

Bass Coast Mountain Bike/BMX/Pump Strategy Summary



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About this document

This document is the Bass Coast MTB BMX and Pump Strategy.

The Background document with more details around demand, management and site assessments is provided as a separate document.

Acknowledgements

@ Leisure would like to acknowledge the support and assistance provided by Bass Coast Shire, Councillors and officers.

We would also like to thank:

- Other individuals and stakeholders who provided comments and feedback including Schools, AusCycling, Parks Victoria, Phillip Island Nature Parks and Sport and Recreation Victoria
- Staff from other Councils who were interviewed
- Industry representatives.

Bass Coast Shire Council and @leisure Planners acknowledge the Bunurong as the Traditional Owners and Custodians of the lands and waters and pay respect to their Elders past, present and emerging, for they hold the memories, the traditions, the culture and Lore.

Bass Coast Shire Council celebrates the opportunity to embrace and empower the Aboriginal and/or Torres Strait Island Communities in their diversity.

I. Introduction

The purpose of this strategy is to identify sites for new or upgraded MTB, BMX and pump facilities and create a network of facilities that offer a variety of experiences for our community, as well as draw in visitors from around the region and across Victoria.

I.1 Objectives

The objectives of the Strategy are:

- Outline the strategic basis for the location and hierarchy of Mountain Bike, BMX and Pump facilities across Bass Coast Shire
- Develop a set of principles that guide the planning and development of recreation facilities for Mountain Bike, BMX and Pump
- Establish an implementation plan for design and construction of new facilities, with an indicative cost analysis
- Create a community education/communication plan that outlines how the new facilities will benefit local communities
- Outline maintenance requirements for the day-to-day operation of new facilities
- Develop a position on informal tracks and trails that have been created and how Council responds to new amenities that are not approved.



Image: Construction of the Holland Park dirt jumps @leisure

1.2 The Shire

Bass Coast Shire is located in the Gippsland region of Victoria, 130 kilometres southeast of central Melbourne.

The Shire covers approximately 800 square kilometres. It is predominantly a coastal municipality defined by the foreshore habitats of Bass Strait, the Bunurong Coast, Western Port and Anderson Inlet. Rural hinterland, rivers, coasts and the Strzelecki Foothills complement the coastal areas.

The major population centres are Wonthaggi, Cowes, San Remo, Inverloch, and Grantville. Smaller coastal communities, which experience large population fluctuations during holiday and summer periods, and rural communities are also included.

The Shire has three regions: Island, Bunurong and Western Port.

Most of the native vegetation in the Shire was cleared. However, there are some large public open spaces on the Bass Coast, most of which are bush conservation sites or coastal reserves. There are two major river corridors.

Parks Victoria manages several coastal areas, including the “the Gurdies” and regional parks. Much of the open space on Phillip Island is under the care and control of Phillip Island Nature Parks, which includes multiple land holdings supporting Koala habitat and food sources.

There is some elevation through the centre of Bass Coast, but this is mostly farmland, and there are no large working forest reserves. Bass Coast lacks mountainous country and large state forests, which accommodate significant-scale Mountain bike tracks in other areas of Gippsland and Victoria.



I.3 What we did

The tasks undertaken in this project included the following:

- Review of State and Council plans (health and well being, trails, urban forest, biolinks) VEAC reports, relevant master plans, and Parks Victoria's and AusCycling's documents etc.
- Review of likely demand, population and participation data etc.,
- Consultation with staff, AusCycling, SRV, Project Reference Group members, Staff, the Phillip Island Bicycle User Group, Landcare, Phillip Island Nature Parks, Parks Vic, and Newhaven College. (Note: Some requests for interview made to local groups were not responded to)
- Met with the project Reference Group on three occasions
- Prepared a site selection criteria for a variety of off-road cycling facilities
- Reviewed over 30 sites that may be suitable for the development of facilities using: MapShare, VicPlan maps, aerial photos, information provided by Council and suggestions from stakeholders etc.
- Conducted two days of site inspections
- Prepared preliminary objectives, a planning framework etc., and directions by locality.
- Assessed likely management tasks and roles
- Prepared this report and worked with Council to agree on the sites for development and possible time frames
- Exhibition of the draft strategy for comment (by Council). Over sixty people provided feedback. Feed back and submissions made by local groups were reviewed. Parks Victoria's Response Statement is provided as Appendix 7.



