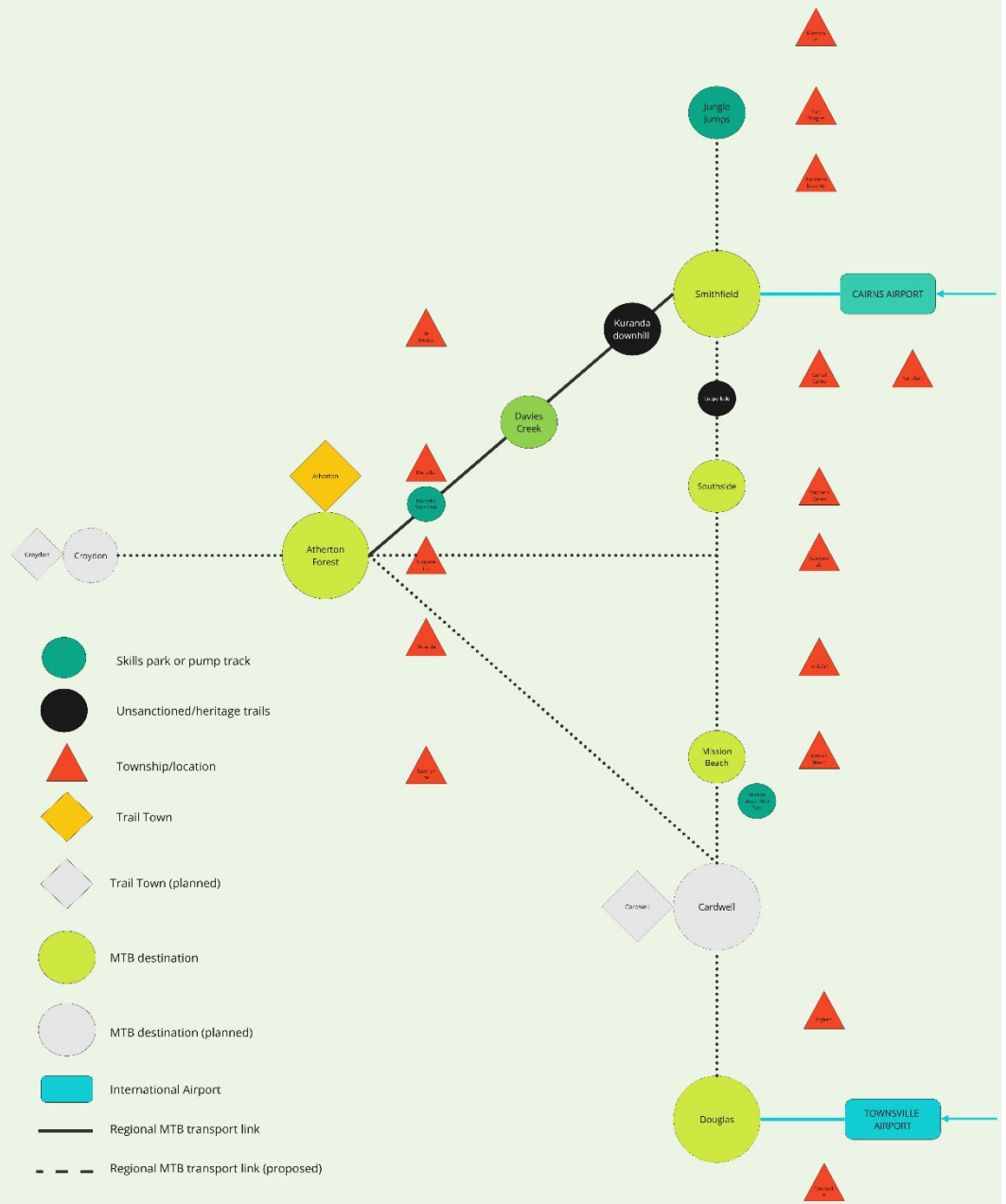
<p><b>Project timelines</b></p>	<p>For information Travis provided an introduction to the MIRO interactive whiteboard and a projected timeline. For noting the timeline was generated prior to TC Jasper extreme weather event which has delayed or altered some elements.</p>  <p>The diagram, titled 'Regional Mountain Bike Strategy delivery', shows a project timeline from 2023 to 2024. It is organized into a grid with months on the x-axis and project phases on the y-axis. The phases include: Administration and governance, Steering Committee, Strategy design, GIS and data management, Stakeholder and public consultation, and Road groups. Key milestones are marked with circles and connected by lines, showing the progression from initial strategy design in early 2023 through stakeholder consultation and final draft preparation in early 2024. A legend at the bottom identifies color-coded boxes for 'Cover group areas', 'Priority group (2023/2024)', 'EDD (in review)', and 'Final group areas'.</p>
<p><b>TC Jasper impacts and recovery</b></p>	<p>For discussion</p> <p><b>Disaster recovery</b> The majority of damage recorded in the region so far was at Smithfield MTB Park where several land slips and scouring of creek lines has caused significant damage. The access roads for World Cup Downhill also suffered significant damage.</p> <p>Atherton Forest faired ok in the heavy rain with a smaller landslip on 'stairway to heaven' and some washout and erosion on newly refurbished sections of 'Ricochet' and 'Ridgy Didge'.</p> <p>Davies Creek stood up well with the recently repaired sections of trails # 3 and # 6 performing well.</p> <p>Wangetti Trail weathered the event well with on significant damage reported.</p> <p>(No update at this stage on the newly opened Jungle Jumps trails in Port Douglas or on how the Bump Track and sites faired from the weather event).</p> <p>Impacts in summary:</p> <p>Smithfield - \$171,000 damage from TC Jasper (not including shuttle roads, or Crankworx course). QPWS is repairing the shuttle roads. Pipeline suffered several significant landslips and needs to be back in place by May to feature during Crankworx and the Masters. Cus Cus currently closed due to significant landslip. So far the Club has accessed \$50,000 QRIDA fund (offered \$10k of \$50k initially). Potentially be able to access and additional \$50k resilience funding.</p> <p>Atherton Forest – QPWS has undertaken a trail audit prior to the wet season. A follow up will be undertaken soon. Stairway to Heaven impacted by a landslip.</p> <p>Davies Creek - trail maintenance on the network and particularly on trails 3 and 6 meant the network faired quiet well with no extensive damage.</p> <p>Southside – there was very little damage to Southside due to the weather system staying top the north. Sanctioned trails were able to be repaired with the DTS club assistance grant.</p>

