

Individual Submission 88

To: Nadine Seifert
Date: 2/07/2008
Subject: Review of Motorbike Noise Laws

Attention: Nadine Seifert

Dear Nadine

I wish to complain about the constant noisy trail bikes in the natural bushlands surrounding North Lakes.

We originally waited to purchase our property as we wanted it to be close to the natural bushlands, for the peace and quiet and to enjoy the natural remaining wild life. Our property is located in XXXX, very close to the natural bush (XXXX). We have now been in our house for almost 2 years and we have trial bikes constantly racing in the bush parallel to XXXX and XXXX (XXXX). I have complained many times to the police, who do attend, but they keep telling us that as soon as the bikers see them, they head deeper into the bush and the police, only having cars, can do nothing about it. The bikers tend to ride almost daily in the later afternoons and anytime from mid-day till dark on the weekends. (Unfortunately no set times). I have given up calling the police, whom sometimes only arrive a few hours later (quite understandably), by which time the bikes have gone or, disappear into the bush, and simply return after the police have left the area. Neighbours have reported some trial bikes riding on the pathways from time to time and almost knocking someone over a while ago.

I do want to credit the police, who always try their best, and tell us that this is a huge problem that they are powerless over. Apparently if someone 'pushes' their bike out of the bush, they can do nothing against them, as they did not catch them 'on' the bike, and can therefore not 'prove' that it was that person riding. This is ridiculous and I feel the police need more power in this regard. The trial bikes are obviously not high on the police's priority list, and one can understand that it sometimes takes a while to respond. The police have told us that no matter what deterrent's are put in place, the riders continue - the police are just as desperate as it wastes a huge amount of their valuable time. I also understand that these trial bikes do not have to be registered - another problem.

Our main complaint is the noise level, which drives us absolutely insane - to the point where we close ourselves into our house, shutting all windows and doors and I have even worn ear muffers I was so demented by the constant noise. We have purchased what will probably be our last home and were hoping to settle in the lovely North Lakes area for many years to come, but if this continues, we will probably be forced to sell, as we do not think we can live with it for too much longer - a real disappointment to us. In the warmer summer months, when we want to sit on our patio on a Sunday afternoon to enjoy the quiet and peace of our garden, there is nothing more irritating than the constant noise of trial bikes going up and down. I even went to see the local member of parliament about a year ago about the problem, who wrote the police commissioner and to Stockland.

My next concern is for the wild life. When we first moved in, there were kangaroos and koalas and many birds, as soon as the trial bikes started, this came to an end. The wildlife have little enough space due to all the building and expansion, one can only imagine how terrified they have become due to these trial bikes.

Something has to be done about this problem and I trust a law change will assist in this persistent problem before I go demented or sell my home, which ever comes first (and neither of which I want)!

Thank you

XXXX

Please keep my details below confidential in fear of being targeted by the trial bikers

XXXX

Individual Submission 100

To: Nadine Seifert
Date: 8/07/2008
Subject: Off roads motorbikes!!

As I am writing this email (take it as a submission) a dozen or so motorbikes are digging the national park, common occurrence, always after rain, always on school holidays, always on weekends etc. In 3 years many calls to the responsible rangers in the Gold Coast or Beenleigh or Jimboomba Police, never a return call let alone some action!!!!

It is time for bureaucrats to UNDERSTAND there is no use writing new laws, having talkfests etc. etc..

What is needed is personnel and action there is none at this time!!!!
regards
XXXX

Madam,
you are welcome to publish our comments, provided they clearly indicate our feeling and knowledge of the situation.
So let me repeat as clearly as possible with my poor English:
Today situation and laws are unmanageable because they "are not managed" calls are not returned, complaints not attended, the public does not need "new laws" "reviews", "parliamentary submission", they are a waste of money and resources.
We simply need actions!!!
Regards
XXXX

Individual Submission 101

To: Seifert@cmc.qld.gov.au
Date: 8/07/2008
Subject: Invitation for public comment

Dear Nadine Seifert

My name is XXXX, I live at XXXX, Queensland 4211. For well over two years now my partner and I have been experiencing noise nuisance from off-road motorbikes in our neighborhood. I have been invited by XXXX XXXX) here at Nerang police station, to contribute to your invitation for public comment.

