Manningham Recreational Bike Facilities Plan 2025

Site assessments and recommendations

Interpreter service **9840 9355**

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MANNINGHAM

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Acknowledgement of country

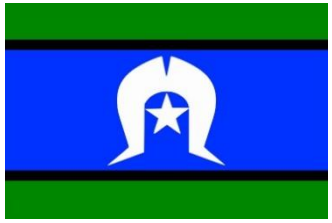
Manningham Council acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the land and waterways now known as Manningham.

Council pays respect to Elders past, present and emerging, and values the ongoing contribution to enrich and appreciate the cultural heritage of Manningham.

Council acknowledges and respects Australia's First Peoples as Traditional Owners of lands and waterways across Country and encourages reconciliation between all.

Statement of recognition of diverse cultures (statement of diversity):

Manningham Council also values the contribution made to Manningham over the years by people of diverse backgrounds and cultures.



Manningham Council acknowledges the background research and analysis undertaken by independent technical experts, Common Ground Trails in the preparation of this report.

1. Executive Summary

To address a growing demand for recreational cycling opportunities, Manningham Council is proposing the development of recreational bike facilities tailored to our community's needs. This project focuses on the establishment of formal facilities across Manningham over the next 10-15 years, to provide all members of our diverse community an opportunity to enjoy the social, physical, and mental health benefits of cycling.

1.1 Recreational cycling in Manningham

Recreational cycling facilities such as dirt jumps, pump tracks, flow trails and mountain bike trails are becoming increasingly popular, however there are limited facilities in Manningham to meet this demand.

Manningham Council currently has:

- Novice dirt jump facility located at Wonga Park Reserve, Wonga Park
- BMX facility at Stintons Reserve, Park Orchards
- Small cluster of unsanctioned mountain bike trails at Candlebark Park, Templestowe on Parks Victoria Land

Over the past decade, Council has received consistent requests from our community to improve facilities at existing sites and/or for a greater diversity of facilities across the municipality. This includes during consultations for various Council strategies and park upgrades or from active members of the community contacting Council to provide their feedback.

During the Covid pandemic, there was a proliferation of illegal dirt jumps built by the community and during consultation around the removal of the Blackburn Jumps, Council provided a commitment to investigate the potential for the development of formal recreational cycling facilities across Manningham in the future.

Manningham Council has identified eight potential sites to provide facilities such as pump tracks, BMX dirt jumps, mountain bike trails and bike skills tracks for our community.

This report provides recommendations to develop a future network of recreational cycling facilities across the municipality.

2 Introduction

2.1 Background

Manningham Council has had continued demand for various styles of recreational bike riding infrastructure, specifically dirt jumps, pump tracks, flow trails and mountain bike trails. During the development of Council's *Sports Facilities Development Plan Stage 2*, we received a high level of community feedback for such facilities and Council made a commitment to investigate opportunities to provide purpose-built facilities across the municipality.

Eight sites were assessed to determine the feasibility of accommodating recreational bike facilities. Independent technical experts, Common Ground Trails undertook the study on Council's behalf. The sites have been analysed based on the physical characteristics, supporting infrastructure as well as the projected growth and demographics in the surrounding area. They have then been scored and prioritised for development.

2.2 Objectives of the study

- To understand the current and anticipated participation trends in the use of recreational bike facilities across Manningham.
- Application of site analysis and Common Ground Trails multi-criteria analysis to assess each of the eight identified sites to determine suitability.
- Determine the type and scale of the proposed facility suited to each site.
- Prioritise development of each of the sites.
- Develop cost estimates for the design, construction, and ongoing maintenance of the facility at each proposed site.

2.3 Benefits of recreational cycling

Recreational bike facilities such as dirt jumps, pump tracks, flow trails and mountain bike trails are important because they provide accessible, fun, and skill-building cycling experiences for people of all ages and abilities, improving bike handling, balance, and overall technical proficiency while promoting physical activity and community engagement, especially through the design of pump tracks which allow riders to learn key skills without needing high speeds or complex terrain.

The development of recreational bike facilities and engaging in these activities can deliver environmental, economic, health and social benefits to individuals and communities.

Skill development:

All these facilities, particularly pump tracks, excel at teaching essential bike handling skills like cornering, weight distribution, and body positioning, which can translate to better riding on any type of terrain.

Inclusivity:

Pump tracks are designed to be accessible to riders of all skill levels, from beginners to advanced, making them a great place to learn and practice new techniques.

Fun factor:

The flow and rhythm of riding these tracks can be highly enjoyable and addictive, encouraging regular participation.

Community building:

Shared spaces like pump tracks and trails can foster a sense of community among cyclists of different backgrounds, creating opportunities to learn from each other and socialise.

Physical benefits:

Cycling on BMX tracks, pump tracks, and mountain bike trails provides a great workout, improving cardiovascular health, muscle strength, and coordination.

Mental health benefits:

Engaging in these activities can be a stress reliever and contribute to overall mental wellbeing.

Economic benefits:

Mountain bike (MTB) and BMX facilities can provide economic benefits generated through spending by riders visiting a region for the purpose of riding their bike.

Environmental benefits:

MTB riders are renown for the volunteer contribution they make towards trail care and maintenance with many trail networks in Victoria and throughout Australia the recipient of hundreds of volunteer hours. The planned development of MTB trails can also provide environmental benefit by increasing community ownership and ensuring trails do not compromise environmentally sensitive areas.




2.4 Community Consultation

We sought community feedback on the draft plan between 19 May to 22 June 2025. There was also targeted consultation with local schools near the proposed facilities including, Doncaster Secondary College, Doncaster Primary School, St Clement of Rome Primary School (Bulleen) and Wonga Park Primary School. We also met with Council's Youth Advisory Committee and the Recreation and Sport Advisory Committee.

Overall, there was strong support for the recommendations in the draft plan and the identified projects.

Before any of the projects are built, Council will undertake further consultation with more detailed designs for each site.

Consultation snapshot

Participation	Results	Themes
2,600 visits to the Your Say Manningham page with 705 survey submissions Feedback from 134 students through facilitated workshops across 3 primary and 1 secondary schools. Feedback from the Youth; and Recreation and Sport Advisory Committees. 5 Customer Requests, 1 email and 1 community visit about the project.	There was overwhelming support with 90% of all participants indicating they support the development of these facilities across our open space network. 31% of the survey participants were aged 25 and under. 62% of participants in the targeted survey indicated the facilities would encourage them to get on their bikes and ride more.	General support - there is resounding support for Council to develop these types of facilities. Examples of such feedback include: "Great initiative!", "Please make this happen", "We need more mountain bike tracks", "Excited to see what's in store". Design and Maintenance – participants recognised the importance of professionally built tracks and trails that are inclusive and cater to a wide range of users and skill levels. The importance of preserving the facilities at a high level so they can be used over time was also mentioned frequently.

How we asked	Priority Sites – community ranking	Themes continued
Your Say page with background information and a dedicated survey to test support for the draft plan Targeted sessions with stakeholder groups Social media campaign to promote awareness and encourage participation in the online survey Tailored site-specific signage about the proposed facilities, inviting community members to participate in the survey.	1. Stintons Reserve 2. Wonga Park Reserve 3. Morris Williams Reserve The order in which the projects are delivered will depend on several factors, including the priorities identified by the community, works underway or planned at each site, and project readiness. Further consultation will be held for each proposal once designs are developed. Future works are dependant on the availability of funds, and projects will be nominated as part of the annual Council Budget process.	Ancillary infrastructure – the importance of having seating, shelter, water and toilets close by was raised. In the targeted survey, participants also brought up the importance of having facilities close by for people that didn't like riding such as playgrounds or basketball courts so they could still be close to their friends. Environmental sensitivity - the importance of preserving the natural landscapes and wildlife corridors in proposed sites and avoiding disruption to the existing quality of the park and its activities, the primary example given was dog walking. Connectivity – the need for shared trail connections to each site is critical, and the potential to connect many of these facilities to others via a trail network as well as to schools and activity centres was raised as an idea.

RECREATIONAL CYCLING FACILITIES

3 Types of facilities

3.1.1 Mountain Bike Trails

A mountain bike trail comes in various forms. While large networks typically reside outside of urban areas it is not uncommon for urban areas with adequate density to have some trail networks within parkland or reserves, such as in Candlebark Park, Templestowe. These are typically focused specifically for the recreation/sport of mountain biking. They provide relatively easy access for the local population. These networks are typically smaller and compact networks or loops that cater to a shorter ride rather than all day epics.