Image: Mornington Peninsula Shire

I.4 Principles

Types of facilities Council could support and where

- Bass Coast may support a network of community MTB facilities but is not likely to be able to find a site large enough for a regional MTB facility. The focus on provision should be to serve residents and collectively enhance visitor experiences – rather than a major destination facility
- Pending the availability of sites, there should be a hierarchy of facilities, from local (serving weekly needs, at a short rideable distance from home, and district (serving one area-more than the immediate suburb) See 3.7. Facilities should be distributed relatively equitably across the Shire. This hierarchy determines the scale of provision and support facilities
- Infrastructure must be accompanied by opportunities for skill development, programs, environmental education, regular inspections and maintenance (likely provided by other partners)
- Infrastructure should address the needs of people of all ages, genders, and abilities and provide graded challenges for each site
- Where possible, there should be rider involvement in the design, construction and management of local facilities—with agreed parameters
- Council will focus on providing easy to intermediate facilities (white green and blue,) rather than difficult or extreme (black diamond or double black diamond) facilities
- The delivery of suitable soil and materials is essential to risk management
- MTB facilities developed on public land must comply with relevant legislation, government policies, approved Victorian Environmental Assessment Council or Land Conservation/Environment Conservation Council recommendations, EPA regulations, etc. (Victorian State Public Land Mountain Bike Guidelines-2020).



Image: Inverloch Recreational BMX track. @leisure

2. Strategic basis for providing facilities in Bass Coast

2.1. Benefits of providing opportunities for off-road cycling*

For participants

Facilities in Bass Coast could offer:

- A reason to be outdoors, to connect with nature, view wildlife, and experience the outstanding scenery and coastal landscapes
- Opportunities to appreciate and learn about the natural environment
- The health and wellbeing benefits of being active and connecting with nature
- Exposure to risk and challenge that enhances learning and the development of resilience and independence
- An outlet for young and older people of all abilities who are not involved in other forms of sport
- Participation at any pace, on your own or with like-minded people
- The creative outlet of designing and the sense of achievement from building and maintaining tracks
- Pathways to other social activities, clubs, performance competition riding, and careers.

For the community

Benefits include:

- Social, physical, environmental and economic benefits of people using these types of facilities and travelling to use these in areas outside their neighbourhoods
- The growth of cycling provides opportunities for local young people to work in an expanding industry
- Facilities provided for families that want to ride together and encourage their children to lead active and social lives and be confident outdoors
- Opportunities for children to develop cycling skills that can become lifelong, affordable, healthy and environmentally sustainable habits
- Having local facilities saves families from driving to other locations outside of Bass Coast.

Economic benefits

- Mountain Biking In Australia: An Economic and Participation Analysis 2021 indicates that the civic and volunteering benefits of mountain biking are valued at \$3,214 per person per annum
- Health benefits of MTB are estimated at \$1.58 per kilometre ridden
- Sport, physical recreation, and educational outcomes are estimated at \$2.50 per ride.

* This term is intended to encapsulate the spectrum of mountain biking and BMX disciplines, outside track and road cycling.

2.2. What we want to achieve

1. More people enjoying cycling and adopting it as a lifelong physical and social activity
2. A more planned approach to the provision of off-road cycling (other than touring, rail trails and shared paths), in what is feasible for Council to resource and manage
3. A diversity of MTB, BMX and pump opportunities accessible to people of all ages, gender identities and abilities
4. A partnership between land management agencies, schools, residents, riders and representative associations, retail and trail builders, to plan, design and manage MTB trails, skills areas and pump tracks and deliver associated services and programs
5. Less occurrence of bike jumps being constructed that pose unacceptable risks to unintended users and are in inappropriate locations
6. Bass Coast to be an attractive place for visitors to ride through a network of facilities linked by off-road trails
7. A range of small MTB facilities suited to the land and natural features available, close to population and visitor centres, and in line with Victorian State Public Land Mountain Bike Guidelines (VSPLMTBG) 2020.



2.3 Strategy: Objectives, what will be delivered and how

Objective	What will be delivered	How
<p>I. Encourage more people to enjoy cycling and adopt it as a life-long physical and social activity</p>	<p>1.1 Provide facilities close to home</p> <p>1.2 Connect facilities to social /family recreation spaces, sports reserves, and off-road trails so young people have an opportunity and are motivated to try them</p> <p>1.3 Encourage a pathway from social activities, skill development, school, and club activities for all residents.</p>	<ul style="list-style-type: none"> • Develop a network of off-road cycling facilities (as outlined in 3.7 Facility development summary) • Encourage more females to ride off-road (only 40% of the market) and provide facilities accessible to adaptive mountain bike riders • Work with partners to provide a pathway for riders from foundation skill level to competent riders or club competition if desired • Ensure an equitable distribution of facilities across the Island, Western Port and Bunurong wards of Bass Coast.