The area where we live is rural and normally quiet but this peace and quiet has been destroyed at weekends. Acreage to one side has been (illegally) landscaped for dirt bike jumps etc, and every weekend has been very noisy with up to twenty bikes racing around. Recently unoccupied acreage on the other side to us has been used by youths racing on trial bikes. We have notified police at Nerang on numerous occasions, met and talked to XXXX as well. All of this is to no real effect as usually within a couple of weeks our neighbor is back to holding the big gatherings of bikes.

I have to tell you that in my opinion something is not working in respect of legislation in this matter. I will attempt to outline where we believe the problems exist in the whole process.

* When we ring the police about the noise, we have to wait for a car to be sent out from another area as Nerang Police Station is closed over the weekend. This can take several hours, by which time it may be getting dark and the riders have stopped.

* Response by officers to our calls is sometimes dismissive, as if complaints of this nature were not important.

* If and when the police respond to our call, we do not receive a call to say what the outcome was. The nature and size of the properties mean we cannot see from our property whether police have visited the scene of the incidents.

* When the call is answered we are asked to describe the complaint, however the officer will tell us they do not want to know any history on the matter, and it can only be dealt with as a stand alone incident. This would seem to defy the purpose of the legislation which is designed to increase severity to dissuade people from re-offending. The legislation views the issue as an ongoing series of connected incidents but this is not acknowledged by the police call centre or consequently the units who respond. The reasons for this negligent approach have to be understood before the legislation can be effective.

* In the past we have also been told by at least one of the police who answered our call that he really didn't know what he was able to do about the issue. This appears to be a lack of understanding or confidence in the legislation that is quite alarming.

I can only conclude that if, or when someone attends, the offender is treated as if it is a one off incident and therefore is given no more than an informal warning. What this appears to suggest is either:

1. The officer dealing with the incident does not always fully understand the law as it stands.

2. As it is a different officer that is called out each time, there is no continuity and therefore no real interest in the pursuit of a satisfactory outcome.

Something about current legislation is not working, whether it is because of escalating paperwork, lack of training, overwork or some other unaccounted problem, I am not in a position to say. However I am able to report this comparatively straight forward issue has damaged our enjoyment of our property at weekends, eroded our confidence in the police force and its capacity to carry out enforcement, and from a fiscal point of view has consumed large amounts of tax payers money by occupying large amounts of police time with no satisfactory resolution.

I look forward to your response and especially some resolution in the above matter.

Yours Sincerely

XXXX

Individual Submission 105

To: Nadine Seifert
Date: 8/07/2008
Subject: Off road motorbike noise

My property borders on a 350 acre parcel of land that will one day be developed.

My problems started when this motorbike craze started some years ago. We have to endure hour after hour of motorbike and hoons in cars that think its their god given right to ride their bikes wherever they want. On many an occasion I have pointed out to them or their parents that the property that they are riding on is in fact private property. They don't care. I have had meetings with the OIC Traffic police officer in my region, I feel sorry for the police, there is not much that they can do. I was told by one police officer that the Commissioner has put out a directive that forbids police to chase on even put their lights on to try to apprehend these people. I cant see a reduction in the level if the police are hamstrung such as the commissioner's directive.

Improvements could be made in the way that the police are able to deal with these serial pests.

Council should be able to make the owner of the land take some responsibility for their land and what goes on within the boundaries. I have spoken to the owner and he seems reluctant to offer any solution, even though he says that he does not want any trespassers.

I also think that at the point of sale for these vehicles some responsibility should be shouldered, instead of "just another sale" in educating buyers on their responsibility to ride these bikes in the proper areas and not on someone's private property where it has a negative impact on others in the community.