Trails come in a range of forms catering to different users and interests. These include:

- Trail that is typically 2 - 3m wide, often dual use, with no technical riding features that allow people to experience the trail environment. Examples include rail trails, 4WD tracks and gravel roads.
- Trails in a natural environment that contains technical trail features in both the uphill and downhill sections of the trail, usually single direction and mountain bike specific. Trail corridors typically vary depending on trail type 800 - 2000mm wide with clearing required up to 2200 - 2400mm above the trail.
- Flow trails could be considered a trail that has features for the user to utilise gravity and pump as much as pedal for speed generation. Flow trails have a freestyle focus.
- Downhill trails cater to a small group of users and requires an adequate amount of vertical topography. A downhill trail usually contains significant technical trail features and is mountain bike specific. There is usually a shuttle option or other access method back to the top of the trail given a typical downhill bike is very uneconomical to pedal uphill

Figure 1: Parks Victoria Mountain Bike Trail examples

3.1.2 Pump Tracks

A pump track is a 1-3 metre wide track that can be used for bicycle, skateboard, in-line skates and scooter riders to practice skills on a series of features, such as berms and rollers placed in quick succession.

Figure 2: Pump Track example, Chadwick Reserve, Dingley Village

Essentially, they are scaled down BMX tracks which do not require pedalling. 'Pump' refers to the action made by riders pushing down with their arms and legs to manoeuvre the bike or board over features to maintain momentum without pedalling or pushing-off the ground. Typically, tracks can be ridden continuously with different combinations of features linked to provide a varied challenge. Bike handling skills can be transferred to other types of tracks.

Well-designed pump tracks cater for all abilities, with all features rollable for beginners, and allowing for progression to pumping, and even jumping for more advanced riders. Riding a pump track is easy and children are typically comfortable using them within 10-20 minutes.

A well-designed pump track provides enough challenges to stay attractive for years, with the rollers and berms able to be combined and transitioned in different directions, creating opportunity for skilled riders to do jumps and manoeuvres. Pump tracks can be made from natural soil, hardened surfaces, wood, fiberglass, concrete or asphalt.

Historically pump tracks were constructed from natural soil blends and required significant ongoing maintenance. More recently, world's best practice is tending toward lower maintenance surfacing techniques and materials such as asphalt, which are inclusive for a larger user base of wheeled-sports including skateboarding, scooters, in-line skates and non-off-road bikes.

Pump tracks do appeal to a group of the mountain bike community within the urban context.

Within the world of pump tracks there are varying styles of tracks including pump trails, pump tracks and pump parks. While use is predominantly recreation-based competition and racing is becoming more common. Pump tracks are often associated with other urban facilities such as skate parks or form a part of a broader wheeled sports facility referred to as a Challenge Park.

Figure 3: Pump track example, Albany Challenge Park, Western Australia

3.1.3 Jump Parks

Jump parks typically feature a series of tracks with jumps of various size and technicality in multiple lines to accommodate a range of rider abilities.

Provision of jump tracks is a vital inclusion allowing for progression for young people through to adults who seek an alternate and often more challenging experience than a pump track. Jumps are developed so that they allow for progression while always keeping safety in mind. Featuring all types of jumps including table-tops, gaps, step-ups, step-downs and hips, with features linked so riders flow immediately from one to the next. Ideally, a rider will not have to brake between jumps.

Figure 4: Jump Park examples - Dyoondalup Bike Park, WA

Well-designed jump tracks offer a wide variety of challenges, from easy rollers to big jumps. A diversity of lines will allow riders to build their skills gradually and will create a park that is fun for all abilities. Typically, jump lines are arranged side-by-side with increasing difficulty, all starting at a common roll-in hill and traveling in the same direction.

Jump tracks are primarily constructed of soil, however jump take offs and landing (impact) areas are being made from hardened surfaces, such as wood, concrete, asphalt and rubber matting. This significantly reduces ongoing maintenance and improves the rideability and safety of the facility.

There are two distinct styles of jump parks that cater to different styles of jumping. Broadly put this could be described as a jump park for BMX riders and another for MTB riders however there is a large amount of crossover. The shape, material and upkeep vary slightly between them.

Figure 5: Jump trail example - Clarence Mountain Bike Park, Mornington, Tasmania

3.1.4 Skills Track

Skills tracks/trails/parks feature man-made technical trail features that test the skills of a rider and allow them to try features that they may encounter on trails in the region. Typical features may include log rollovers, log rides, balance planks, rock drops and other technical features. They can also incorporate street features such as rails and wall rides, or freeride stunts like ladder bridges, skinnys, teeters and drops.

Importantly all features are built with progression in mind allowing users to start small and build their confidence up to larger features.

Successfully executed skills park areas feature a diverse range of materials and can look like well landscaped areas or 'nature play' areas with natural features such as timber, logs and rocks.

Figure 6: Skills Park example, Southside Mountain Bike Skills Park, Cairns

3.2 Facility Classification

Table 1: Facility Classification

Community Facility *2.5km radius catchment*	Local Facility *5km radius catchment*	Regional Facility *10km radius catchment*	State Facility *Unrestricted catchment*
Community level facilities are designed to service the community in the immediate vicinity or are supplementary to existing experiences offered at a location. They are small scale, minimal budget projects that typically create opportunity for introductory experiences and skills development for beginners.	A local level facility is intended to service Manningham residents. Users may travel within the City to access the facility. Multiple local facilities should be strategically distributed across the municipality. Facilities incorporate basic design, simple detail and are value for money. They should be an engaging facility for all level of users with progression promotion for both beginner and intermediate users. Local facilities should be constructed within recreation spaces while adjacent to existing infrastructure, this will then provide the capability of holding small local events, competitions and workshops.	A regional level facility will be attractive to a wider market and will attract users from outside the immediate area. Regional facilities provide a greater level of satisfaction and a desire for residents to return to the same location. These facilities incorporate more technical design elements, increased detail and will be of higher cost depending on technical features and supporting infrastructure. Development around existing infrastructure greatly reduces the cost of regional facilities. There will be an opportunity to host larger events, competitions and workshops.	State level facilities capture a much broader market, with individuals traveling great distances to participate. These facilities will attract all user groups from beginners and new participants through to elite riders. Significant capital expenditure is required to develop a State level facility, but there are major opportunities for return on investment. Competitions will draw spectator crowds, opportunities for facility and equipment hire. There are also opportunities for private enterprise in areas such as hospitality, coaching and private sporting clubs within the facility. State facilities require a significant investment in supporting infrastructure such as car parking, ablutions, shower facilities, food and beverage; therefore, require a significant parcel of land.

3.3 Support infrastructure

Table 2: Infrastructure requirements

Key Requirements	Community	Local	Regional	State
Toilets			✓	✓
Changing facilities and showers				✓
Drinking water	✓	✓	✓	✓
Designated emergency access			✓	✓
Designated spectator viewing and seating			✓	✓
Food and beverage outlets				✓
Lighting				✓
Parking and drop off			✓	✓
Proximity to major community centre			✓	✓
Rubbish bins	✓	✓	✓	✓
Shelter / Shade			✓	✓

The following table provides an outline of the suggested supporting infrastructure at each type of facility. This is more of a guide as to what should be included however every site needs to be assessed and designed based on its unique characteristics.

3.4 Provision of facilities in Manningham

3.4.1 Creating variety

Distributing bike facilities across Manningham will ensure facilities are accessible to all Manningham residents, encourage active transport like riding a bike to a nearby facility, prevent an influx of users to one particular destination and provide a differing challenge and experience across the City. Depending on the level of investment, there are opportunities to design and construct facilities that meet growing demand and encourage new users to participate in riding a bike.

A varying classification of bike facilities will influence the number of users. Developing large-scale, leading-edge facilities will see an influx of riders from outside and within Manningham. The recommendations within this report are directed at servicing the Manningham residents first, but at the same time creating facilities that are exciting, create a desire for continual and repeat use and benefit from economic gains by encouraging visitors into the City.

In suitable locations the opportunity of grouping MTB and BMX facilities with other facilities to create a Challenge Park should be considered. A Challenge Park is most rewarding for the user and generally the most successful facility when considering wheeled sports use. Multi-disciplinary sites allow for introductory experiences and skills progression.