2.3. Strategy: Objectives, what will be delivered and how (cont'd)

Objective	What will be delivered	How
<p>2. Adopt a planned approach to providing off-road cycling facilities (additional to shared and rail trails) which are feasible for Council to resource and manage</p> <p>3. Provide a diversity of MTB/ BMX opportunities accessible to people of all ages and abilities</p>	<p>2.1 Adopt the principles, selection criteria and hierarchy of facilities as outlined in the Strategy.</p> <p>3.1 Provide a network of district/local recreational MTB, BMX and pump facilities where there is demand and serving primarily community and visitor needs, including:</p> <ul style="list-style-type: none"> • MTB trails + skills areas • BMX recreational circuits • Dirt jumps, and • Pump tracks • Other off-road opportunities to ride, i.e. gravel circuits. <p>3.2 The network of trails, provided in circuits, should primarily address the white, green or blue standard of facilities (see Appendix 2.). These are likely to be small (Micro Trails). Facilities should be provided in suitable sites in line with the selection criteria provided and the Victorian State Public Land Mountain Bike Guidelines (VSPLMTBG) 2020.</p> <p>3.3 Consider the potential of degraded/brownfield sites for MTB, with some elevation for trails. e.g. mine sites, former transport or industrial land.</p> <p>3.4 Ensure materials used in construction of facilities are sympathetic to the coastal context, environment and flora (including colour of soil and rocks).</p>	<ul style="list-style-type: none"> • Develop a hierarchy of facilities across the Shire commencing with: <ul style="list-style-type: none"> o A network of trails (may need to be Micro trails) in the Island area of Bass Coast, in Western Port (site yet to be identified), and one in Bunurong near Wonthaggi o At least one multi- facility site with trails and a skills area outside Wonthaggi o Two upgraded BMX recreation circuits that are well maintained o Three pump tracks in sport/ recreation parks distributed across the Island, Western Port and Bunurong. Ensure these are well sited, in accordance with this Strategy and designed to ensure long term use without conflicts o Two or more dirt jump sites where there is demand (Bunurong and Island). <p>See table 3.6 Facility development summary.</p> <ul style="list-style-type: none"> • Ensure at least one trail facility suited to adaptive mountain biking is provided in each of the three areas of the Shire, in the long term.

2.3. Strategy: Objectives, what will be delivered and how (cont'd)

Objective	What will be delivered	How
<p>4. Develop partnerships with land management agencies, adjacent Councils, Landcare, schools, residents, riders and (where possible) retail and trail builders to plan, design and manage MTB/BMX and pump facilities and deliver associated services and programs</p>	<p>4.1 Engage with local (and regional) cycling groups in the development and management of facilities</p> <p>4.2 Assist local groups to become familiar with categories of government land and the restrictions and opportunities related to off-road cycling use and facility development on each</p> <p>4.3 Empower/ educate the community and other landholders to develop and manage sites that are safe, environmentally sensitive and sustainable, that meet local demand</p> <p>4.4 Continue to develop open and transparent communication channels with stakeholders, riders and the community about offroad cycling and suitable facilities</p> <p>4.5 Keep the community informed about possible development sites, opportunities to ride, and to be involved</p> <p>4.6 Work with adjacent Council's to seek funding for regional initiatives, and develop facilities close to Bass Coast</p> <p>4.7 Given the resources and volunteers required, work through existing groups rather than support the setup of a new club.</p>	<ul style="list-style-type: none"> • Continue to work with ParksVictoria, DEECA and Phillip Island Nature Parks, and adjacent Councils to identify suitable sites for off-road cycling use and progress the development of a network of opportunities across the Shire and region • Work with adjacent LGAs to establish sites and seek funding for the development of a regional MTB facility that can cater to Bass Coast residents • In conjunction with facility developments, seek to engage partners to fund and offer skill development and educational programs around MTB, BMX and pump • Continue to utilise the Project Reference Group in the implementation of the strategy for their current term and review the need and make-up of the group after that • Liaise closely with Newhaven College regarding local riding opportunities and student involvement in facility development/management. • Liaise closely with Sport and Recreation Victoria in the resourcing, development of facilities and facilitating participation in off-road cycling by target population groups.

2.3. Strategy: Objectives, what will be delivered and how (cont'd)

Objective	What will be delivered	How
<p>5. To implement a formal program and budget for the management of MTB, BMX and pump facilities</p>	<p>5.1 Develop a management program and budget for MTB, BMX and pump to include:</p> <ul style="list-style-type: none"> i. Regular inspections and maintenance of all facilities ii. Provision of suitable material/soil, rock etc., iii. Maintaining a source of water for dirt jumps, and at trail heads iv. Maintenance/ replacement of any synthetic or natural track surface and fall zone material v. Risk management processes and documentation, including signage vi. Ongoing communication and information with users and partners vii. Facilitation of sports development activities/ programs viii. An agreed process to address and minimise the occurrence of dirt jumps in unauthorised locations where impacts are unacceptable. 	<ul style="list-style-type: none"> • During planning for specific facilities, prepare a risk management plan, inspection checklist and management budget • Communicate how riders can contribute to the location of sites and how they are provided • Document a process Council will follow when unauthorised jumps are found on inappropriate sites • Adopt a process about how Council will manage rider's involvement.