In summing up I believe that the police should be able to confiscate bike riders who continually flaunt the laws.

Kind regards XXXX

Yes Nadine my comments can be posted. Kind Regards XXXX

Individual Submission 107

To: Nadine Seifert
Date: 10/07/2008
Subject: Trail Bike noise

Hi

There was an article in the local paper in relation to illegal trail-bikes and their noise.

I'm concerned by their noise, but more so by their presence continually in my street. I counted 19 driving past the Sunday before last, and I was only home ½ the day. Mostly they come from the house over the road and up one from me - which faces another street, but has a back entrance into my street. Only a young teenager driving. Some were at night - no lights, noise as late as 11:30pm, never with a helmet, sometimes with younger brother (no helmet either) who is only about 7 or 8 years old. A couple of weeks ago, there was one (a bigger bike) which rode for at least 10 metres on one wheel. We've also got a miniature quad bike which quite often rides up the street, with a small child sitting on as well.

I've rung Police Communication and Brown's Plains Police on at least 4 occasions in the past few weeks - the comment I had one time was that unless Police are there at the time the person is riding on the road, they can't do anything.

I think the police need to be empowered more for situations like this.

thanks

XXXX

Individual Submission 108

CMC Review of Motorbike Noise Laws
Attention: Nadine Seifert
GPO Box 3121
Brisbane Qld 4001

Silencers should be (and I thought they were) compulsory on all motor bikes. In a lot of cases, the bikes have to be 'on road' to reach their 'off road' sites.

Persistent noisy off roadsters should have their bikes taken off them for a period, plus fining them. The by-law signs on outer suburban areas and parks are too insipid. Councillor Flesser of Banyo had his picture in the local paper standing under a more aggressive, threatening sign near his home which, he stated, fixed his problem of noisy bikes, which meant the bikes moved to other areas such as ours in his electorate which have very insipid, faded signs listing in technical language the by-laws, which are useless, or, they have no signs at all.

There would be repercussions against us if our names were published, so please do not do so.

Yours faithfully,

29 June 2008

Nadine Seifert
GPO Box 3123
Brisbane 4001

Dear Nadine

As soon as the Trail bike
noise laws came out Peter Wellington's
Office sent me 2 Copies which I gave to
the local police, who were wonderful.
I had neighbours who bought 3-4 bikes
out opposite & below me every weekend
& who were intending to build a shed for
their children to stay in — every weekend
The local policeman at the time had
to speak to this family twice ~~at the time~~
and the new policeman once more
about 7 months ago: Life has been so
peaceful ever since: One suggestion
though would be to advertise your review
in local papers i.e. The Range News, Wabaiy: &

The Mary Valley Voice, as the only way
we found out about this was via a
brief announcement on Sunshine Coast
Radio which not everyone listens to.

Thank you again

Yours Sincerely

Individual Submission 114

To: Nadine Seifert
Date: 12/07/2008
Subject: CMC Review of Motorbike Noise Laws

12th July 2008

Dear Nadine,

I would like to submit comments in relation to the Motorbike Noise Laws review, and would like to bring to the Committee's attention the following:

1. I live in an area in XXXX that has acreage on one side of the street backing onto federal government property, and on the other side of the road smaller suburban blocks. Opposite my house on the other side of the street is an empty acreage block owned by people who live further up the road. Every weekend since before Easter we have had a convoy of utes, and cars with trailers full of trailbikes go through this empty block and access the Federal Government land behind to ride around on. They set themselves up with their eskies and I have also seen a large tent erected! This property has a gate with a combination padlock, and everyone who goes through somehow knows the combination of this lock. They are also trespassing on this Federal Government land.
2. I have been phoning the _____ on a regular basis, almost every weekend to do something about these trailbikers. At times we have counted up to a dozen cars go through to the federal government land. The _____ have always said they would send a car around. I started to wonder if the police had actually attended and spoke to the offenders, as the bikers continued to stay until sundown and returned the following weekend. There did not seem to be any deterrents whatsoever. It was only after I asked the police to please phone me so I know something was actually done, that I found out what was happening. The area is difficult to access. There are no other public roads that go to it, only a different gate leading from the main road with another lock which leads to the telecommunications area that is on this fed. govt. land. Because of this, they have not done anything.
3. I also contacted the Traffic Branch a month ago as was told they have a special officer who could access the area with his own bike. However, the bikers are still there every weekend and again nothing seems to have been done. A couple of weeks ago, I phoned the _____ once more and was told they would themselves let the traffic branch know. Again, today there are many cars, utes, trailers, and trail bikes there. My husband phoned the _____ again this morning when they started arriving and again they said they couldn't access the area! It is now 5.45 pm and they are still there. This is not a good enough excuse.
4. The numbers seem to be increasing every week as word gets out that this is a great place to ride. Now, they are also riding dangerously up and down our street without helmets and on the wrong side of the road.

5. I am extremely disheartened at the lack of action from the police department and was surprised to see that their powers had actually increased. This has definitely not been evident in this case. I am extremely frustrated with once quiet weekends now being replaced with the sounds of a race track on my back door, and no one seems to be interested in helping or doing something about it.

6. I have contacted the federal member's office about this and the phone call was not returned, the local councillor was also contacted and was unable to advise on a course of action.

7. I would also just like to further comment on the new laws. Our problem here is they are there every weekend. Even if given the first written noise abatement direction notice to stop the noise for a period of 48 hours, there is a week before they would be back anyway. They are not there on a daily basis through the week. I feel that the 2nd noise abatement direction should be within a 7 day period, not 48 hours.

I am happy for my comments to be displayed on the CMC's website, however would prefer to remain anonymous due to fear of retaliation. Please feel free to phone me if you would like more information, or to discuss further.

Kind regards

XXXX

Individual Submission 116

To: Nadine Seifert
Date: 14/07/2008
Subject: Comments re Queensland off road motorbike noise laws

My name is XXXX of XXXX Beerwah Q.4519.
I live and work in the Sunshine Coast Hinterland in the area known as Glass House Country (Caboolture to Caloundra and west to Kilcoy).

I have had extensive experience in management of natural lands and associated compliance activities. I live in a acreage estate adjacent to farmland and local and state government bushland reserves.

I would like to provide comment on this issue as I believe it is currently being inadequately dealt with and causing a lot of annoyance to the people and environment of this area.

I have done internet searches to try and find places in South East Queensland where it is legal to ride unlicensed and/or on unregistered Off Road Motor Bikes and there is probably less than 10 locations between Tweed Heads to Gympie and west to Toowoomba. Yet there is probably over 100 shops in this area selling new off road motor bikes along with the trickle down effect of older second hand bikes. So where are all these bikes being ridden, not in the owners 800-2000m2 back yard, but mostly in bushland areas under local or state government control. I raise the point that most unregistered motorbikes are the ones with noise problems as they are either older models with worn out exhaust systems or have been modified to maximise engine performance with resulting louder exhaust noise. The majority of road registered off road bikes tend to be newer, better maintained and have exhaust systems that are more effective (quieter and efficient).

Point 1. Do the new laws provide police with sufficient power to deal with noisy off road motor bikes?

No.

a. Due to operational policies, it is deemed to be too dangerous for Police or other Government Agency Staff to stop or pursue a moving vehicle unless it has been involved in a serious crime (risk of serious harm to compliance staff and offender). As noise complaints are not deemed to be a serious crime, most motor bike riders can easily evade compliance action.

b. Due to the highly mobile nature of off road motorbikes, they have often left the area by the time any compliance action can occur. Even if still in the area, off road motorbike users can usually evade Compliance Officers

c. Realistically the issue is a low priority for attendance by Police/Compliance staff compared to other issues normally dealt with in a days shift i.e. issues such as traffic accidents, domestic

violence etc. etc.. So when a complaint is made follow up usually does not occur in a timely manner due to higher priority issues.

d. Some bikes are so loud you can hear them from 3 kilometres away but you would find it very difficult to actually find the location of the bike and rider, they could be in the middle of a farm, with 23 paddocks and 5 creeks accessed by 4wdrive so how does a police officer in a patrol car even get to the site?