A single discipline community MTB and/or BMX facility is well placed with non-cycling activities to provide an alternative experience whilst other family members are participating in activities such as team sports.

3.4.2 Site selection

Different facilities require different characteristics suitable to their intended use. The key physical constraints include topography, suitable soil conditions, the ability to execute suitable drainage, enough space to accommodate the bike facility including vegetation protection, and infrastructure such as service poles, pits, furniture, shelters etc.

3.4.3 Multi-criteria assessment

Sites were analysed based on six criteria to provide a broad assessment of the conditions that would determine them suitable for development. Each criteria was then scored, and all sites were rated against each other for prioritisation. The assessment can be seen in the table below.

Table 2: Multi Criteria Assessment Scoring

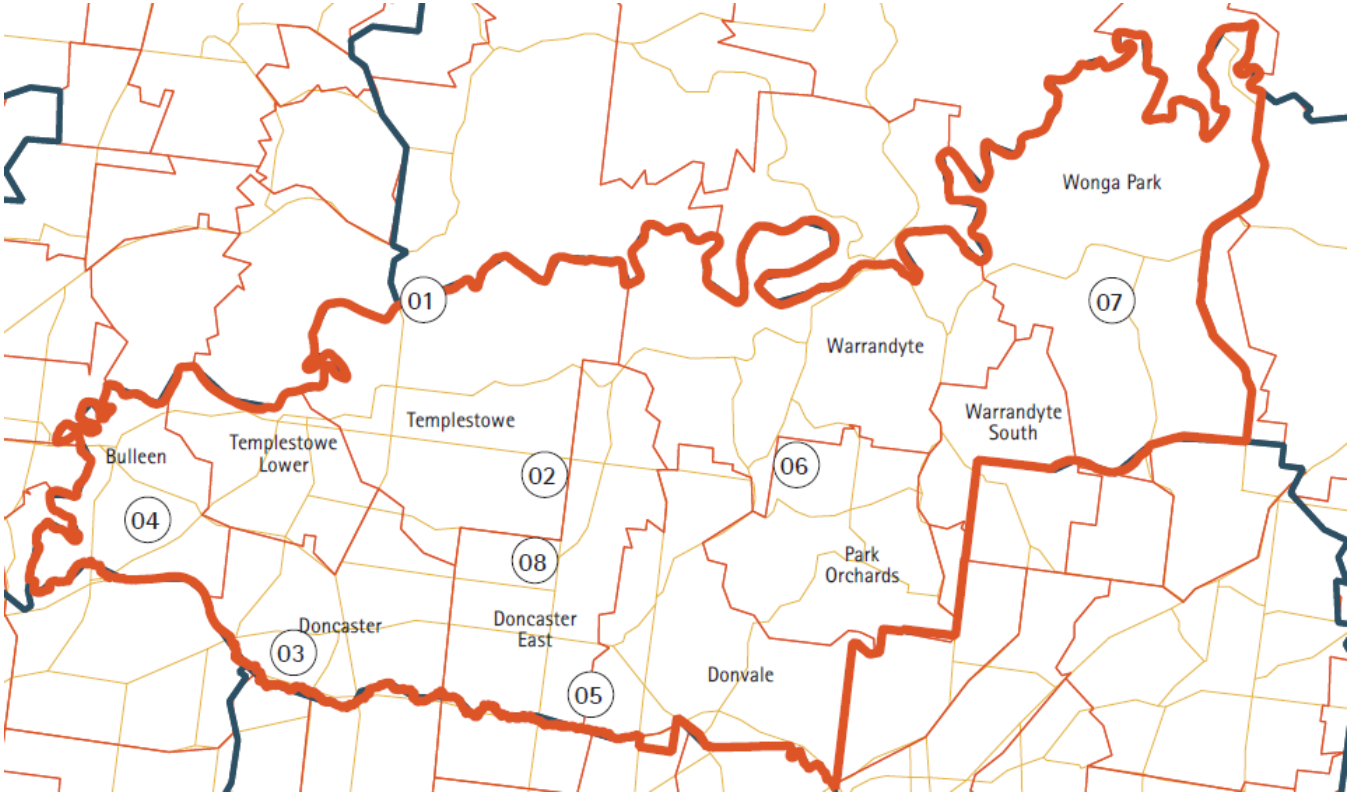
Criteria (Rated out of 5) 5/5 Excellent 4/5 Good 3/5 Fair 2/5 Poor 1/5 Very Weak 0/5 Non existent	Fitzsimons	Jenkins	Katrina Gully	Morris Williams	St Clems	Stintons	Wonga Park	Zerbes
Physical site condition and technical considerations								
Is the site suitable for any classification of bike facility up to a State facility	3	3	2	3	2	3	3	3
Does the site contain appropriate terrain/geology/hydrology for bike facility development	5	3	3	4	4	5	3	4
Is the shape of the suite suitable to accommodate a bike facility	5	4	3	5	2	5	3	3
Is the tenure of the site suitable to allow deliverability of a bike facility	5	5	5	5	5	5	5	5
Are the flora/fauna/cultural/phytophthora hygiene constraints suitable to allow the development of a bike facility	3	4	4	5	3	4	3	2
Access and Transport								
Are there pedestrian/footpath connections from transport nodes to the site	5	5	2	5	3	0	2	4
Is there a safe drop off area or adequate parking at the site	4	3	1	4	2	4	5	5
Is the site in proximity to a Shared Use Path	5	5	5	5	5	0	2	5
Passive Surveillance, Security and Safety								
Is the site visually prominent with good passive surveillance from other park users	3	5	3	5	5	2	4	5
Are emergency services a short distance from the site	4	4	4	5	5	4	3	5
Is there ease of access for emergency vehicles	4	5	1	5	4	5	4	5
Does the location enable safe entry to and from the site and allow for adequate setbacks from busy roads	5	5	5	5	5	5	5	3
Supporting Amenities (Water, Toilets, Shade, Food and Drink)								
Are associated amenities such as public toilets, water, shade, existing and available or cost effective to install	3	5	3	3	2	4	5	5
Impact on Existing Facilities, Environment, Adjoining uses and users								
Is the site located a sufficient distance from nearby incompatible use, activities or services	5	4	2	4	3	5	4	3
Is the site located such that noise and visual impacts for surrounding residents could be minimised	5	4	1	4	2	5	3	4
Context								
Is the site located in proximity to other similar existing or proposed facilities	5	3	4	5	3	5	5	4
Is there any existing planning that support the inclusion of a bike facility	0	0	0	0	0	5	5	0
TOTAL (max possible score is 85)	69	67	44	72	55	66	64	65
% Score	81%	78%	52%	84%	64%	77%	75%	76%

ASSESSMENTS

Assessments of identified locations

4 Assessment sites

01. Fitzsimons Reserve
02. Jenkins Park
03. Katrina Gully (Koonung Creek Linear Park)
04. Morris Williams Reserve
05. St Clems Reserve
06. Stintons Reserve
07. Wonga Park Reserve
08. Zerbes Reserve



It is important to note that the proposals shown below are preliminary schematics only and are subject to further planning, community consultation outcomes and design work. The proposals will be developed in accordance with best practice standards to enhance the existing reserves and provide broad community benefit. The proposals will also be considered in the context of delivering other recreational facility priorities and projects. They are presented in order of their scoring.

4.1 Morris Williams Reserve, Bulleen

Morris Williams Reserve is well utilised reserve with strong community ownership of the park. It contains multiple complementary facilities including a playground, basketball pad, open space for picnics, a dog off leash area, a large playing field. It also has significant and mature vegetation across the site and is near Yarraleen Preschool. Some existing dirt mounds were created by local bike riders for jumping and indicate demand for a facility here.