2.3. Strategy summary: What we want to achieve and how (cont'd)

Objective`	What will be delivered	How
<p>6. Provide up to date information to riders and the community about opportunities to participate and contribute to sustainable off-road cycling in Bass Coast</p>	<p>6.1 Provide information about Council's objectives related to MTB, BMX and pump</p> <p>6.2 Provide a one-stop shop for information about off-road cycling facilities.</p> <p>6.3 Provide a suite of information related to existing tracks, processes, rider involvement in construction and maintenance, safe and respectful riding, codes of conduct, what Council will do about non-authorized sites and who to contact.</p> <p>6.4 Continue to liaise with Parks Victoria and other Government partners in the planning of new tracks and trails and management of such sites</p>	<ul style="list-style-type: none"> • Where riders are to be involved in facility construction or maintenance, ensure processes are in place, including: <ul style="list-style-type: none"> o Risk and management documentation, including communication, signs, codes of conduct, waivers and parameters for ongoing rider involvement.

3. Types of facilities Council could support and where

3.1 Existing facilities

The three existing styles of facilities available in Bass Coast for MTB or BMX are:

- a. **Dirt jumps.** Currently, non-authorized sites designed by riders seeking challenges associated with jumping and may involve constructing/maintaining jumps for this purpose.
- b. **Recreational BMX/bike circuits.** These are not designed for competition racing or jumping, but are a cut-down style of BMX track for having fun, honing skills for handling a track, riding at speed, and pumping or riding a combination of features in a circuit
- There are two such facilities in the Shire: one at Fred Gratton Reserve in Coronet Bay and one at Thompson Reserve in Inverloch.
- c. **Trails in existing natural areas.** There are vehicle tracks and other tracks in large parks where MTB riding is permitted, such as the Gurdies, Oswin Roberts Reserve and around the Desalination plant. At this stage, designated MTB facilities will not be constructed in some of these locations, however, Council will continue to liaise with these groups in seeking a way in which they could be utilised in an agreed manner.

(See response statement by Parks Victoria in Appendix 7. of the Background document).

3.2 Future facilities

Dirt jumps

- Dirt jumps typically consist of one or more rows of jumps. Jumps are made from hard-packed soil in the shape of a ramp that enables riders to launch their bikes in the air.
- These jumps vary in height and typically are either in the form of a tabletop, where the launch and landing jump are combined, or as two separate jumps with space in between (doubles or gap jumps).
- The activity has evolved alongside BMX racing and provides a pathway to the competition discipline of the sport, slopestyle.
- Jumps assist a rider to perform manoeuvres in the air. The activity is about tricks and challenges, not speed.
- Part of the experience for riders is often the jump construction and refinement process.
- Jumps are sometimes constructed by riders without authorisation. This strategy identifies a process for assessing unauthorised sites if they appear in public land.



Images: @leisure

MTB skill areas

- MTB skill areas are typically a collection of short trails in runs or loops and a combination of dirt jumps, timber technical features, simple ladder bridges, berms, rolling jumps and drop-offs.
- These features provide graded challenges and fun, accommodate riders of a range of proficiencies and encourage skill development and the progression to more challenging MTB and BMX facilities.
- Skill areas typically provide for short stays.
- Riders can apply skills developed at these facilities to more extensive trails, dirt jumps, pump tracks, and general MTB/BMX riding.
- Skill areas are commonly located off a main trail, along with other tracks and jumps, or in a bike park.
- A user group commonly maintains these facilities.



Pump tracks

- Pump tracks consist of a series of roller-style jumps and berms designed in a circuit and ridden by pumping rather than pedalling.
- The experience associated with pump tracks is about speed, not aerial tricks.
- Pump is now a competition discipline of cycling, where two riders ride a mirror image track.
- In addition to use by experienced riders, as the jumps are relatively low and the circuit short, these facilities can be used by young riders who pedal and can gain basic bike handling skills and experience riding around berms and over jumps.
- Pump tracks may be constructed of dirt, and surfaced with smooth asphalt or concrete, or prefabricated modular tracks of precast concrete, timber laminate or fibre glass. If they have a hard surface other than earth, scooters and skaters can also use them.
- Councils commonly maintain pump tracks, rather than user groups.



Recreational BMX circuits

- These tracks are typically cut-down versions of a BMX racing track.
- They are unsealed (may have start hills or berms sealed) and target families/children.
- A range of age groups and proficient riders can ride these circuits (like pump tracks).
- The primary users will likely only travel a short distance to use them, for fun, or longer distances to try BMX. They are social facilities and should be close to residential areas.
- These circuits are commonly best sited in conjunction with other community recreation infrastructure, for example, in social/family recreation parks, play spaces or sports facilities.
- Typically, Council's have designed, constructed and maintained these tracks for recreation or when they are used for local BMX racing, in conjunction with other recreation infrastructure.
- These types of tracks typically serve a local catchment (or a district catchment as there will be few of these).