Point 2. Could improvements be made to the way in which complaints are responded too?

Change the system to one ensuring prior compliance rather than follow up action - see following discussion.

Point 3. Do the new laws provide the courts with sufficient power to deal with noisy off road motorbikes?

Need to solve the problem before it becomes a court issue. It is not serious enough issue in most case to warrant the attention of the courts - see discussion.

Point 4. How are off road motorbike issues managed in local communities?

Very poorly, issues need a whole of Government Co-ordinated response, and as the issue is a minor one compared with most issues Government Agencies are responsible for, no effective concerted effort is occurring. Is it a Police Issue? Is it a Queensland Transport Issue? Is it a Local Government Recreation Issue? Is it a Forest Plantations Queensland Issue, Is it a Environmental Protection Agency Issue? Is it a Office of Sport and recreation Issue? Is it a Queensland Water board Issue? Does every agency have the same compliance policy, powers and procedures?

Even if all these issues are sorted out, we need to move from a compliance/enforcement system to a self regulatory system with codes of conduct. This will only occur if more opportunities for off road motor bike riding are provided. 100 bike shops to 10 legal sites in the whole of South East Queensland?, This means relaxing some standards like having areas for under 17 riders, having areas for more extreme riding behaviours (jumps/circuits/hill climbs), allowing individuals/clubs to maintain tracks. Some of the High Voltage Power-line easements that pass through Forest and Bushland would make ideal bike tracks. There are often twin boundary access tracks 50 meters apart going for up to 10 km a section with all the land in between cleared and nearly level. Ideal place for kiddies, short and long circuits and club maintenance activities. Other locations may be large areas of Main Roads reserves. Noise management is not a issue as many of these areas are next to busy highways anyway.

However due to risk of things going wrong (and off road motor bike riding has a high incidence of accident and injury) many land managers would be very reticent to encourage this activity. What is tending to happen is a policy of not permitting the activity with

some minimal compliance work to prove that some action was taken to prevent the activity but effectively letting the activity occur so people can still ride their bikes but if something goes wrong its not the land managers fault. However neighbours next to bushland areas still end up living with nearly continuous noise issues and off road bike riders are forced to act illegally to undertake their recreational activity.

Point 5. Are there other issues that impact on dealing effectively with noisy off road motorbikes.

The problem of unregistered, unlicensed and underage riding of off road motor bikes in rural residential communities is a more serious issue than that of noise issues. Many teenagers under the age of 17 can not be easily dealt with and thus there are no consequences to them for their actions. Thus parents are often happy to let them go on riding illegally as "they would only be down the street causing trouble" if they weren't riding their trail bikes. (some parents do not seem to understand that by letting them riding trail bikes that they are down the street causing trouble!!). People buy bikes for their kids and after about 2 weeks the kids get bored with riding round and round the yard, then they start whizzing up and down the street, then its over to a mates place, then its a group of kids going through the council bush-land. Mum and Dad do not have the time to put the bike on a trailer and take them to a legal site. Its a bit like people buying pets without thinking the implications through then having to put the pets into the pound 3 months after Christmas, unfortunately there is no pound for troublesome trail bikes.

People seem to be very slow to accept that the farm ends at the front gate and other rules kick in once you leave the property boundary. We are no longer living in a sparsely settled farming community but in what is becoming a very suburbanised environment and the habits that didn't cause concern 10 years ago are now becoming very annoying (and dangerous) in todays urbanised environment.