Recommendation: Pump track facility **Scale:** Local

Figure 7: Precedent imagery - Pump Tracks

Figure 8: Morris Williams Reserve Existing Site Features and Identified Subject Site

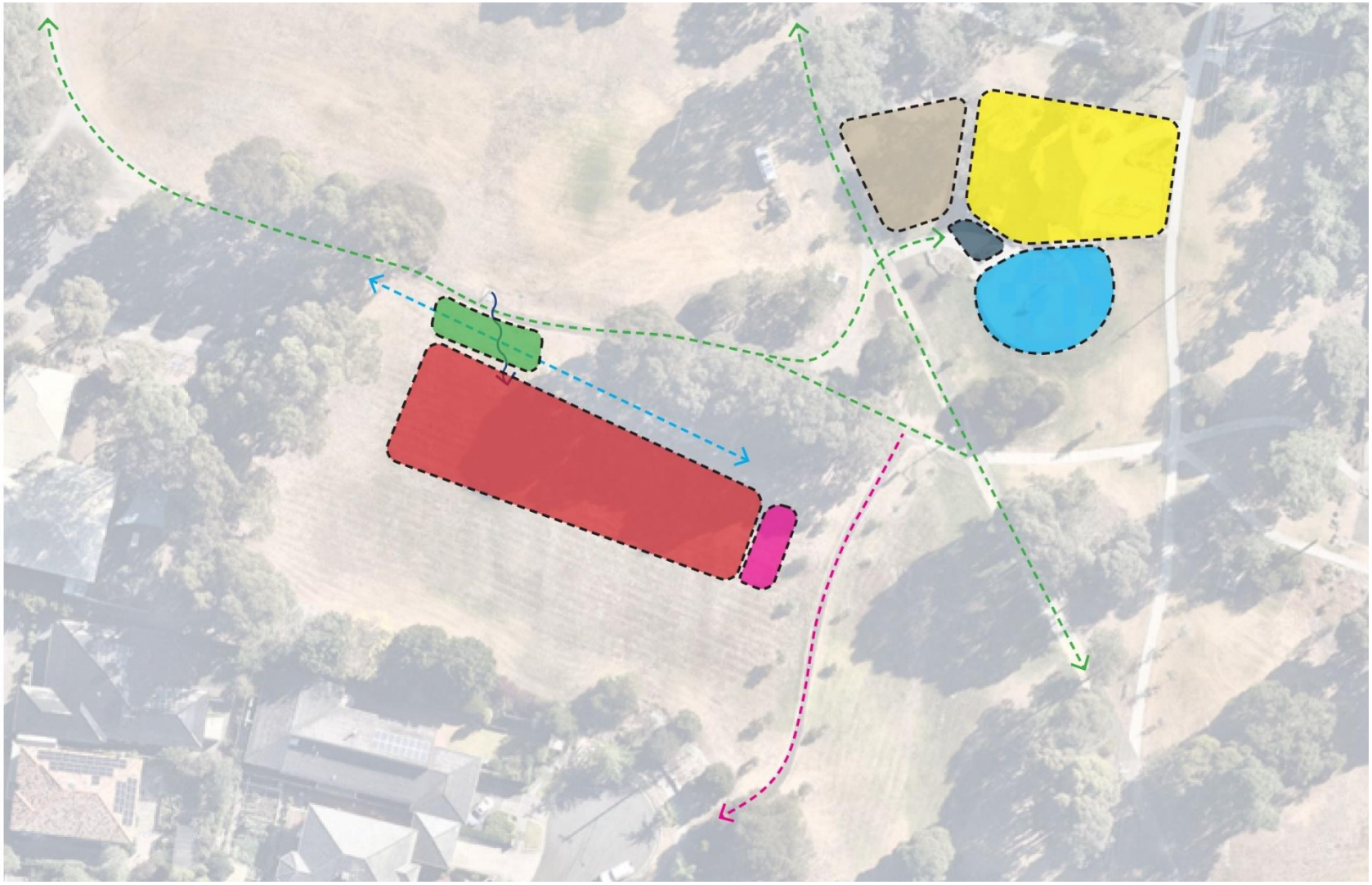


Figure 9: Morris Williams Reserve Indicative Site Development

4.2 Fitzsimons Reserve, Templestowe

Fitzsimons Reserve is a large reserve used predominantly for passive and informal recreation activities. It is adjacent to Candlebark Park and Westerfolds Park and forms part of the Yarra Valley Parklands. The Main Yarra Trail intersects the reserve, and the perimeter path is popular with walkers, trail runners and bike riders. There is evidence of an unsanctioned trail network within the site and the adjacent parklands indicating demand for a bike facility here. The site is bounded on the north and west by the Yarra River and the nearby canoe facilities lend itself to an adventure focus.

Fitzsimons Reserve has significant overhead powerlines running through the site. While this would present little constraint to the development of a bike facility on the ground, there may be easement constraints that impact the ability for this corridor to be developed.

Recommendation: Flow trail facility **Scale:** Regional

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Figure 10: Precedent imagery Flow Trails

Figure 11 Fitzsimons Reserve Existing Site Features and Identified Subject Site

Figure 12 Fitzsimons Reserve Indicative Design Development

4.3 Jenkins Park, Templestowe

Jenkins Park is a significant district reserve and habitat corridor that has an existing range of facilities and open space to support both active and passive uses. There are complementary facilities including a playground, exercise equipment and toilets. They are connected by a looping shared use path, part of which has lighting. There is also an internal pedestrian path which can also cater to wheeled sports equipment.

The topography and shape of the open space limit its ability to provide suitable areas for formal ball sports. There is significant planting within the site that provides both habitat and amenity.

Recommendation: Bike Playground **Scale:** Community

Figure 13: Precedent imagery Bike Playgrounds

Figure 14: Jenkins Reserve Existing Site Features and Proposed Subject Site

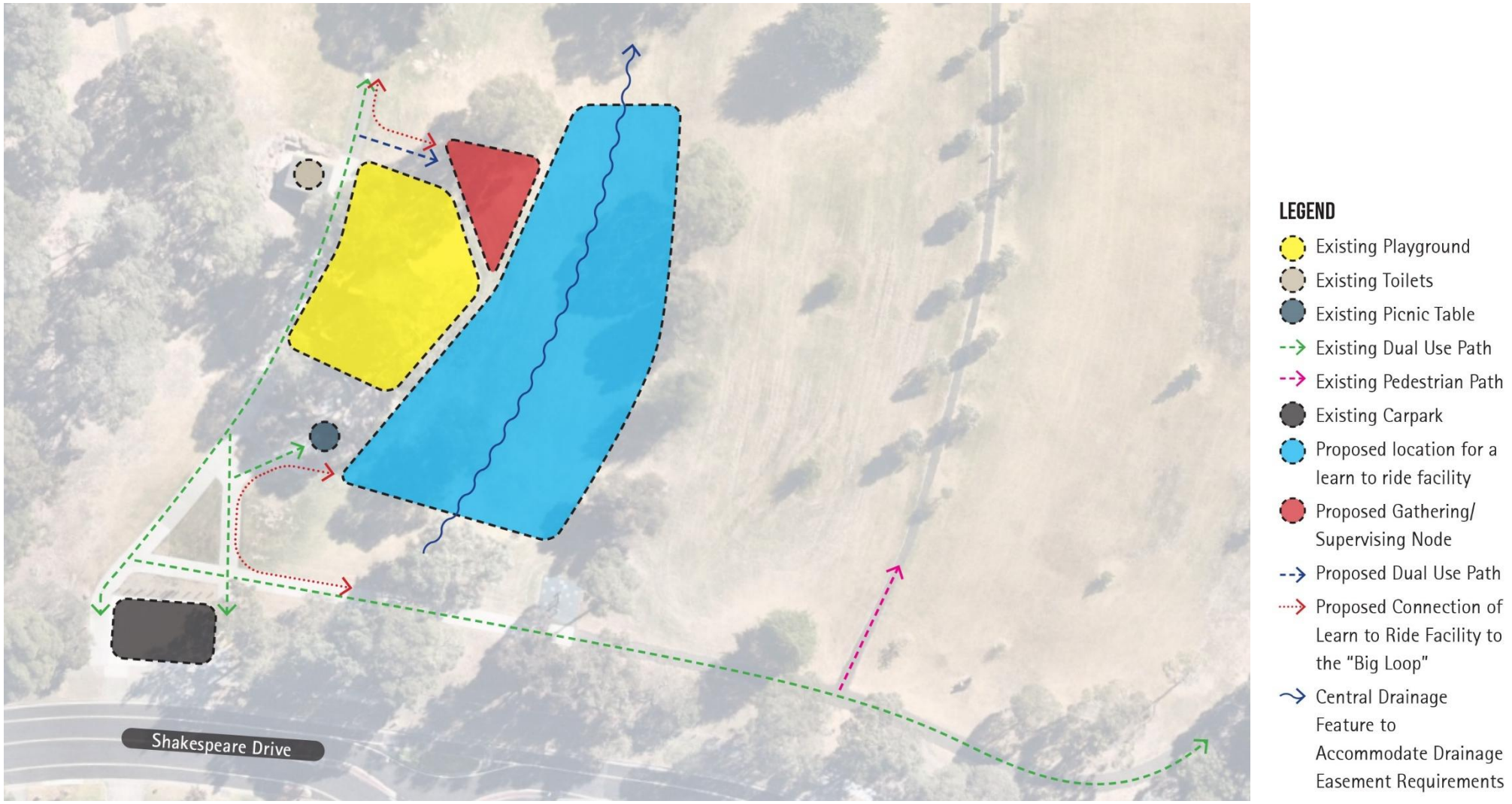


Figure 15: Jenkins Reserve Indicative Design Development

4.4 Zerbes Reserve, Doncaster East

Zerbes is a large reserve that provides a range of facilities including a sporting oval, pavilion, cricket nets, Girl Guides Hall, nature playground, passive open space, war memorial and bushland reserve. It is a valued asset to the local community and due to its multiple functions, requires careful consideration and a high level of consultation on any future development and introduction of activities like a bike facility.

