

Recreational Facilities for Mountain Bike and BMX Strategy



MORNINGTON
PENINSULA
Shire

July 2023



FINAL



Mornington Peninsula Shire acknowledges the Bunurong people, who have been the custodians of this land for many thousands of years; and pays respect to their elders past and present. We acknowledge that the land on which we meet is the place of age-old ceremonies, celebrations, initiation and renewal; and that the Bunurong peoples' living culture continues to have a unique role in the life of this region.



About this document

This is the Recreational Facilities for Mountain Bike and BMX- Strategy prepared by @leisure Planners in partnership with the Mornington Peninsula Shire.

Since the commencement of this strategy a pilot project was conducted to ascertain the feasibility of rider involvement in local dirt jumps sites on Council owned/managed land.

That project has affirmed the feasibility of rider involvement in local dirt jumps and resolved a number of complex insurance and risk management issues and processes.

A number of templates for steps and information to support the process of developing local dirt jump sites were produced for future use. An evaluation report was prepared as a separate volume.

Note: The views expressed in the consultation section of this document are those provided by the Mornington Peninsula Shire Community. They do not necessarily reflect the views held by @leisure or Council.

Acknowledgements

@leisure would like to acknowledge the support and assistance provided by: The Mornington Peninsula Shire Councillors and officers.

We would also like to thank:

- Members of the community who provided comments and feedback
- Community group representatives
- Schools
- AusCycling
- Parks Victoria
- Staff from other Councils who were interviewed
- Industry representatives.

Note: Implementation of the potential sites selected in this strategy for future bike park development on Council owned/managed land is subject to outcomes of potential further detailed site investigations required to be undertaken by Council during the project planning and implementation phase.

This phase would need to consider the community demand at the time and any further detailed site and geotechnical investigations required for potential flooding, environmental sensitivity, cultural heritage, and also include Environmental Protection Authority (EPA) for sites previously used for landfill or other commercial uses.

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1. Introduction

1.1. The brief

This project will:

1. Outline the strategic basis for the location and standard for recreational facilities for Mountain Bike (MTB) and Bicycle Moto Cross (BMX).
2. Provide guidance on the day-to-day management of facilities
3. Detail a community education plan for different audiences/groups
4. Dovetail with the Shire's Sports Capacity Plan Volume 3, (non-field based sports) that is currently being drafted. That plan will address the future competition requirements for MTB and BMX.

Outcomes of the plan will include:

- A set of principles to guide the planning, distribution and development of recreational facilities for MTB and BMX
- A defined type, hierarchy and standard of facilities to be provided, and level of maintenance required
- An implementation plan and indicative cost of development
- A community education/communication plan about these facilities
- A skills development and support/mentoring program for young people to be involved.

1.2. The facilities addressed in this strategy

This strategy only considers dirt jumps, pump tracks and skills parks as recreational MTB and BMX activities. (See descriptions below).

Cross country trails, slope-style facilities and off-road trail facilities, and those requiring hard stand or concrete parks or courts, such as BMX freestyle, bike polo or flatland, are not included in this plan.

Council's Sports Capacity Plan Volume 3, (non-field based sports) addresses facilities for competition and road-based cycle sports including criterium racing, cyclocross, track cycling and BMX racing.

Dirt jumps

Dirt jumps typically consist of one or more rows of jumps, 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.



Images of dirt jumps

Dirt jumps have evolved alongside BMX racing and support the discipline of the sport called Slopestyle.

Jumps are often constructed by riders and they need constant refinement to keep the shape of transitions.

The experiences associated with riding dirt jumps is about tricks and challenges- not speed. Part of this experience is often the construction process.

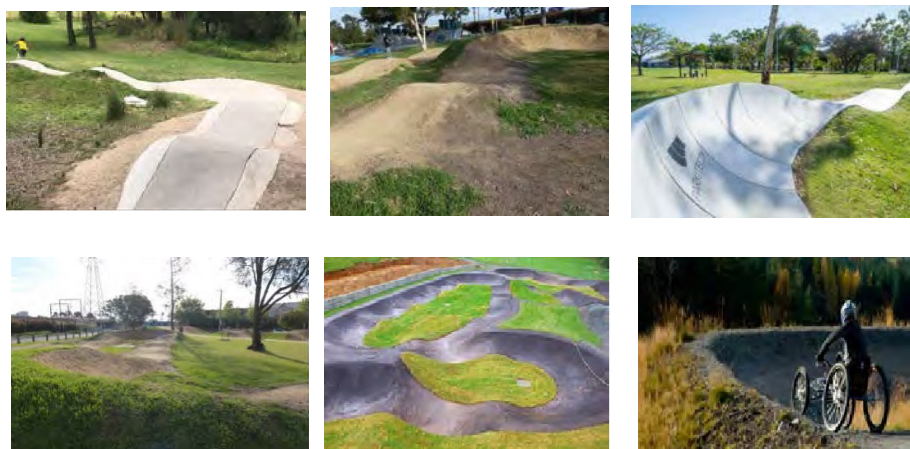
Note: The term trails in this Plan means individual features included in skills parks etc., and not formal cross country or downhill trails for example that are outside the scope of this plan.

Pump tracks

Pump tracks consist of a series of roller style jumps and berms designed in a circuit and ridden by pumping rather than pedaling. The experience associated with pump tracks is about speed not aerial tricks.

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 in dirt, asphalt, precast concrete or modular timber laminate. If they are concrete, they are also used by skaters.



Images of pump tracks

MTB skill areas

MTB skill areas are typically a collection of short trails and features often found as purpose-built bike parks or in dedicated trails. In a skills park the features are designed in a hub that offer skill development opportunities. These skills can then be applied by riders when riding larger trails, dirt jumps, pump tracks and generally in MTB/BMX riding. Skills parks or areas may include a combination of dirt jumps and tracks and timber features in runs or loops that accommodate riders of a range of proficiencies.

Features may include simple ladder bridges, berms and rolling jumps and drop-offs, to facilitate jumping and turning. These features provide graded challenges and fun and encourage skill development and the progression to more challenging MTB and BMX facilities. Bike skill areas may also feature elements for trails riding.