Suggested Solutions

- 1a. Make it a legal requirement for every motorbike over 50CC to have at least Concessional Registration and a legible registration plate
- 1b. Improve Licence Plate legibility/mounting devices

Rationale

People who believe themselves to be anonymous often behave in a more inappropriate way than if they could be identified. How can any member of the public or Law Enforcement Officer follow up a complaint of someone doing the wrong thing on a motor bike when the rider is wearing a full face helmet with gloves, boots and full body armour and with the bike having no distinguishing markings. Even mounting of surveillance cameras in known trouble spots will give no useful information to follow up inappropriate behaviour. A lot of off road riders carry pliers and other tools to cut fences and damage gates to

gain access to bushland areas. They have also been known to abuse and intimidate property owners, farmers, bushwalkers and compliance staff. If people know they are visible and identifiable they tend to limit extreme behaviour.

Current number plate shape is easily damaged/covered in mud in off road conditions, suggest a more squarer shape mounted higher on the bike.

Mandatory Concessional registration will allow some access to third party insurance schemes to deal with injury claims by riders. Concessional registration could be improved to include cover for any accident/injury likely to be sustained. If it becomes dearer, it is just reflecting the true cost of the sport and ensuring participants are personally bearing some cost. Knowing the rider has some access to insurance coverage may make landholders allow greater access to areas as they have some confidence that they will not be the first point of call for expenses to deal with personal liability claims.

Precedence

Fire Arms Act. - A firearm is a \$100-\$1000 piece of metal that can potentially harm the owner or others. Society has required each fire arm to be identified, licensed, held by a responsible person and able to be inspected upon notice. A motor bike is a \$1000-10 000 piece of metal that can potentially harm the owner or others but there are no current effective controls in any form on who or what can be ridden where.

Boating Management - every boat with a motor over 4-6hp needs to be registered with highly legible 200mm high identification numbers. A high level of compliance effort is also put into ensuring people meet these requirements.

- 2a. Provide Subsidises fitting of quieter exhaust systems to bikes.
- 2b. Provide Subsidies for buy back of older un-registerable off road bikes

Rationale

Many bikes with noisy exhaust systems are owned by teenagers with limited ability to generate funds to maintain non essential items like exhaust systems. To effectively find and catch someone may cost \$3-500 in resources where as a subsidised system may cost the State Government only \$1-200, As well some method of getting older noisy bikes out of circulation may assist riders to purchase newer and quieter models.

Precedence

Government Water Saving/Solar Panel Initiatives - proved to be highly effective

3a. Provide greater access to State Government Land for use by off road motor bikes. 3b. Component of sale price of off road motor bikes/parts/accessories to go to a fund for buying/leasing land and operating costs of off road motor bike sites

Rationale

In South East Queensland it is rapidly becoming obvious that the large tracts of land far enough away from residential developments to cater for off road motor bike use are mainly owned by State Government Agencies. However none of these agencies have the management of off road motorbikes as a core function of their role and so provision and/or management of land for off road motor bike activities is very poor. There are funding issues as well, with car/truck registration some funds go back to roads, with boat registration some funds go back to ramps and beacons, but as off road bikes are unregistered there is no funding mechanism to get money for roads, and even if there was, as the bikes are used off road would Qld Transport share the funds with Councils and other State Government Agencies (who are incurring the maintenance costs) or would it stay internal with Qld Transport.

I believe that a lot of Off Road Motor Bike dealers are acting unethically as they are knowingly selling non road registerable bikes to people who can only ride them in places where they are either not allowed or will cause problems to neighbours. With the growth of the industry and turn over of stock I would have thought it would be in their long term financial interest to organise and provide a range of venues for their sport to continue in. If with the sale of each new bike \$1000 went towards the purchase of a land, only 500 bikes would need to be sold to provide a bike park, putting the surcharge on parts/accessories enables more funding to be generated and reducing the amount to be added to the price of a new bike. Many other sports seem to have been able to provide their own locations (some with Government assistance) but the off road bike industry generally has not accepted much responsibility for the activities of its members.