There is an opportunity to form a unique nature-based playground with a combined bike playground and skill facility. The facility should be small in scale to minimise any adverse environmental impacts. Zerbes Reserve is a valued asset to the local community and due to its multiple functions, requires careful consideration of any future development.

Recommendation: Bike Playground + Skills Track **Scale:** Community

Figure 16: Precedent Imagery Natural Bike Playground and Skills Track

Figure 17: Zerbes Reserve Existing Site Features and Identified Subject Site

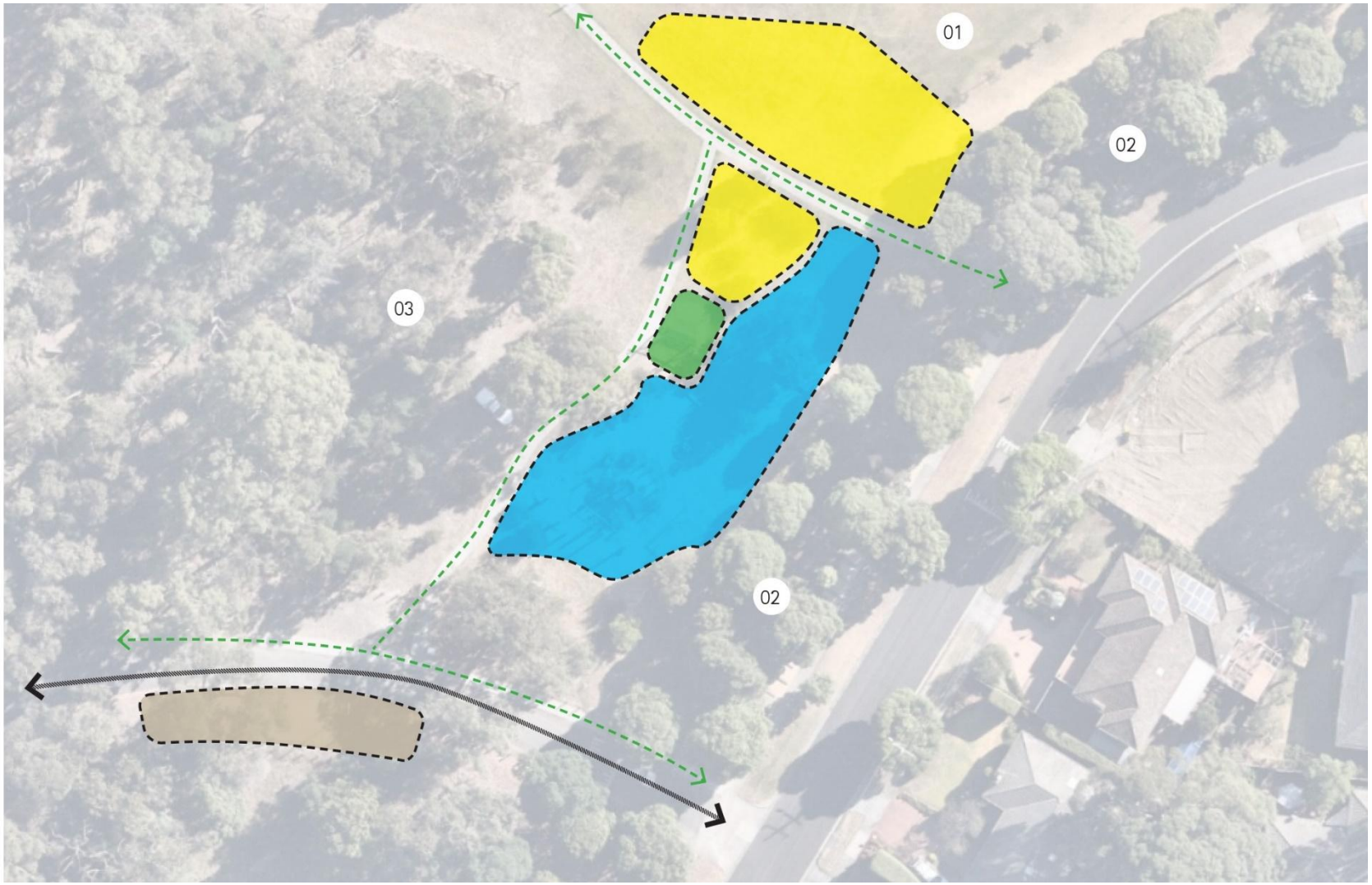


Figure 18: Zerbes Reserve Indicative Design Development

4.5 Wonga Park Reserve, Wonga Park

Wonga Park Reserve is an active precinct with multiple facilities for active sport use such as two ovals, pavilions, netball courts, cricket nets, a network of paths, the Wonga Park Tennis Club, playgrounds and one of Council's dirt jump tracks. It is surrounded by pockets of high priority remnant vegetation that is of state significance. Development in the park is guided by the *Wonga Park Reserve Masterplan*, 2022 to direct the development of the reserve.

The direction from the Masterplan is to upgrade the existing dirt jumps to provide graded challenges and provide improved amenity around the facility and better signage and access to it.

Recommendation: Upgrade jumps

Scale:

Figure 19: Precedent imagery - sealed jump / flow trail facility

LEGEND

- Subject Site

01. Site Access Point
02. Oval
03. Netball Courts
04. Cricket Nets
05. Burch Memorial Kindergarten
06. Wonga Park Community Cottage
07. Existing Dirt Jumps
08. Vegetation/Bushland
09. Wonga Park Hall
10. Wonga Park Tennis Club
11. Carparking
12. Playground
13. Reserve Boundary