Images of skills areas

The design and construction of these facilities have evolved overtime and draw from the design of BMX racing tracks and skateboard facilities as well as obstacles found in MTB trails.

Dirt jumps, pump tracks and bike skill areas tend to be used by both MTB and BMX riders using a range of styles of bicycle.

1.3. What are the benefits of these facilities?

For riders

For those who enjoy riding a bike, recreational MTB and BMX activities provide a wide range of benefits. For individual participants these benefits include:

- Being outdoors, appreciating and learning about the natural environment and the associated health and wellbeing benefits
- Being physically active
- Being exposed to risk and physical challenge that enhances learning and the development of resilience and independence
- Providing an outlet for young people not involved in other forms of sport or outdoor recreation to be active, challenged and socially connected
- Being able to participate at your own pace, when you want, and on your own, or with likeminded people
- The creative outlet of designing and the satisfaction and exhilaration from achieving mastery and the sense of achievement from building tracks
- These are relatively inexpensive activities, (although like any sport it is possible to spend a lot of money on bikes and accessories)
- Like other sporting activities these activities have pathways to club and elite competition riding and careers.

For the community

For the community there are social, physical, environmental and economic benefits of people using these types of facilities and travelling to use these in areas outside their neighbourhoods.

These facilities provide a legitimate space for people of all ages to play and work together and be socially connected.

The growth of these sports provides opportunities for employment by young people in an expanding industry.

There are multiple benefits of Council providing these types of facilities, that include:

- They support a diversity of recreation and sporting activities that mean a greater proportion of the population can be physically and socially active.
- These facilities can be used by people of all ages, genders and abilities.
- They provide recreation outlets for those who are not inclined or able to participate in field or court sports that Council provides.
- They provide for all levels of riding ability and styles of off-road riding. Pump tracks for example can be ridden by people of all ages including very young riders on pedal-less bikes.
- These facilities are commonly used by families that want to ride together and encourage their children to lead active and social lives and be confident in the outdoors.
- These facilities provide opportunities for children to be exposed to an activity and develop cycling skills and therefore a pathway into specific disciplines of sport and competition riding (not addressed in this strategy) including Olympic and XGames levels. For example, this development of skills from basic jumping may enable the transition to ride Slopestyle, and from skill parks to a range of MTB competition including cross country, enduro and downhill riding.
- Appendix 1. Provides quotations from the local community about what they see as the value of these recreational cycling facilities.

Economic benefits

Mountain Biking in Australia, an Economic and Participation Analysis 2021 indicates the civic and volunteering benefit of mountain biking are valued at

\$3,214 per person, per annum.

Health benefits of MTB are estimated at \$1.58 per kilometer ridden.

Sport and physical recreation, and educational outcomes are estimated at \$2.50 per ride.

This strategy only addresses recreation facilities. However, many recreational riders will travel within a Shire and beyond to ride to these facilities.

1.4. Why is this strategy needed?

Young people have enjoyed building dirt jumps since BMX and off-road cycling became popular in the 1980's. However, jumps have been built by riders in locations that are not necessarily suitable, due to planning and land management requirements, environmental impact and public safety concerns.

In the last decade there has been a considerable increase in the demand for off road cycling which has stimulated the demand for more facilities.

These types of facilities, particularly those being built by riders, have not neatly fitted into standard Local Government planning and management processes typical of other sports and recreation facilities. In addition, few spaces have been reserved for such facilities.

During the COVID-19 pandemic lockdown, there was significant growth in demand for cycling and facilities such as dirt jumps close to home. Between July and November 2020, the community reported 34 "unauthorised" dirt jumps constructed on Council owned/managed land (figure 3 on page 9).

Council has been trialing a process to assess these jumps, identify those not in suitable locations and has been removing them. This process has been expensive and met considerable opposition from riders and some members of the broader community.

Council needs an informed and strategic position to address the demand and construction of dirt jumps in public spaces. A plan is needed to identify suitable locations and priorities for dirt jumps, skills parks and pump tracks, and to outline an agreed approach to community education and information about these.

The preferred sites identified later in this document are indicative locations dependent on demand that will be considered at the time of concept development.

1.5. What are the risks of participating in these activities?

All sports and recreation activities carry risks, and those that involve speed, possible falls from height and physical contact carry greater risks. MTB and BMX activities especially competitions, can attract significant injuries.

However, in comparison with other sports the risks in terms of occurrence and severity of injuries are less than some popular sports such as football.

Males were more than twice as likely to be hospitalised as females. For males, the sports that most frequently led to hospitalisation were football (all codes) (38%), cycling (including road cycling 12%) and wheeled motor sports (8%).

Males were three times more likely to be hospitalised by participating in a football code, than cycling.

For females, the sports that most frequently led to hospitalisation were football (15%), netball (10%; 13% when combined with basketball) and equestrian activities (11%). Cycling ranked 4th (7.2%).

The following tables provide a comparison of cycling injuries with other sports.

Proposed Council facilities

A pump track is proposed at Emil Madsen Reserve in Mount Eliza (as shown in the Master Plan).

A bike park is proposed at RW Stone in Somers (as shown in the draft Master Plan).