Inverloch Recreational BMX circuit



Coronet Bay Recreational BMX circuit

MTB trails

- Cross-country (XC) trails typically have a mix of terrain, with climbs and descents. These are primarily single-track trails relying heavily on natural features. Compared to other types of trails, such as Free Ride and All-Mountain, Cross-Country has technical areas, typically natural features that vary in challenge, but they have less technical and downhill focus. Gravity trails are those that are largely down hill, and typically may have lift assistance to start from an elevated location.
- Flow trails are about rhythm and tend to accommodate a wider range of rider skill, are more meandering, downhill and with less natural technical features and climbing. They are generally an excavated, purpose-built single track, and have smoother man-made berms, rolling terrain and sculpted jumps.
- Due to the lack of state forest, elevation, or large parcels of treed land in Bass Coast, the possibility of major trail networks to accommodate experienced mountain bikers and highly challenging gravity, downhill, or enduro activities/ facilities is limited.
- In Bass Coast, the land capability may limit the number and type of trails, and their distance. There may be an opportunity to develop several small circuits or Micro Trails* on Council/ ParksVic owned properties that connect with other shared trails and can be extended by other types of MTB facilities, such as dirt jumps and skills areas.
- Trails that adaptive MTB riders can use are essential.

* Micro Trails is a term suggested by the Bass Coast MTB Association to reflect short local trails more readily able to be built in Bass Coast, and that reflect the preference for flow trails.

3.3 Potential-development-sites

Multiple sites for trails, dirt jumps, and pump tracks were investigated in three areas of Bass Coast: Westport, Island and Bunurong.

Sites included those identified in previous studies, such as by the Gippsland MTB Inc., agency stakeholders (Council staff, Parks Victoria, and Phillip Island Nature Parks), the project reference group members, the community during the consultation and on the ground and through Victoria land data (MapShare, Vic Plan and Unearthed.)

Western Port

Sites investigated included:

- The Proving Ground, Lang Lang
- The Lang Lang Educational Area
- Grantville Conservation Nature Reserve
- The Gurdies, Grantville
- Bass River water frontages and associated reserves
- The existing BMX Recreational Circuit in Coronet Bay
- The Kilcunda Coastal Reserve, Kilcunda
- An area in the Phillip Island Coastal Reserve south of the Cape Woolamai residential area
- (Cape) Woolamai Park (also known as Sunnyside Park)
- The Phillip Island Airfield, Newhaven
- Part of the Newhaven Swamp, Newhaven (Cleeland Road)

Island

The sites on Phillip Island investigated included:

- The old Rhyll tip site
- Ventnor Koala Reserve
- Harbison Road site (south of Oswin Roberts Reserve)
- 100 Gap Road, Cowes
- The proposed Phillip Island Recreation Reserve site.
- Five ways, Cowes
- Sunset Strip Reserve, Sunset Strip
- Sunset Strip roundabout land, Sunset Strip and
- Blue Gum Reserve, Cowes.




Bunurong

The sites investigated in Bunurong included:



- The state coal mining sites around Wonthaggi in particular, the west area
- Guide Park, Wonthaggi
- The Wonthaggi tip site
- The old rifle range - Wonthaggi
- Land north and south of Billson Street-Bunurong Road, Wonthaggi
- Tank Reserve - Wonthaggi
- Screw Creek Reserves in Inverloch, and
- The existing recreational BMX track in Thompson Reserve, Inverloch.
- Wonthaggi Recreation Reserve

Appendix 4 of The background document sets out the findings of the key development site assessments, and sites deemed suitable and unsuitable.

3.4 Suitable sites for each facility type, by area

	MTB Trail and Skills (BCMTB)	Dirt Jumps (BCDJ)
  	<p>Bunurong</p> <ul style="list-style-type: none"> BCMTB1: West Area Old Coal mine, Wonthaggi - Short term priority. <p>Island</p> <ul style="list-style-type: none"> BCMTB2: Gap Road - Short term priority. <p>Further investigate:</p> <ul style="list-style-type: none"> BCMTB3: Sunset Strip Roundabout, Sunset Strip. Investigate with Regional Roads Victoria - Short term BCMTB4: Five Ways Reserve (further investigate, only with approval from PINP) - Short term Proposed Phillip Island Recreation Reserve - Long term. <p>Western Port</p> <p>Further investigate options such as:</p> <ul style="list-style-type: none"> BCMTB5: Lang Lang Education Area - Long term in conjunction with the scouts BCMTB6: The Woolamai Quarry site in Kilcunda, including a circuit from the Anderson-Wonthaggi Rail Trail - Long term. Bass River and associated reserves—where fenced and not licenced to adjacent landowners - Long term . 	<p>Bunurong</p> <ul style="list-style-type: none"> No site identified unless: <ul style="list-style-type: none"> There is an option in conjunction with BCMTB1: Wonthaggi Old Coal mine, or In conjunction with BCRBC1 Inverloch BMX (a small run in association with the recreational circuit-where space allows). <p>Island</p> <ul style="list-style-type: none"> BCMTB2: Gap Road, Cowes (space allows and after providing trails - Medium term) <p>Western Port</p> <ul style="list-style-type: none"> BCDJ1: Cleeland Street, Newhaven Swamp, serving Cape Woolamai residential area - Short term. <p>Further investigate – in the long term:</p> <ul style="list-style-type: none"> The space available adjacent to the recreation BMX track in Fred Gratton Reserve, Coronet Bay Any site In association with any trail development, i.e. Lang Lang Education Area, if proven feasible.