	<p>An additional funding package related directly to disaster recovery may be announced in May. In the meantime, round 4 of Active Clubs grants which are accessible to clubs and councils is out now.</p>
<b>Stakeholder updates</b>	<p>Updates from around the room, progress on works, plans and projects</p> <p>Key points for noting</p> <p><b>Smithfield</b> – business case funding, fundraising in variety of formats for trail maintenance. Preparing for a busy Club and external event race calendar</p> <p><b>Davies Creek</b> -Concept plan underway – currently in draft</p> <p><b>Atherton Forest</b> – TRC preparing costings for management/maintenance of shuttle road. Developing a trail maintenance proposal involving a Skilling Queensland Project which would revolve around a trainee program of 8 trainees over 12 weeks.</p> <p><b>Cardwell</b>- business case adopted by Council. Stage 3 funding from DTS will deliver due diligence and detailed design. Girramy very engaged in process.</p> <p><b>Croydon</b> - did not pursue full EOI for Growing Our Regions due to resource constraints. Turning attention to existing trail and infrastructure with a refocus on a dual use trail between the township and lake.</p> <p><b>Southside</b> - Rain event not too much impact on trails and \$5,000 grant will cover off on damage on the trail network from TC Jasper. New President, Russell Miller.</p> <p><b>Cairns</b> Mt Peter – world trail concept plan for Giddels hill – currently being considered. DTS funding for concept plan, will work to firm up the program of works Recreational trails strategy adopted. Preparing for UCI Masters and Crankworx back-to-back – over 700 athletes. (Oceanic DH events as part of Crankworx)</p> <p><b>DTS</b> Funding programs are out including minor infrastructure and inclusive grants. Will provide update on timelines for other grant rounds when confirmed.</p> <p><b>WTMA</b> Wangetti – stage 1 approved Palm Cove to Ellis Beach with construction well underway. World class construction standards stood up surprisingly well to TC Jasper event.</p>
<b>Business arising</b>	<p>Travis initiated a discussion around the principles and concepts for a regional hubs and spokes MTB Destination Model. We explored the idea of a regional user contribution model to support trail maintenance across the region.</p> <p>Key points:</p> <ul style="list-style-type: none"> <li>• At the moment MTB clubs are the last ones to receive any financial benefit from increased usage in local/regional parks</li> <li>• Would need to be bespoke to the FNQ region.</li> </ul>

- Key outcome would be to deliver a sustainable revenue stream for trail maintenance and up-keep.
- Capital works would still draw largely on grants.
- The Cardwell business case investigates a user pays system including the local benefits and challenges.
- A smart revenue model which works for mutual benefit with local businesses and private enterprise is one of the more compelling options.
- Trail networks on State land would not be able to receive a 'commercial' income.
- State land income requirements might be able to be addressed through a regional membership model. i.e. a membership rate to all clubs and parks could be used to support a trails trust fund.
- Local riders would benefit from paying a higher membership rate by being able to access a consistently higher standard of trail
- Visitors would pay for access based on the length of their stay i.e. one day, one week , one month, one year.
- Commercial operators under a permit system could provide shuttle services with pay to ride fee covered in pricing (this model is used at Mystic and others).
- Challenge of equitable distribution of funds and prioritisation of operational works.
- There could be significant skills and employment opportunities underpinning a regional trust model.
- The design of a contribution model would need to be outsourced so will require a project proposal – in implementation we anticipate it would need to be guided by the steering committee and governed collectively to maintain equity and participation.

**Action:** invite speakers to talk to the development of user pays approaches and the lessons from private and NFP parks which have used this model successfully.

Initial concept for regional layout of FNQ as an MTB destination to get y'all talking (for further discussion).



## Hubs and Spokes MTB destination model

**Next meeting**

April 12