A bike park is proposed at Hastings Foreshore (as shown in the Master Plan)

Figure 1: Cycling injuries compared with other activity/pursuits

Rank	Males	No.	%	Rank	Females	No.	%
1	Football (all codes combined)	16,001	38.1	1	Football (all codes combined)	2,480	15.0
	Australian Rules football	4,232	10.1		Australian Rules football	557	3.4
	Rugby	4,052	9.6		Rugby	465	2.8
	Soccer	4,035	9.6		Soccer	748	4.5
	Touch football	570	1.4		Touch football	345	2.1
	Other and unspecified football	3,112	7.4		Other/ unspecified football	365	2.2
2	Cycling	5,062	12.1	2	Netball/basketball (combined)	2,109	12.8
3	Motor sports	3,451	8.2		Netball	1,582	9.6
4	Netball/basketball (combined)	2,082	5.0		Basketball	527	3.2
	Basketball	1,940	4.6	3	Equestrian activities	1,873	11.3
	Netball	142	0.3	4	Cycling	1,190	7.2

Source: AusSport in 2019

Trends in MTB and BMX injuries 2015 to 2020

A review of the presentations to Victorian hospital emergency departments for BMX/MTB injuries between 2015 and 2020 indicate the following:

- There were 1,095 presentations to emergency departments (EDs) in Victoria for bike-related injuries and 2,266 presentations during the five- year period from July 2015 to June 2020.
- In 2019-2020 there are 546 presentations to hospital emergency departments in Victoria for MTB injuries (an increase of 8% from the previous year) and 231 for BMX.
- For BMX the number of injuries is up 7% on the previous year, however the number of injuries was less than the 260 in 2018. These figures are likely to reflect the number of participants.
- Some 10% of MTB riders with injuries were females. The largest proportion of injuries per age group was in the 25-49yrs (35%)
- In BMX the largest proportion was in the 14-19yr age group (also 35%)
- MTB Injuries were recorded in all age groups including the 70-84yr age group.
- Some 41% of MTB injuries overall were fractures (41%) followed by sprains/dislocations etc., (18%) and then open wounds (12%).
- BMX injuries were more likely to be to the wrist and arm, than for MTB. The shoulder or upper arm is the most common injured body region (20%).
- For BMX 15% were head injuries, 10% of MTB injuries were head injuries.
- For BMX some 27% of presentations were admitted to hospital, 29% of MTB presentation were admitted to hospital.

Locations where injuries were most common

- For MTB injuries-36% were “other specified places,” 31% occurred in sports areas and 11% on a road/street.
- For BMX-54% occurred in “other specified places”, 15% in sports areas and 12% on a road/street.

The implications of these findings are “getting there” and providing safe off-road access are very important in terms of risk management.

Source: Monash University Hospital-treated MTB and BMX related injury, Victoria 2015/16 to 2019/20 and Monash University Unintentional Mountain Bike Cyclist injury presentations to emergency departments in Victoria 2015/16- 2019/20

1.6. Shire context

The outstanding natural beauty of the Mornington Peninsula, diverse landscapes expanse of National, State parks and a popularity as a destination for visitors make the Shire an equally popular location for off-road cycling.

There is clearly a very high demand for and a structure of supports for these activities in the Shire based on the presence of facilities, bike shops, clubs, volunteers and other organisations supporting them as well as the number of facilities constructed by residents.

What facilities does Council have now for these activities?

There are a large number of off-road cycling trails in the Mornington Peninsula Shire, including those on public land managed by Parks Victoria.

Purpose-built facilities provided by Council, or with Council’s involvement include:

- Harold Reid Reserve, Baxter; dirt BMX track
- West Park Reserve, Hastings; BMX dirt track
- Hillview Reserve, Dromana; Concrete pump track
- Red Hill MTB Bike Skills Park; at the rear of the shops.
- Citation Reserve, Mt Martha; Dirt Jumps

There are a large number of shared paths and rail trails across the Shire that are being used by cyclists, including those not managed by Council such as the dirt pump track located in Point Leo.

Dirt jump sites developed by riders (2021)

The map (figure 3 below) shows some of the many unauthorised dirt jump facilities constructed on Council land by riders as reported to Council. These reflect the strong demand across the municipality, especially within the Northern planning area of the Shire (Mount Martha, Mornington and Mt Eliza).

Figure 3: Reported dirt jump sites across Mornington Peninsula Shire



Existing clubs and organisations

There are three cycle clubs based on the Mornington Peninsula.

The Red Hill Riders is a very strong MTB club offering diverse activities for a wide range of age groups and the disciplines of enduro, cross country, all mountain, downhill, and trail.

The Red Hill Riders provided the following member and participant numbers.

Figure 2: Red Hill Riders member and participant numbers, 2022

Red Hill Riders	Participants/members
Red Hill Rippers (Primary school aged program)	147
Red Hill Shredders (High school aged program)	181
Club Members	314

Parks Victoria is the land manager for a significant network of trails and has dedicated staff responsible for MTB activities.

There are extensive school programs/MTB school sports activities across Mornington Peninsula Shire including at Red Hill Consolidated Primary School and Dromana Secondary College.

2. Demand and community engagement conducted for this plan

2.1. Demand for cycling

The National Walking and Cycling Participation Survey 2021 indicates around 18.6% of Victorians rode a bike (including an e-bike) in the previous week and 40.4% over the previous year. This equates to around 1.23 million residents riding in a typical week and 2.66 million overall. The participation rate has increased significantly in Melbourne since 2019 and remained steady in regional Victoria.

The cycling participation rate over a typical week is much higher among males (23.2%) than females (14.1%). Among both genders the participation rate declines precipitously from teenagers to young adults. The participation rate has increased significantly among both genders in Melbourne compared to 2019.

Across Victoria 39.2% of people aged 15yrs. and over were “interested in riding”; and would like to do so or currently ride only off-road.

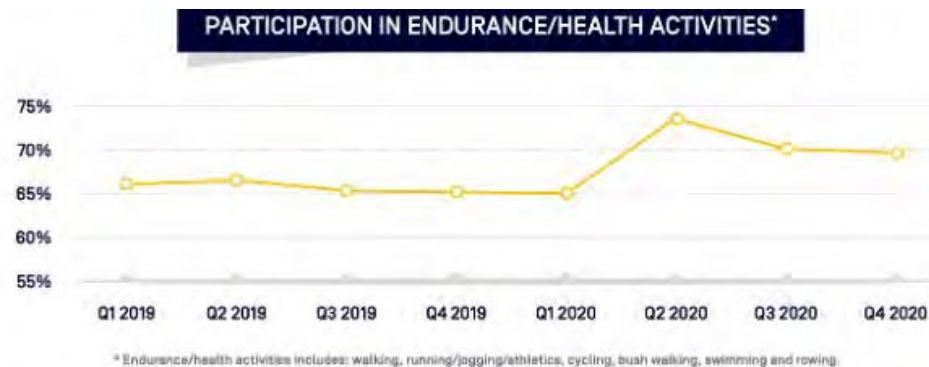
Council estimates the number of riders using the Red Hill trails is approximately 110,000 users per year.