3.4 Suitable sites for each facility type (cont'd)

Recreation BMX Circuit (BCRBC)		Pump Track (BCPT)
 	<p>Bunurong</p> <ul style="list-style-type: none"> BCRBC1: Thompson Reserve Inverloch, Recreational BMX track – Short term renewal project. <p>Western Port</p> <ul style="list-style-type: none"> BCRBC2: Coronet Bay BMX Recreational Circuit – Short term renewal project. <p>Island</p> <p>Further investigate:</p> <ul style="list-style-type: none"> BCRBC3: Proposed Phillip Island Recreation Reserve, (as per the master plan for the site) or preferably a Micro Trail. Investigate - Long term. 	<p>Bunurong</p> <ul style="list-style-type: none"> BCPT 1. Wonthaggi Recreation Reserve – investigate opportunity to include next to the skate park and adjacent to the new play space - medium term BCPT 2. Guide Park – open space to the east of the play space – medium term <p>Island</p> <ul style="list-style-type: none"> BCPT2. Bluegum Reserve, Cowes – investigate siting and potential conflicts - Short term BCPT3: Phillip Island Recreation Reserve - Long term. <p>Western Port</p> <ul style="list-style-type: none"> BCPT 4. (Cape) Woolamai Park, Cape Woolamai. (Sunnyside Reserve) – Short term <p>Further investigate:</p> <ul style="list-style-type: none"> Howard Hughes Reserve, Corinella - Medium term option Grantville Recreation Reserve - Medium term option.

3.5 Facility development summary

The table below outlines the types of MTB/BMX facilities to be developed, by catchment hierarchy, indicative space requirements, costs, sites and timeframes. Indicative costs only include core facilities, not any trail head, support facilities, planning, design or addressing adverse sub grade conditions.

Time frame	Duration (years)
Short	0-5 years
Medium	5-10 years
Long	10+ years

Catchment hierarchy	Type of facility	Definition	Indicative area required	Indicative Probable Cost (per site)	Potential Site	Time frame
Local Serves the immediate suburb within about 20 mins ride. No support facilities.	Dirt jumps	Desirably at least 2 runs of 3-4 jumps, each of different heights including at least one with tabletops for inexperienced riders. Dependent on space available.	1300 m ²	\$50,000+ assuming shaping by users	Cleeland St / Newhaven Swamp	<ul style="list-style-type: none"> Short - Newhaven Swamp
	Pump track	Prefabricated (laminated, fibre glass or concrete) or small asphalt track suitable for use by scooters, BMX and MTB riders. Typically includes more than two small loops.	1500 m ²	\$120,000-\$450,000	Sunnyside Reserve, Cape Woolamai Blue Gum Reserve, Cowes Wonthaggi Recreation Reserve Guide Park, Wonthaggi	<ul style="list-style-type: none"> Short- (Sunnyside Reserve) Short - Blue Gum Reserve if suitable site Medium – Wonthaggi Recreation Reserve Medium – Guide Park
	"Micro trail"	Small flow, cross country or other style trail depending on site elevation, features and soil with some technical features, excavated to provide interest, challenge and rhythm.	A trail 200m -1 km in length	Allow \$50,000 (earth moving & soil)	Investigate: Sunset Strip roundabout, Sunset Strip with Regional Roads Victoria. Five-ways Reserve, Cowes with PINP	<ul style="list-style-type: none"> Short - Investigate Sunset Strip roundabout with Regional Roads Victoria, or Five-ways Reserve, Cowes with PINP
District One major component of a scale/quality or multiple colocated facilities to attract people from outside of the suburb. Some support facilities (excluded from costs)	Dirt jumps	Multiple runs of jumps including gap jumps, and typically in conjunction with either a skills area or trail system, or in a bike park.	2000-3000 m ²	\$75,000 - \$250,000	Gap Rd, Cowes Optional: West Area Coal mine and Inverloch BMX Recreational Circuit	<ul style="list-style-type: none"> Short – Gap Rd Cowes Short – Inverloch BMX Short – West Area coal mine
	Pump track	Asphalt surfaced track with multiple loops (or earth if part of a dirt bike park.)	2000-3000 m ²	\$650,000 - \$2 million depending on site conditions	Proposed Phillip Island Recreation Reserve Optional: West Area Coal mine	<ul style="list-style-type: none"> Long – Proposed Phillip Island Recreation Reserve Short – West Area coal mine