Figure 20: Wonga Park Existing Site Features and Identified Subject Site

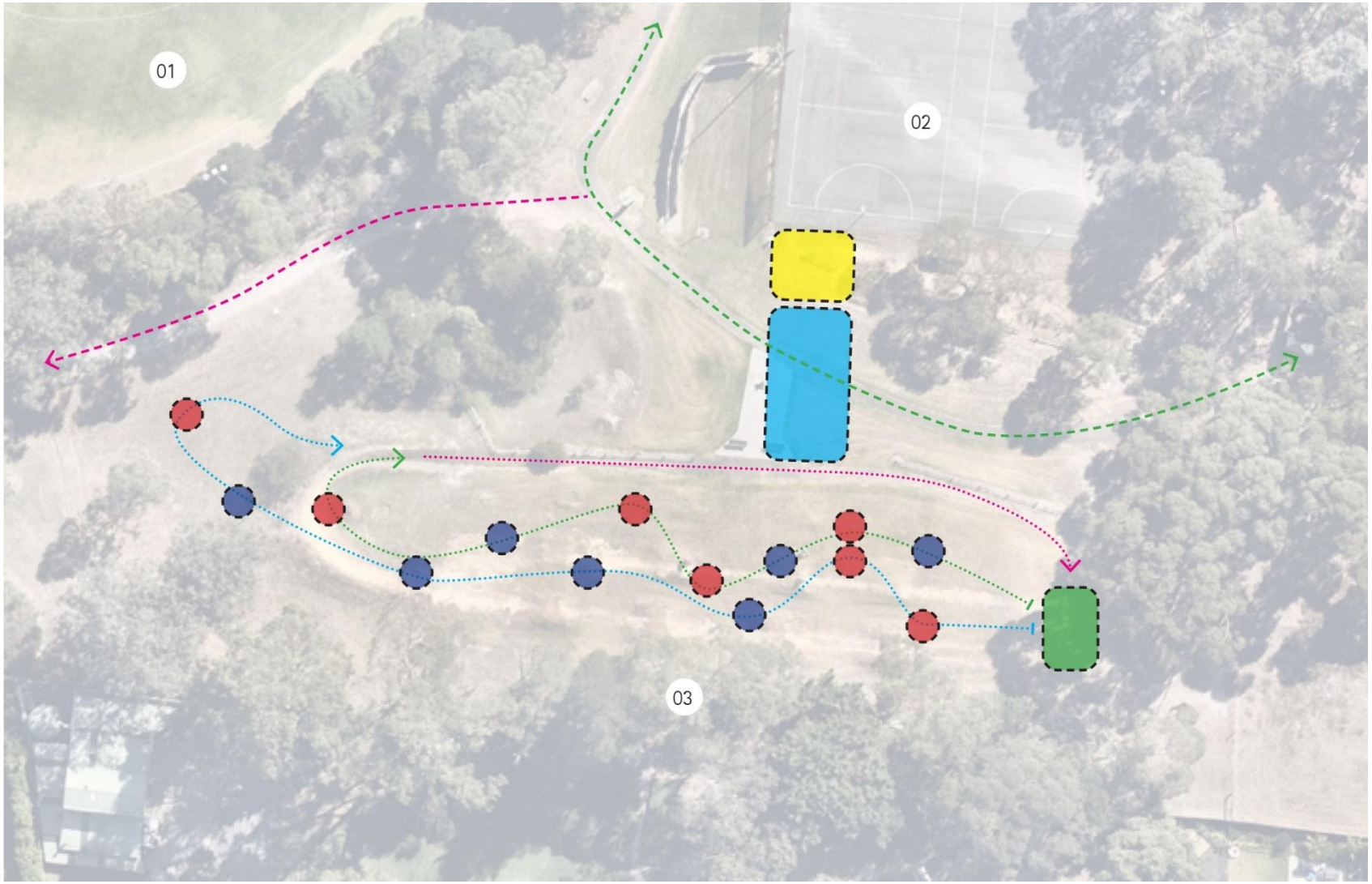


Figure 21: Wonga Park Reserve Indicative Design Development

4.6 Stintons Reserve, Park Orchards

Stintons Reserve has three existing active functions including the Park Orchards BMX Club Facility, the football oval and the greyhound slipping track. The reserve also contains a picnic area with a shelter and BBQs. The other half of the reserve is high value indigenous bushland that is considered high priority for conservation. The Reserve is in a low-density portion of Manningham and has no connecting cycle or pedestrian paths, and most users would have to drive to the reserve.

A bike facility would benefit from the shape of the site, topography and infrastructure. The facility could also support the adjoining State Competition BMX track.

Recommendation: Pump track facility

Scale:

Figure 22: Precedent imagery pump tracks

LEGEND

- Subject Site

01. Access Point
02. Football Oval
03. BMX Track
04. Greyhound Slipping Track
05. Picnic Area
06. Carparking
07. Conservation Bushland
08. Leachate Ponds
09. Reserve Boundary

Figure 23: Stintons Reserve Existing Site Features and Indicative Subject Site

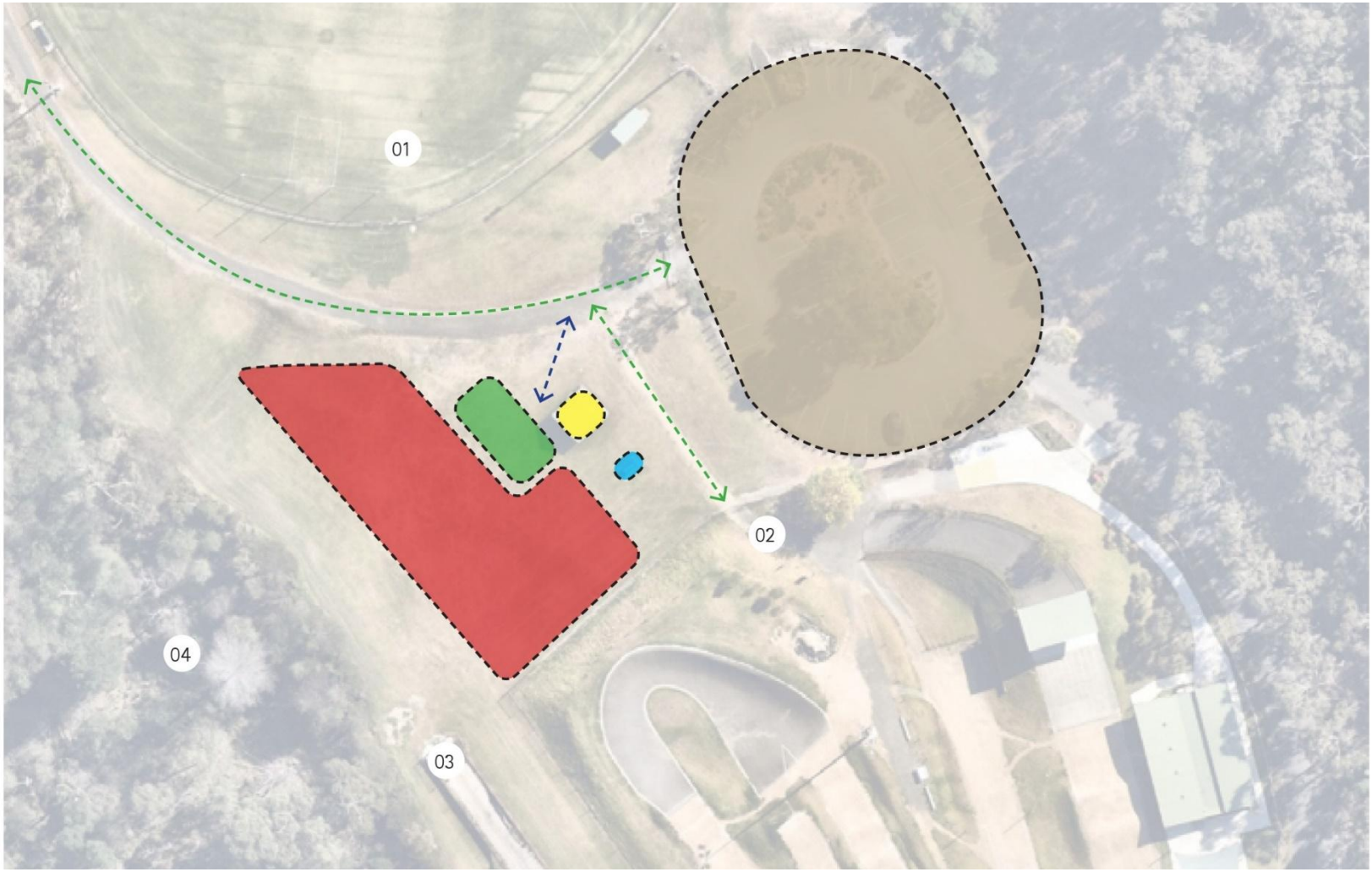


Figure 24: Stintons Reserve Indicative Design Development (subject to the Draft Masterplan endorsement)

4.7 St Clems Reserve, Doncaster East

This linear reserve is an attractive park that provides a habitat link north of the Koonung Creek Linear Park as well as a shared use path linking to the Koonung Creek Trail. It extends along a natural drainage corridor that contains pockets of open space that are spatially separated by pockets of mature vegetation. The site is easily accessed from multiple points allowing ease of access for local residents as well as good passive surveillance across the site from adjoining residences.

A small-scale skills trail could be located in the northern section of the reserve near the playground, where it would better suit the site conditions and avoid potential conflict with shared-trail users.