Changes in recent times

Several sources of data including the community engagement for this plan indicate that cycling, especially off-road cycling has increased since COVID-19 lock downs. This increasing demand is reinforced by sport and physical activity statistics published by AusSport.

This data confirms the change/demand for **informal recreational activities** such as walking running and cycling over 2019-2020.

Interestingly the AusPlay statistics suggest a similar increase in cycling among males and females.



In recent times there is evidence of a growth and diversification in styles of off-road cycling including:

- An increased number of and blending of off-road riding styles and facilities.
- Adaptive MTB (aMTB)- aMTB includes riders who need adaptive equipment as they are not able to ride a conventional MTB due to physical, intellectual, neurological or sensory abilities.

aMTB includes hand cycling, leg cycling, tandem and modified bikes. These may include two and four wheeled bikes that have significant implications for facility design.

Common disciplines in aMTB include gravity enduro, cross-country and downhill, and touring.

There are established facility guidelines for aMTB and Australia is leading the way.

2.2. Community and stakeholder engagement conducted for this plan

A comprehensive engagement process was undertaken to gain input about these facilities from a broad spectrum of the Mornington Peninsula community and stakeholders.

A coordinated approach to engagement sought input from people who represent a cross section of ages, genders and interests. This established a balanced opportunity for robust discussion and input data and themes to inform the strategy and be reflective of the communities' opinions.

Process

Engagement included:

- External stakeholder engagement, with clubs, schools, providers of facilities etc., and benchmarking of other Councils
- Internal stakeholder engagement (staff and Councillors)
- Community engagement via survey submissions

An engagement plan was developed that incorporated the following:

Stage 1: Internal and external stakeholders

- Data base of key informants/stakeholders
- Telephone and virtual interviews of stakeholders
- Workshops and meetings

Stage 2: External stakeholders/residents and the broader community

- Press / web release
- Council "Shape" web page
- Submissions and emails from interested community members and stakeholders
- Workshop-Council staff
- Information session and workshop with Councillors
- Online community survey

- Email to all registered and past interested community members
- Social media platforms and school poster used to drive community to "Shape" and the online survey. (Facebook, twitter, Instagram, etc.)
- Follow up phone call to community members leaving contact details in the survey and submissions
- Youth Advisory Committee (YAC)
 - Meeting
 - Assistance in distribution of project flyer to schools.
- Input from direct contact with community members and the local riding community during the Dirt Jumps Pilot Project

Stage 3: All stakeholders' feedback

This stage has been completed and included:

- Exhibition of a draft strategy
(Please refer appendix 7 Public exhibition feedback summary).



Photo source: Mornington Peninsula Shire Council

2.3. Stakeholders consulted

Stakeholder engagement was conducted through individual one-on-one and small group interviews. The following stakeholders were interviewed:

- Shire Councillors
- *MPS Council officers from*
 - Youth Services Team
 - Natural Systems
 - Parks and Roadsides
 - Roads and Drainage
 - Strategic Planning
 - Recreation and Open Space Planning
 - Parks and Roadsides
 - Asset Management
 - Community Engagement
 - Risk Management
 - Legal Counsel
- *External Stakeholders in Mornington Peninsula*
 - Parks Victoria
 - Red Hill Riders
 - Somers Bike Park Community project
 - Mornington Cycling Club
 - BERG
- Dromana Secondary College
- Hillview Quarries
- Workshop with young people- Youth Advisory Forum
- *Other Local Governments*
 - Cardinia Shire
 - City of Casey
 - City of Frankston
 - City of Moonee Valley
 - City of Greater Bendigo
 - Booroondara
 - Wyndham
 - Hornsby Shire
 - City of Adelaide
 - Northern Beaches Council
 - Yarra Ranges Shire
 - Rural City of Wangaratta
- Cycle sport peak body; AusCycling (BMX, and MTB)
- Trail and cycle sports facility construction company
- Council's insurer, MAV insurance



Photo source: Mornington Peninsula Shire Council

The number of people engaged is shown in the following table, figure 4.

Figure 4: Number of people responding to engagement

Shape website	No. of respondents
Views*	4,704
Visits*	4,219
Visitors*	3,817
Contributions	134
Contributors	129
Followers	88

*Views - total number of times a user views any page on your site.

*Visits - the number of individual 'browsing sessions' a user, or Visitor, has on your site.

*Visitors - the number of unique users that entered the site.

Submissions were received in the following forms:

Figure 5: Forms of submissions made by community members

Form of submission	No. of respondents
Email sent to staff and Councillors	2
MPS Website	1
Council community feedback. (Emails, etc.)	22
Emil Madsen Master Plan submission	2
Narambi Reserve Master Plan submission	1
"What do bike sports mean to you?"	50
Emails direct to @leisure	9

2.4. Findings of the community submissions

A number of key themes were evident in the large number of community submissions. These were:

- The very high value of these activities and providing these types of facilities
- Concern about dirt jumps being destroyed
- Significant environmental damage from the jumps being built and then removed by Council
- The need for a good distribution of facilities
- The need for tracks in designated/specific areas
- The need for facilities for all levels and abilities
- Kids are being sensitive about where jumps are built, and not just building these anywhere without respect of others
- There is a need for communication and consultation with and spaces for children where they can build them selves
- There is a need for bike jump sites generally
- There is a need for a better balance: stop flattening/build designated areas/let children build
- A number of good examples of bike parks were provided
- There is a need to improve and maintain Council's existing facilities

Other comments

- There is concern about the time taken for Council to address this demand and the gap in available facilities
- There is need and opportunities to work through existing community organisations-who are present
- Divert demand by providing other facilities for young people, or jumps and tracks in other locations
- More education about local flora

- There is concern about the limited resources for bike activities compared to other sports.