4. Publicity Campaigns

Very little effort is put into public awareness campaigns. A campaign like "If its not quite, Its not all right" similar to the "Heroes' wear helmets" aimed at kids on push bikes will help raise public awareness of the issue. Off Road Bike dealers may actually gain work out of this as keeping bikes quite and in good repair will generate work for them.

Problems

All off road bike riders and associated dealers and suppliers will complain about potential increased costs and regulations and the impracticability of some of the solutions (i.e. having legible licence plates). However this would be a very short sighted

viewpoint and one which is out of step with what many other recreational activities are having to deal with. If bikes were quieter and the owners better behaved, people would be happier to accept them as a legitimate activity in the right area. I have heard of quite a number of sensible proposals for off road motor bike parks being stopped due to the poor public perception of off road bikes and their riders.

Individual Submission 117

ATTENTION: NADINE SELFELT

RE: Off-Road Motorbike Noise

- (1) (a.) The new Law appears to be restricted to Off-Road Motor Bikes. You make no mention of 2Stroke Motor Bikes.
(b.) That maybe legally registered for Road Use, especially those bikes of 100CC to 150CC, that these bikes are equally noisy to any off-road bikes.
- (2) You ask whether the Police have sufficient power to deal with noisy "off-road" motor bikes?
 - (a.) From personal experience the answer is a definite NO. It appears the police must see and hear the noise personally before they can take action.
 - (b.) The Procedure being:-
You ring the local police station and register your complaint giving the necessary details. They in turn will register the complaint with the Police Communications Section in Brisbane City. They in turn will allocate the complaint to a Police car in the area - only of course if there is a car available in your area. In our case after eight (8) months and repeated phone calls to the local police station and now direct to the Communications Room - obviously there is no available car.
 - (c.) You ask about improvements in responding to complaints? If you don't have enough cars and police to respond to all received complaints - bear in mind noisy motor bikes will not be given any priority as it is a minor problem, except to those who live next door - how can any response be made? There should be ZERO tolerance to any person who willingly and knowingly breaks any law or community accepted behaviour because the people who commit these offences unchallenged believe they are above the law.
May I suggest the person who makes the complaint and gets no response from the police, should then compile a Statutory Declaration setting out all the necessary details, on receipt of the declaration, the Police, when convenient, can issue a warning to the bike owner in front of parents if it is a minor involved. If the offence is repeated the bike should be confiscated.
 - (d.) From experience the Local Council claim they have no authority to intervene in this sort of problem.
 - (e.) To alleviate this problem and help the environment - stop all imports in the future of all 2Stroke engines (California, USA have already recognised the harm to the environment by these engines).
(For your information I have tried to have the Police do something about one of the neighbours who deliberately makes excessive noise on his bike in the family property's driveway.)
 - (1) I have rung the Ferny Grove Police Station - No response
 - (2) I have been to the Ferny Grove Police Station and registered my problem - No response.
 - (3) I have rung the Police Central Communications Room a number of times and registered my problem - No response.
 - (4) I was advised to contact my Local MP Peter Dutton - waste of time.
1st Follow-up: His office said they had written to the Police Minister.
2nd Follow-Up: His office said they had no record of my complaint and were not interested. They then suggested I contact the Local Council Member, Bob Miller. This gentleman advised it was not a council problem.
 - (5) The local newsletter printed an article that the Ferny Grove Police Station Sargent Invited people to "telephone and register your complaint" - this was a waste of time.
 - (6) I have spoken to the rider of the bike about the noise - another waste of time.
 - (7)

(8)

“So what action can I take to fix the problem?”

Signed

XXXX

NB Your article appeared in “The Samford Village Pump” Newsletter
Friday June 27th 2008

MY NAME AND ADDRESS IS NOT FOR PUBLICATION IN ANY FORM