Recommendation: Skills trail **Scale:** Community

Figure 25: Precedent imagery skills trails

Figure 26: St Clems Reserve Existing Site Features

LEGEND

01. Access Point

02. Playground

03. Tunstall Road Pre-School

04. Dual Use Path

05. Reserve Boundary

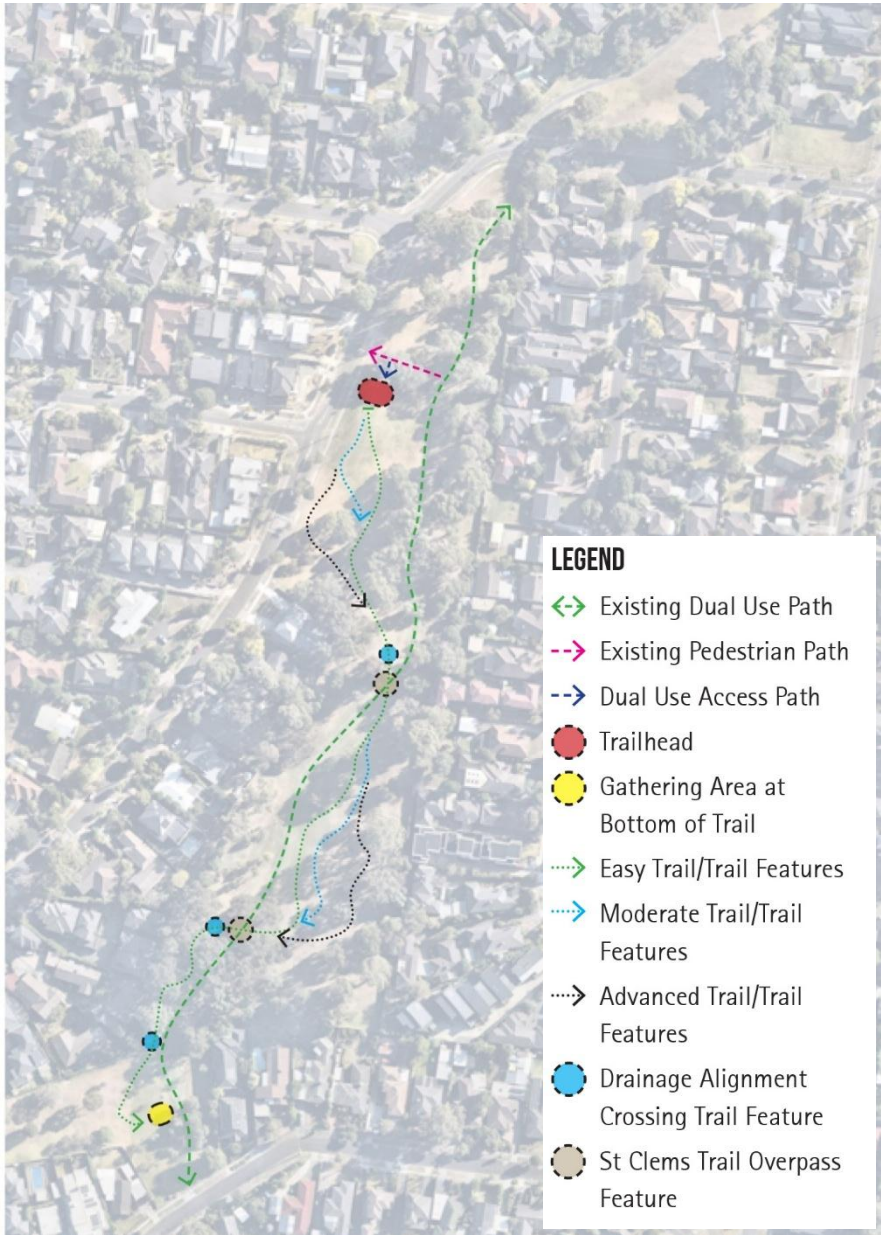
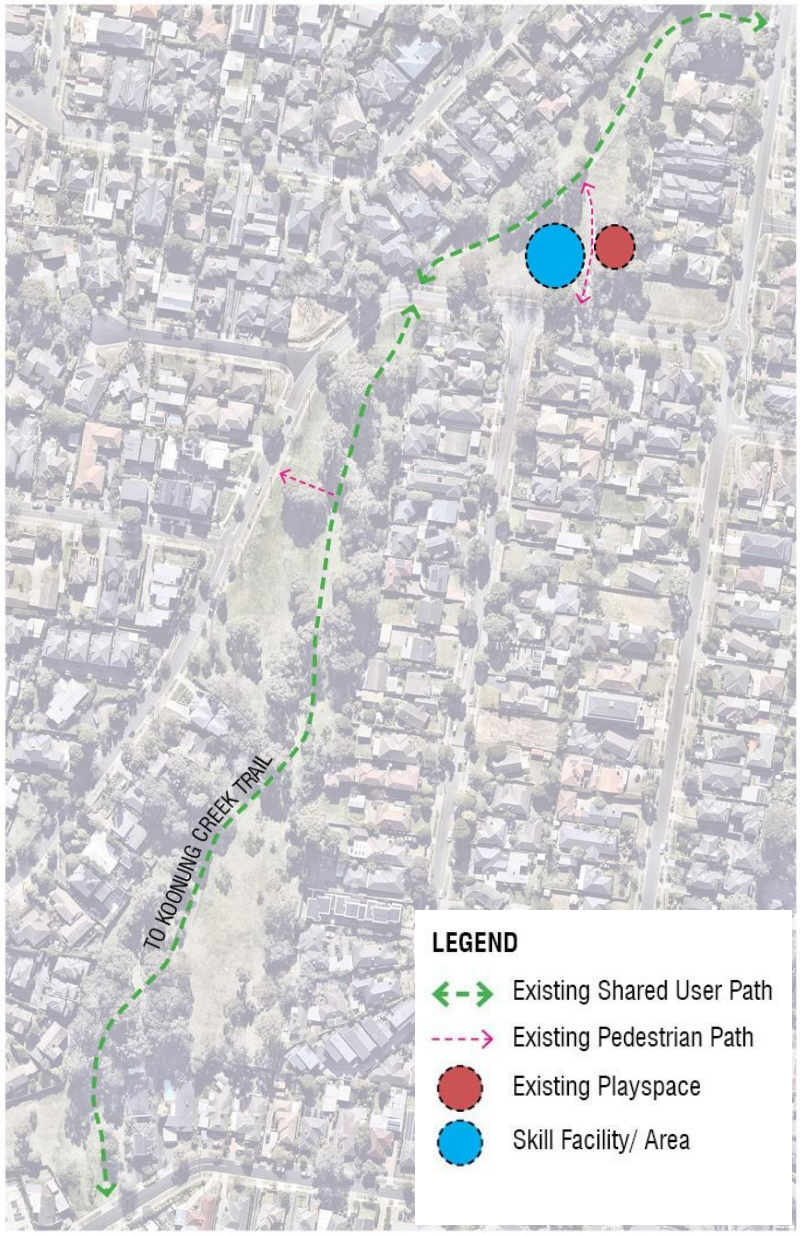


Figure 27: St Clems Original Indicative Design Development



St Clems Updated Indicative Design Development

4.8 Katrina Gully, Doncaster

Katrina Gully is a park of two spaces, the southern active space, and the northern passive space. The southern side contains pathways, playground and fitness equipment, a basketball pad, picnic areas and shade structures. The passive space to the north is open grassland with parkland tree planting. The reserve is part of the Koonung Creek Linear Park and Trail.

The topography of the open space area in the northern side lends itself to a flow trail facility which could be integrated in with the existing active space in the south. This will include a facility suitable to a broad range of users that could access the site from the Koonung Trail.