2.5. On-line community survey findings

The survey asked some targeted questions which this strategy needed to address:

- The major site selection criteria for facilities
- What sites or specific types of facilities should be a priority?
- What should an ideal site include?
- Are there any existing locations we could consider?
- How can we support young people in building their own jumps at selective sites?

The major site selection criteria

The major site selection criteria identified by respondents for locating recreational MTB and BMX facilities was close to home, so it is easy to access for children on a bike (41) followed by Access to existing services/close to facilities schools and toilets etc., (23) and suitable topography; presence of hills (17).

Other criteria respondents identified were the ability to offer facilities for different ages, abilities, and activities (9); and no impact on native vegetation or fauna habitat (9); Where there is a demand for these facilities (8); Adequate size/space

(6); Equitable distribution across the Shire /existing locations (6); Away from major roads (6); Minimise conflict with other activities (4); High visibility sites (3); and Appropriate soil (2).

What sites or specific types of facilities should be a priority?

Respondents listed a wide range and combination of trails; pump tracks and skill park features that should be a priority. There was support for each of the typical facilities in relatively equal numbers.

Dirt jumps were most commonly listed. A strong demand is evident for multiple runs accommodating different skill levels and a preference for tabletops rather than gaps for the same reason.

Some specific suggestions were also made about the location of facilities. A high number of respondents identified an extension of facilities at Red Hill and Arthurs Seat, followed by Rye and Mt Eliza. Other suburbs were also listed.

A key theme raised was the need to have graded challenges and opportunities to include riders of all ages and abilities and associated support facilities suitable for families.

Support facilities were also amongst the types of facilities listed. Public toilets were the most common (9) followed by car park /parking (5), basic maintenance tools (4) and bins.

What should an ideal site include?

Respondents describe in detail different types of jumps (in particular) that would be included in an ideal site. One example of these is “Jumps that builds momentum catering for different levels on a flow trail. Including drops, drop offs, step ups, gaps, tabletops, whale tail, transfers, bridges, berms, roll-ins, whoops and rollers, with forks in trail with rock garden and other interesting features.”

Following a large number of comments about jumps, a pump track and a skills area were identified. Again, facilities for all age groups “An ‘A’ line, a ‘B’ line and a ‘C’ line,” “room for progression alongside various drops of different heights to encourage progression” were suggested.

Trails including down-hill trails were also identified in response to this question and others, as being required. *Note: Trails are not covered in this strategy but need to be considered in the future.*

Are there any existing locations we could consider?

A large number of locations were identified by respondents. The list of sites includes existing jump sites, generic suburbs, and very specific other locations.

More answers included Mt Martha than any other suburb, followed by Rye, Red Hill, and Arthur’s Seat. These sites other than Rye appeared to focus on adding to what is already available, or sites currently used.

The most cited single locations were Hillview Reserve in Dromana, followed by Citation Oval, and French Street Reserve, Rye.

Apart from physical locations, respondents also suggested sites allow for:

Different types of bikes, slope and terrain, sites that cater for users of all abilities and ages, sites widely spread across the peninsula (across townships), close to residential areas or schools (as children need to be able to ride from home), the importance of natural settings, and locations with support facilities and maintenance.

How can we support young people in building their own jumps at selective sites?

There was very strong support for allowing young people to build their own jumps, although most respondents suggested this needed to be at designated sites, with clear parameters and signs, suitable soil, tools, education about the environment, and in organised days under the direction of professional and local trail builders.

The main response to this question was “designating specific areas and signing them to say that riders could build in these areas (24). The other supports involved:

- Mentoring, and getting professional trail builders to work with children (17)
- Through organisations (such as clubs, local schools, community groups and teaming up with education institutions) (14)
- Provide suitable soil (10) Provide tools (6)
- Education, in regard to environment and safety “to provide boundaries and education around protecting the natural environment and their own exploration and creativity” as well as “health and safety” (5)
- Working bees. Organising building days on weekends or after school (8)
- Involve them in design (6) Encourage it. Don't just shut everything down.
(6) Let them do it! Let them build them. Let them go (4)
- Promotion/communication/Show encouragement give support. (2)

Other comments

Respondents left a wide range of comments the majority of which had been provided in previous answers.

Two key themes in the comments were the high value of the activity (11), and the great work that the Redhill Riders do (6).

Other comments included:

- Comments about specific locations; Mt Martha (4), Mount Eliza and Red Hill. (2) and Dromana, Rosebud, Arthurs Seat Park and Somerville (1)
- The need to cater for all ages and abilities and genders (4)
- Support for the activity to complement other sports (2)
- Colocation of facilities
- Need for support facilities (bins)
- Ensure there is community involvement
- Education/monitoring
- Good examples
- Contacts (1)
- Damage of removing jumps (2)
- Materials drainage (2)
- Access by trail (1)
- Need to use specialist designers
- Environmental education (2)
- Other (5).

The following table provides key issues and strategic directions arising from the main themes identified in submissions and survey responses.