3.5 Facility development summary (cont'd)

Time frame	Duration (years)
Short	0-5 years
Medium	5-10 years
Long	10+ years

Catchment hierarchy	Type of facility	Definition	Indicative area required	Indicative Probable Cost (per site)	Potential Site	Time frame
District One major component of a scale/ quality greater than local or multiple colocated facilities likely to attract people from outside of the suburb. Includes some support facilities.	Skills park	one large single skills facility, servicing a planning area (i.e. 3 across Shire), or accompanying other MTB facilities in the one location, for example MTB trail or pump track, or dirt jumps.	1225 m ² +	\$150,000-\$400,000	Gap Rd, Cowes West Area Coal mine Investigate: Lang Lang Education Reserve	<ul style="list-style-type: none"> Short - Gap Rd, Cowes Short – West Area coal mine Long – Investigate Lang Lang Education Reserve
	MTB Trails (Micro Trails)	Site with trees (or will plant trees) and some slope. Supported by car parking, a trail head, drinking water and toilets, and may have picnic facilities. May include other elements colocated such as a skill park or pump track. Connected to or serviced by an off-road trail network.	2-5 ha	\$50,000 per km	West Area Coal mine site Gap Rd Proposed: Phillip Island Recreation Reserve	<ul style="list-style-type: none"> Short – West Area coal mine site Long – Proposed Phillip Island Recreation Reserve
	Recreational BMX circuit	Cut down BMX style racing track around 200+ m in length. Not to competition standard.	Existing sites 5500 sqm.	Maintenance/ upgrade only	Fred Gratton Reserve, Coronet Bay Thompson Reserve, Inverloch	<ul style="list-style-type: none"> Short – Fred Gratton Reserve Short -Thompson Reserve, Inverloch
Shire wide One major destination park likely to attract users from across the Shire or beyond.	One major trails site	Desirably a treed site (or where trees can be planted) with multiple trails of different some slope, for excavated flow trails. Connected to a major rail or off-road trail.	5 ha+	\$1.5-3 million	No potential site identified	No indicative time frame identified
	A "bike park" with multiple bike facilities	May include a trail network and other elements colocated such as a skill park, dirt jumps or pump track. Connected to or serviced by an off-road trail network. Supported by car parking, a trail head, drinking water and toilets, and picnic facilities, if not adjacent to these facilities in a regional park or sports facility etc.,	5 ha+	\$1.5 -3 million (excluding support facilities)	No potential site identified	No indicative time frame identified

4. Costs and funding

Costs of construction

Before the costs of a particular type of MTB/BMX or pump facility on a specific site can be estimated, several variables need to be known.

Key factors that may influence costs include:

- Cost of site investigations, such as Geotechnical investigation, contamination assessments, heritage and planning approvals and design
- The size of the facility and linear metres of the trail
- Preparation of the site: Basic grading/earthworks, drainage, access, moving or provision of services such as water and power/any existing facilities and vegetation removal
- Trail/facility construction; provision of suitable soil/rocks, excavation, drainage, surface materials (asphalt, or concrete) provision and assembly of any prefabricated or technical items and treatment of immediate surrounds
- Support facilities, such as paths/ trail access, picnic/ toilet facilities, maintenance shed/ tool storage, car and bike parking and signage

Potential sources of funding

There are many sources of funds for MTB/ BMX facility developments. In many instances, major facilities will have multiple funding sources that may include at least two levels of government. Funding is also often available for feasibility assessments, master planning, and detailed design; however, opportunities change and may not fit with a project's time frame.

Council should work closely with adjacent Councils, especially South Gippsland Shire, to ensure regional priorities are progressed and investigate sites suitable for larger-scale tracks and trails that are close for residents of Bass Coast Shire to utilise. Funding bodies may consider a joint approach more favourably than smaller individual projects.

In many instances, funding for core MTB facilities is supplemented with additional grants for planting, supporting infrastructure, shade, and participation-enhancing programs.

Typical sources of funds for the construction of MTB and BMX facilities have (in recent years) included the following:

- Federal Government Grants
- State Government Grants
 - Regional Development
 - Sport and Recreation Victoria
 - Crown land /environmental projects
- Election promises
- Council funding
- Philanthropic trusts / Foundation grants etc.
- Fundraising programs conducted by local organisations
- Other sources of funds for associated programs, female participation, equipment, shade etc.

5. Management of facilities

5.1. Position on unauthorised tracks

Bass Coast Shire, Parks Victoria and Phillip Island Nature Parks have identified a number of jumps being constructed in public land. Many of jumps tracks are considered to be in unsuitable sites due to the impact they have on conservation values and public risk.

This strategy recognises the value of riders being involved in the construction of jumps. However, these need to be in suitable sites and managed in a strategic way.

Principles related to building and removing of unauthorised tracks

Council officers will respond within 24 hours of being notified that unauthorised jumps or tracks have been constructed in a public space.

The jumps will be assessed from the following three points of view:

1. Risk to users and unintended users
 - Assessing any immediate risk is the priority
 - This risk assessment process should be consistent with the principles of this strategy and the International Risk Management Standard (OSO 1300:2018).
2. The suitability of the site
 - (related to ownership, management, planning controls, environmental and cultural values).
 - The suitability of off-road cycling facilities on public land is informed by Victorian State Public Land Mountain Bike Guidelines 2020. These guidelines acknowledge that policy and regulations associated with distinct categories of public land may prevent MTB from being authorised.
3. The involvement and communication with users and the broader community
 - Principles in the Victorian State Public Land Mountain Bike Guidelines 2020, include the following:
 - "Trails, or sections of trails, used for mountain biking that have not been authorised by the public land manager should be closed by the land manager if planning consent cannot be obtained. Such management actions will be communicated to the mountain biking and wider community before the closures occur, unless there is an imminent safety risk."
 - Desirably, (in accordance with the Guidelines above) the public landowner will only remove the jumps in consultation with riders when they represent a significant risk. Major risks, such as large holes in pathways can typically be rectified before removing everything to reduce the risk of environmental damage.
 - The land manager will notify riders/ the community of intentions, processes, removal or alternative sites where riders can be contacted.