Recommendation: Flow trail **Scale:** Community

Figure 28: Precedent imagery flow trails

LEGEND

01. Playground
02. Shade Sail Picnic Area
03. Basketball Pad
04. Wetland Area
05. Dual Use Bridge
06. Dual Use Path
07. Pedestrian Path
08. Reserve Boundary
09. Fitness Station

Figure 29: Katrina Gully Reserve Existing Site Features

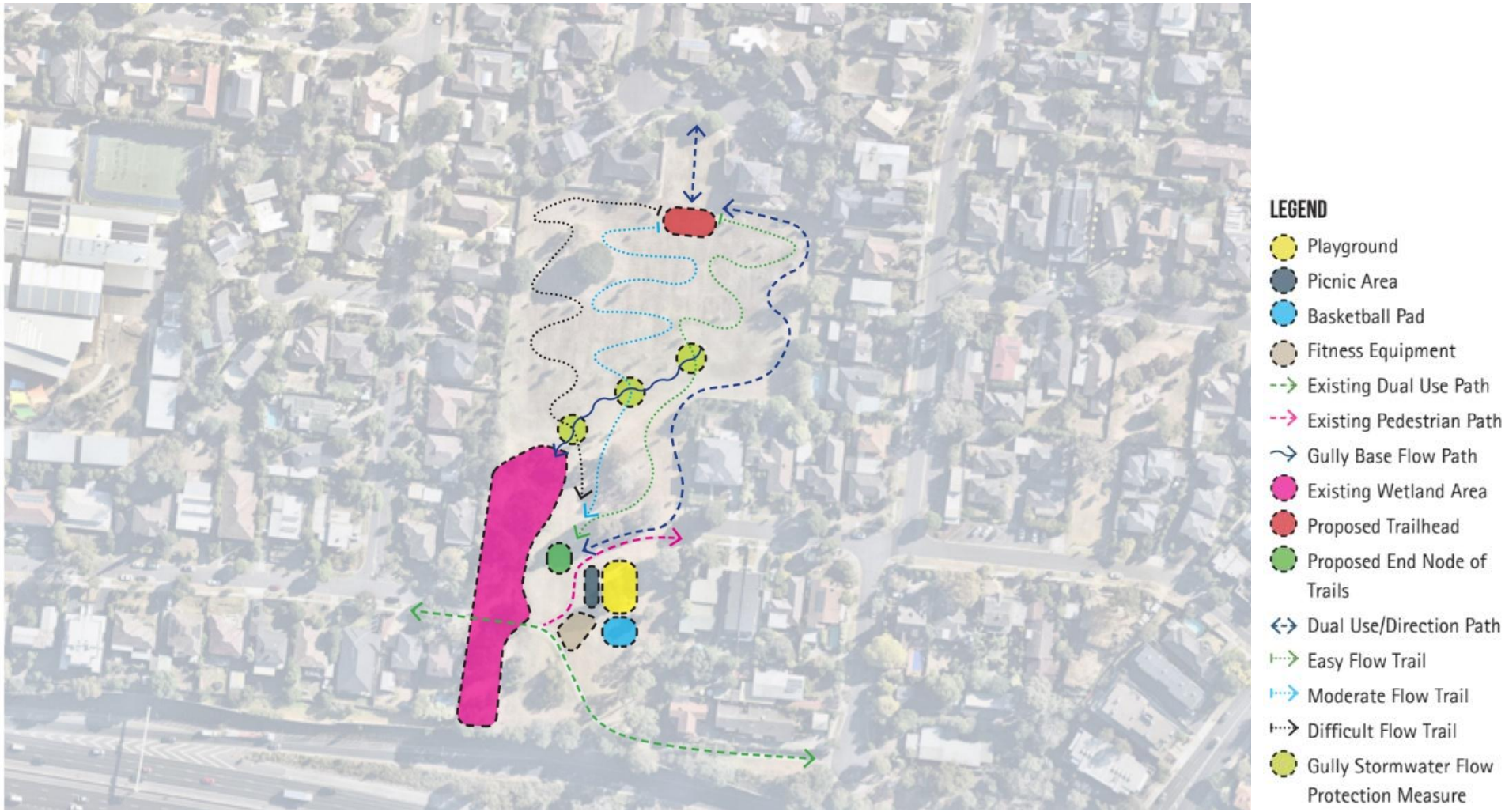


Figure 30: Katrina Gully Reserve Indicative Design Development

IMPLEMENTATION AND DELIVERY

5 Recommendations

The table of recommendations below provides an overview of the recommendations at each site and indicative costings.

Table 3: Summary of Final Recommendations

Location	Priority	Facility	Focus	Scale	Indicative Cost
MORRIS WILLIAMS RESERVE	1	A pump track facility with suitable support infrastructure. The facility can comfortably be designed to connect to the existing path network including the shared use path.	This facility can accommodate beginner, intermediate and advanced users and gives bike riders a specific location to ride to beyond the existing path networks.	Local	$ 475,000
FITZSIMONS RESERVE	2	A set of flow trails with a starting trailhead and a catchment at the base of the site would be an appropriate bike facility at this site	At minimum a beginner, intermediate and difficult descending flow trails with a single return trail would be included. This will accommodate most users and allow for user progression. If room permits in design then extreme features may be included.	Regional	$ 280,000
JENKINS PARK	3	Learn to ride track and a bike playground with supporting infrastructure	A beginner/junior user focus to best align with the existing user group of the adjacent playspace.	Community	$ 418,000
ZERBES RESERVE	4	Skills trail and bike playground	A beginner use focus integrated with the current/upgraded playspace.	Community	$ 330,000
WONGA PARK RESERVE	5	Hybrid flow/jump line	A beginner / Intermediate use course to upgrade the current dirt jumps.	Community	$ 385,000

STINTONS RESERVE	6	Pump track	This facility can accommodate beginner, intermediate and advanced users. This track may be designed as a technical track suitable for racing as a supporting facility to the BMX track.	Local	$ 640,000
ST CLEMS RESERVE	7	Skills trail	Provide a small skills trail located in the northern section close to the playground. It would focus on the beginner and intermediate user groups.	Community	$ 200,000
KATRINA GULLY (KCLP)	8	Flow trails	This facility could contain a beginner, intermediate and advanced descending flow trails with a single return trail. This will accommodate most users and allow for user progression.	Community	$ 440,000

5.1 Next steps and implementation

The recommended next steps include progressing each location through appropriate development processes including:

- Further investigations (where required)
- Community consultation
- Development of Concept Plans for each proposed facility/site

The recommendations will be considered in the context of other recreation facility priorities and projects, funding availability and any strategic work that underpins the development of each site such as strategies, masterplans and management plans.

5.2 Capital costs

Annual budget bids will be put forward as part of the Council budget cycle. Indicative costs for the proposed facilities are provided in Table 4 – Summary of Final Recommendations. CPI will need to be applied for the year in which the project is planned to be delivered. Council will need design by industry specific designers and professional contractors to implement the work. It will be important to have community buy in where projects are proposed so they can become valued community resources.

5.3 Ongoing costs

Once a bike facility is established, it is essential to understand the ongoing upkeep required to maintain the facility to a safe and functional condition. A management plan should be developed for each site prior to proceeding to outline the required maintenance, resources, annual budgets and asset lifespan information. It is estimated that bike facilities outlined in the assessment, if designed and constructed to best practice principles, meeting the required tolerances and specifications of current industry standards, will have a functional life of approximately 15 years before major repairs, renovation or renewal is needed. Regular maintenance is also extremely important to ensure the function and relevance of the facilities.

The table below provides an estimate for ongoing maintenance of recreational cycling infrastructure.

Table 4: Ongoing maintenance rates

	% of original cost	Tasks
Ongoing maintenance (annual)	1-3%	Ongoing maintenance includes minor repairs, inspecting for defects and ensuring the facility is safe for use.
Renovation (5 years)	3-5%	Major renovation to rectify any significant issues
Renovation (10-15 years)	5-10%	Major renovation to rectify any significant issues
End of life (20 years)	100% plus inflation	Full replacement

5.4 Supporting amenities

The existing and proposed supporting amenities for each site is shown in the table below that will compliment the proposed bike facility.

Table 6: Supporting amenities for each site

Location	Bike Path Connection	Toilets	Bike Repair	Water	Seats	Tables	Spectator Shade	Car Park	Play - ground	Park Lighting	Food Providers
Fitzsimons Reserve	Yes	Nearby	Yes	Nearby	Yes	Yes	No	Yes	No	No	No
Stintons Reserve	Planned	Planned	Planned	Yes	Yes	Yes	Shelter	Yes	No	No	Canteen?
Morris Williams Reserve	Yes	Planned	Planned	Yes	Yes	Yes	Yes	Small	Yes +Fitness	Yes	No
Wonga Park Reserve	Planned	Planned	Planned	Yes	Yes	Yes	Planned	Yes	3	No	Nearby
Zerbes Reserve	Yes	Yes	Planned	Yes	Yes	Yes	No	Yes	Yes	Partial	Nearby
Jenkins Park	Yes	Yes	Planned	Yes	Yes	Yes	Yes	Small	Yes	Yes	No
St Clems Reserve	Yes	No	Planned	Yes	Yes	Yes	Natural	Nearby	Yes	No	Nearby
Katrina Gully	Yes	No	Planned	Yes	Yes	Yes	Yes	No	Yes +Fitness	No	No

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