2.6. Strategic responses to the issues from community engagement

Theme from consultation	The Issue	Recommended strategy	Outputs
The value of these types of facilities	The value of these activities and young people experiencing risk and challenge outdoors in nature should be acknowledged.	List the benefits of off-road cycling and children constructing jumps including responses from the community, in this strategy.	List all values. See Appendix 1.
Concern about jumps being destroyed	- The current process of destroying jumps has not worked well especially: The use of machinery to remove jumps; The removal of jumps before consultation with the community; The potential lack of discrimination about what is removed, when and how - Some sites are not easily accessible by machinery and/or the environment is likely be jeopardised further by using machinery. - Some sites may only need rectification i.e., holes filled + materials removed by hand - Residents have conveyed the impact on riders and the community as a result for jumps being destroyed.	- Introduce a more balanced approach to determining the appropriateness of jumps including key steps in risk assessment of the jumps. i.e., - Benefits vs risk of injury - Risk to the natural and cultural environment - Strategic assessment of the location - Land management requirements, access etc.,	- Strategic assessment process. - Location and siting criteria.
Concern about environmental damage from jumps being built	- Several areas were identified where bike use and jump construction has damaged flora - Some sites are more significant environmentally than others and more easily damaged by bike use - The public – especially children are unlikely to be able to determine what sites are environmentally significant - Residents concerned at the significant damage done from machines to remove minor jumps, including trees so machines can access the sites.	- Removal of any jumps or trails needs to be supervised by an authorised person with environmental knowledge - Designate areas where jumps can occur in each suburb, so other areas are protected from damage.	- Key messages or examples of what damage is being caused and what to avoid - Identify how they should be removed.
Need for a good distribution of facilities	More residents identified Mornington, Rye, Mt Eliza and Mt Martha than other areas, as areas where there is a gap in off-road bike facilities.	To provide an equitable distribution of facilities in acknowledgement that many users don't drive.	Map showing generic locations
Need for designated sites especially for dirt jumps and suggestions for tracks in specific locations/designated areas	- Need for designated sites especially for dirt jumps which are signed as suitable. - Suitable local sites must be accessible to where children live and able to be ridden to, off-road. - A range of locations, and specific parks were identified as where facilities should be. The most cited single locations suggested were Hillview Reserve in Dromana, followed by Citation Oval, and French Street Reserve, Rye.	Assess each location against the strategic assessment and location criteria, as well as Crown and Parks Vic Guidelines where these apply.	Location and siting criteria

Theme from consultation	The Issue	Recommended strategy	Outputs
Need for trails for all skill levels and abilities	- Concern that limited resources and land is available for bike sports compared to playing fields sports, dog walking, etc. - Families seek areas where children of different ages can participate alongside themselves - There are a number of young people who are very proficient and purest and don't want to compromise the standard of facilities they seek - Many young people seek graded challenges where they can learn skills and develop at their own pace - Many families travel outside the Peninsula to seek additional challenges or facilities that are not currently available - Riders seek more opportunities to ride, develop further skills and have fun participating in an activity of their choice - There is high demand for dirt jumps, additional trails, MTB skills areas and pump tracks, but not a universal love of all - High degree of praise and support Red Hill Riders work with children to support skill development and participation.	- Provide a diversity of types of trails/facilities i.e., jumps, pump tracks and skills parks/bike trails and a hierarchy of each across the Shire - Provide a pathway for riders to develop skills that support lifelong participation and a progression to clubs and competition if required - Service proficient and beginner riders, provide graded challenges and areas for families that service all ages/levels of ability at the one site - Develop some sites more focused on local beginner needs and others which are focused on higher challenges - For the top level of facilities serving high challenges there may need to be more than one – i.e., one in each region - Accommodate the needs of adaptive MTB riders and cares/companions of riders with a disability.	- A hierarchy of facilities - A clearly defined role for Council in these facilities. - Continued involvement by Red Hill Riders
Children's jump construction is commonly respectful and considered.	- There is a perception those constructing jumps have little regard for the environments, are "vandals" leaving rubbish in their wake - Community cited examples of children placing jumps carefully away from walkways and bushland areas, taking their rubbish home, and demonstrating teamwork and a shared common goal - The interest in local open space by children has extended to more adults taking interest in and maintaining facilities in local parks.	- Acknowledge the efforts of young people toward protecting their environment and respecting other users, with positive language - Provide further understanding of why jumps are not appropriate in some areas - Provide selective areas for young people to construct jumps and learn from others.	Parameters for where and how jumps can be constructed.

Theme from consultation	The Issue	Recommended strategy	Outputs
Need for communication and consultation with young people and parents and opportunities for young people to build jumps themselves.	- Many children want to build jumps the construction is an important part of the experience and satisfaction - Riders have not been communicated with over the construction of jumps that they have proudly been refining. Some have been present since 2014. - Young people want to know where they can build and why their jumps have been removed - Young people and parents seek supports so young people can build their own jumps: mentoring, and getting professional trail builders to work with children, involvement of organisations (such as clubs, local schools, community groups and teaming up with education institutions), suitable soil and tools, boundaries and education around protecting the natural environment and their own exploration and creativity" as well as "health and safety," working bees and building days, and - Promotion/communication, show encouragement give support.	- Develop a pathway from foundation levels to clubs and competition-integrated with facility provision and in conjunction with the industry - Involve riders in the design of dirt jumps and skill areas, along with opportunities for mentoring - Commit to communicating with riders before removing jumps or developing tracks - Develop partnerships with existing clubs and schools to develop a consistent approach to foundation skill development mentoring, education and facility development - Provide positive language about young people constructing jumps and the need for planning of these sites to protect people from injury and prevent damage (See Bayside example).	- Establish a process for developing and maintaining designated sites - Affordability assessment i.e., can have one bike park in each region.
Improvements to and maintenance of existing facilities	- Red Hill bike skills area is enjoyed by many; however, it can't meet the demand and it is not seen as well maintained - The BMX track in Deanswood Drive Park in Somerville has not been maintained. - Many other Council's interviewed do not have approach to managing these areas, consistent with other sports facilities. - Council's assets area was not aware of these existing facilities but are very happy to maintain them to a given specification.	- Provide dedicated resources to complement the provision of tracks and trails to support recreational MTB and BMX - Introduce an asset management plan for recreational MTB and BMX that includes regular working bees, with trail builders or clubs, provision of soil for dirt jump sites and regular inspection and minor works.	Clear roles for council, riders, clubs and the community for bike jumps

3. A planning framework for future facilities

3.1. Principles in providing future dirt jumps, pump tracks and skills parks

1. Facility hierarchy

- A three-tiered hierarchy of BMX/MTB facilities (local, district and regional) will assist with keeping a consistent standard of design and maintenance (see provision model, section 3.3).

2. Provision models for each facility type

- The provision model for each type of facility will be different in the way it will be provided and on what basis will they be distributed.
- Council will focus on providing or facilitating more of the lower order facilities, to ensure those who cannot travel by car have a good distribution of facilities close to home.