5.2 Ongoing community communication, information and education

Creating ongoing communication with users and the general community about MTB, BMX and pump is desirable.

Council and other public land managers can communicate with riders through the following:

- Targeted information through one or more specific social media sites/page/channels
- The project reference group, other existing clubs/local groups when advice is required
- Specific partnerships
- Where appropriate; Youth team's regular drop-ins (common for dirt jumps sites and pump tracks, for example)
- Contacts collected through "Your Say" consultation about this strategy.

Bass Coast has a number of residents who are very proficient BMX or MTB riders. There is a high degree of interest in providing facilities and implementing this Strategy. It is desirable to utilise this expertise and passion.

Critical components to the successful implementation of this strategy and the development of specific facilities and off-road cycling in conjunction with residents, riders, and partners include the following:

- Ownership of the strategy by local groups
- Opportunities to, (and clarity about) how to have input
- Information about the sport in Bass Coast and the availability of facilities for all
- Understanding on what basis sites have been determined suitable or unsuitable
- Understanding risk management processes and land management constraints
- Ongoing support and pathways for riders who want to develop their skills and participate in competition.

Information

Information must be concise, readable, and include consistent messages and images appropriate to the market.

This information and messaging can be distributed through social media, on Council's website or on-site.

During the development of facilities, additional information sessions may be required at designated sites.

The following page provides more detail about the four key types of information to support community education about recreational MTB, BMX and pump.

5.3 Information for the broader community

1 MTB, BMX and pump Information on Council's website

- Links to fact sheets and information about where to ride, existing facilities and what they offer
- Provide links to content, youth services staff and relevant communication channels
- Advertise through Council's communication channels when comment is sought on facility developments, master plans, etc
- If a new club is established, provide their contact details at each site.

2 A series of specific fact sheets, or FAQs about off-road cycling in Bass Coast, non-authorized sites and skill development

These could include:

- What to do if you find a dirt jump site that you have concerns about and who do you call
- What will Council do when it finds a dirt jump site in an area that is not authorised, and how will it assess the site
- The general locations where Council may authorise dirt jumps
- Where do I learn MTB skills?

3 A series of positive signs for use at sites

- Signs at designated sites should include Conditions of Use and any other Information at the entry to a facility.
- Provide an opportunity for users to alert Council of damage or risks
- Signs should conform to Vision Australia's Guidelines, Australian Standards, and MAV insurance guidelines.

4 Information about maintaining or constructing dirt off-road bicycle facilities (If Council has facilities where riders or community clubs are involved)

- Information required where riders are involved in shaping and maintaining dirt tracks and trails includes:
 - A waiver for riders to sign
 - A code of conduct for riders
 - Agreed parameters for development/ works
 - A user agreement with any club, risk management signage, and
 - Other community educational material (as required).
- Council may need to facilitate training before approvals
- For unauthorised facilities, temporary signs will be required notifying users that Council has assessed the site and that they should contact Council for any further information



Images: Top 3 @leisure. Bottom Mornington Peninsular Shire

5.4 Partners

Key partners in the implementation of this strategy are:

- Land Management Agencies and groups including: Parks Victoria, DEECA, Phillip Island Nature Parks and Landcare groups regarding the identification of sites and the care and management of those.
 - Council will continue to work closely with Parks Victoria and DEECA in relation to sites suitable for MTB and discuss opportunities for future development of sites that are currently considered unsuitable
- User representation: Gippsland MTB Inc. GippSport, The Phillip Island BUG, the Project reference group, other incorporated associations, the Bass Coast Mountain Bike Association and the broader community
 - Council may need to work closely with some user groups to increase their awareness of categories of public land, constraints and opportunities these present for MTB activities and associated planning processes.
- Local quarries for the potential source of track material
- Schools, in particular Newhaven College, for sports and facility development, management, communication with and education of potential riders
- Break the Boundary Inc.,* or similar organisations, involved in progressing adaptive mountain biking
- Sport and Recreation Victoria regarding funding opportunities, increasing participation by target groups (such as females and people born overseas) and public policy guidance i.e. Universal Design, Gender Equity etc.
- AusCycling, about programming, pathways for riders, sports development and competitions.

*Break the Boundary provides opportunities for people living with a disability to break their physical, mental and social boundaries to nature-based off-road cycling and hiking engage with the outdoors and the wider community.



Image: Sale Pump Track @leisure