3. Distribution of facilities

- Facilities will be equitably distributed in accordance with demand, (priority will be given to locations close to population centres) and in accordance with Council's three regions of Northern, Southern and Westernport.

4. Site selection criteria

- Each facility type (dirt jump, pump track and skills park) has specific site selection criteria which will determine the suitability and priority to accommodate these facilities.
- Site selection criteria has been devised specific to each facility type

5. Facility management regimes

- Facility management regimes will reflect the facility type and hierarchy.

- These regimes will include inspections, removal of debris and rubbish, regular and programmed maintenance, and in the case of jumps, provision of water and soil.
- Where possible, and depending on facility hierarchy, surface and nature of facilities, riders will be engaged in the ongoing care, maintenance and development of facilities.

6. Partners

For higher order facilities, partnerships in development and management, should be sought as appropriate.

Partnerships with clubs, schools and industry peak bodies should be sought to provide education, skill and sports development opportunities.

3.2. Facility hierarchy

A three-tiered hierarchy of recreational facilities for MTB and BMX will provide a good distribution of different standard facilities and therefore the widest level of access to suitable facilities, while enabling a responsible staged fiscal approach to the delivery of the facilities.

The hierarchy includes local facilities, district and Shire-wide/regional facilities.

Local facilities

Local facilities will cater for the immediate neighbourhood community, where no support services are required due to the proximity to home. These local sites will provide dirt jumps. Local facilities should be accessible by bike from home and located on Council owned/managed land.

The estimated site size required for a local dirt jump facility with 3 jump lines is 900m² (45mx20m).

District facilities

Located centrally within each of the three Mornington Peninsula planning areas, a district site will cater for residents travelling beyond their immediate suburb, but within approximately 20 minutes' drive of most residences.

Skills parks, dirt jumps, or a pump track may be provided to serve a district catchment, and will be served by support facilities, such as shelters, picnic facilities, water and where appropriate toilets, if these are not already provided.

These district facilities may be collocated with sport or play facilities.

Pump track site sizes vary depending on the type and scope; however, it is likely an area of 1,225m² (35mx35m) would be required to accommodate a pump track suitable for a district facility.

Skills parks can also be accommodated in a variety of site sizes, however a recommended space similar to the pump track of 1,225m² should be allowed.

Dirt jumps sites for a district facility are recommended to be larger than the local sites. An allowance of approximately 1,200m²

Shire Wide/Regional facilities

One Shire-wide/regional facility, should service the needs of beginners through to experienced riders for one or more of the types of recreation facilities, plus a trails network.

A shire-wide/regional recreational MTB and BMX facility will address community and visitors needs and generate economic benefits for the Mornington Peninsula Shire by attracting users from surrounding areas. A combination of the following facilities may be provided at the Shire-wide/regional level:

- Skills park
- Pump track
- Dirt jumps
- Trails network.

The site required to accommodate such a significant facility will require a site of approximately 11,200m² (80m x 140m).

See the following table in section 3.3 that outlines the provision model for each facility type and catchment hierarchy.

Sports Capacity Plan

Council's Sports Capacity Plan Volume 3, (non-field based sports) currently in development will address facilities to support the sporting and competition needs for cycling, including MTB and BMX.

Photo source: Mornington Peninsula Shire Council



3.3. Provision model for each facility type, by catchment hierarchy

The following table describes for each catchment hierarchy and facility type the nature, access, distribution, support facilities and level of involvement by partners, council and riders. The provision model does not recommend skill parks or pump track are provided at the local level at this stage - only at a district level in conjunction with other facilities.

Catchment	Facility type	Access	Distribution	Colocation with other facilities	All abilities	Support facilities	Club/partner involvement	Rider involvement	Council Involvement
Local	Dirt jumps	Off-road trails for bike access to jump sites	Access within 20 minutes by bike. See Map (figure 7). Up to 9 potential areas aligning with settlements and Council's planning areas.	Possible-not required.	No, although graded challenges recommended.	Access to water, and soil, no built support facilities such as public toilets.	Not necessarily	Yes	Inspect and monitor. Set parameters, sign, educate riders re safety and environmental education. Communication with riders. Provision of suitable dirt.
District	Dirt jumps	Integrated with trails/ or shared trail access.	Access within 20mins by car. See Map (figure 8.) Where there is demand.	Possibly in association with play or field sports facilities /in social hubs	Yes. Graded challenges required and multiple runs of dirt jumps for example.	Access to water, and soil, tools for dirt jumps Access to shelter, toilets for play/ sports.	Preferably	Possibly	Funding. Monitor the condition of facilities. Maintenance including surrounds, support facilities.
	Pump track	Shared trail access, car parking etc.,	Access within 20mins by car. See Map (figure 8). Three sites minimum where there is demand.	In association with play or field sports facilities /in social hubs	Yes, low level of elevated items and bermed corners allow for all ages and abilities. Width may need to allow for aMTB.	Access to shelter, toilets, information. May use facilities provided for associated play/ sports facilities. May need access to water, tools and soil, if dirt.	Not necessarily	Not necessarily	Funding. Monitor the condition of facilities. Maintenance including surrounds, support facilities.

Catchment	Facility type	Access	Distribution	Colocation with other facilities	All abilities	Support facilities	Club/partner involvement	Rider involvement	Council Involvement
	Skills park	On designated MTB or district trails. Access from trail head.	Access within 20mins by car. See Map (figure 8). Where there is demand.	Possibly in conjunction with a trail network, play or field sports facilities/in social hubs	Yes. Graded challenges required and multiple runs. Jumps, drop-offs of different heights for example.	Access to shelter, toilets, water close by or at trail head.	Preferably	Possibly	Funding. Monitor the condition of facilities. Agreed level of Maintenance of the park negotiated with partners. Maintenance of surrounds, and support facilities.
Shire wide/ Regional	One major challenge site - per discipline and/or one bike park for multiple disciplines.	Shared trail, car parking, trail head.	One located in suitable, large site Such as Hillview Reserve, or in land managed by others.	Regional Park managed by others, or self-contained. Cross country or other MTB trails etc., May be in association with competition standard facilities.	Yes. Graded challenges. Access for aMTB.	Supported by new or existing facilities targeting visitors.	Preferably a club, or entity established for the site, and/ or other land manager if not Council land e.g., Parks Victoria, or private park developer/trail company.	Not necessarily	Funding and maintenance of surrounds, support facilities etc.,

3.4. Distribution of facilities

For planning purposes Council divides the Mornington Peninsula Shire into 3 planning areas displayed in the map (figure 6) below.

The planning areas are:

- **Northern** (Mt Eliza, Mornington, Mount Martha, Moorooduc and Tuerong).
- **Southern** (Safety Beach, Dromana, Rosebud, Rye, Blairgowrie, Sorrento, Portsea, Fingal, Boneo and Cape Schanck).
- **Western Port** (Somerville, Tyabb, Hastings, Bittern, Crib Point, Somers, Balnarring, Merricks, Red Hill, Main Ridge, Shoreham and Flinders).

Figure 6: Map of Mornington Peninsula Shire planning areas



Plan Melbourne states that the 20-minute neighbourhood concept is all about 'living locally'—giving people the ability to meet most of their daily needs within a 20-minute walk from home, with access to safe cycling and local transport options.

The same principles have been applied to assist in identification of sites to create an equitable distribution of recreational facilities for MTB and BMX.

Approximately 70 locations were reviewed across the Mornington Peninsula.

Potential distribution of local facilities

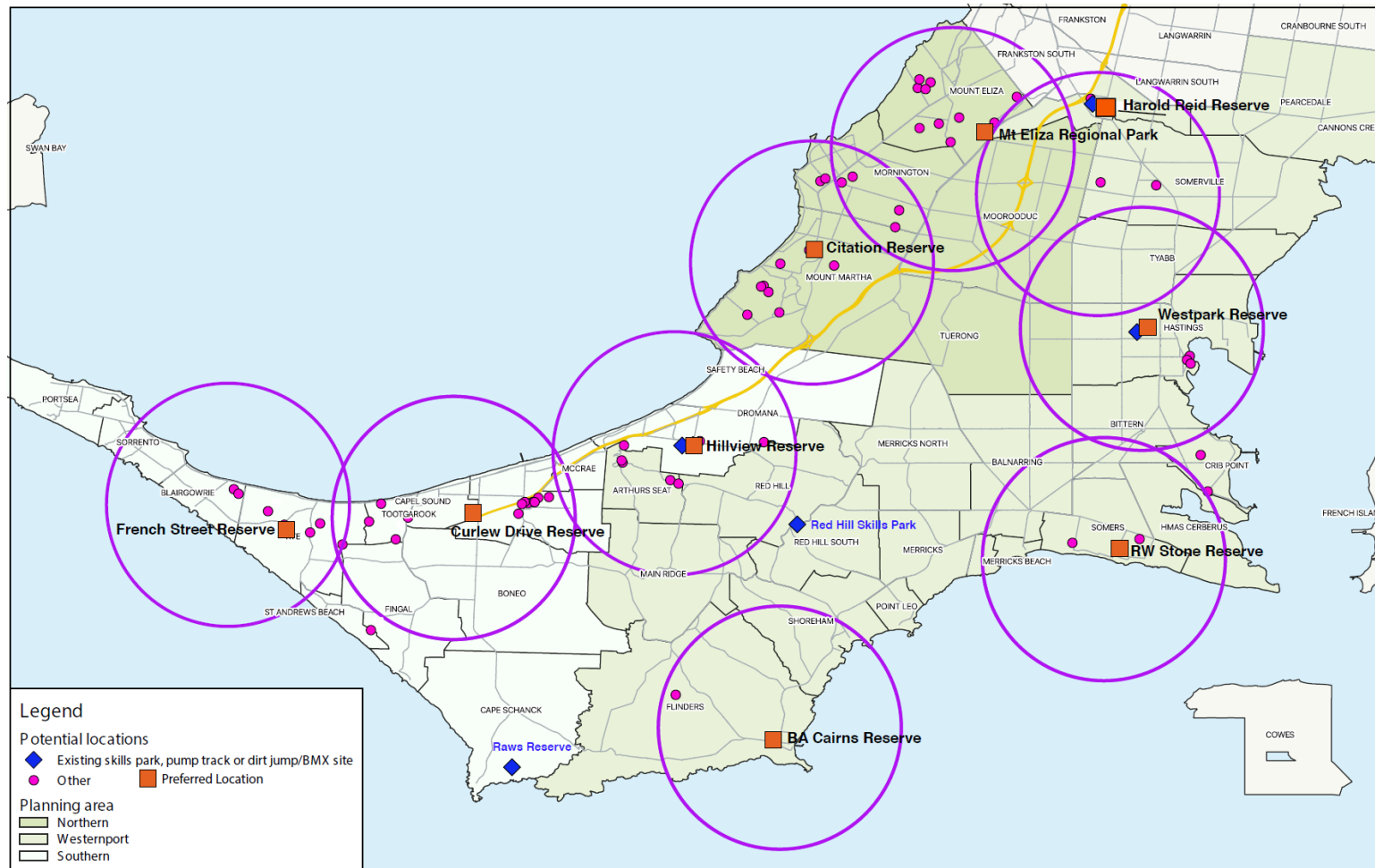
Local facilities may be needed in up to nine areas to serve the major settlements within each planning area, (on Council owned/managed land and where there is demand) to provide a relatively equitable distribution of facilities in the first instance. These areas are represented by nine circles in Figure 7 below.

The average distance when cycling for 20 minutes within Mornington Peninsula Shire is 5.25km.

Based on the location of townships, this 5km radii, and the extent of planning areas, some nine localities which provide an equitable distribution of facilities and where the majority of demand for local facilities is, are shown in areas circled in the following map, figure 7.

The number and location of local sites to be recommended for potential construction are included within section 3.3 and 5.3 of this report.

Figure 7 Potential Distribution of Local Dirt Jump Facilities: Map of local catchments around settlements in each planning area in Mornington Peninsula Shire



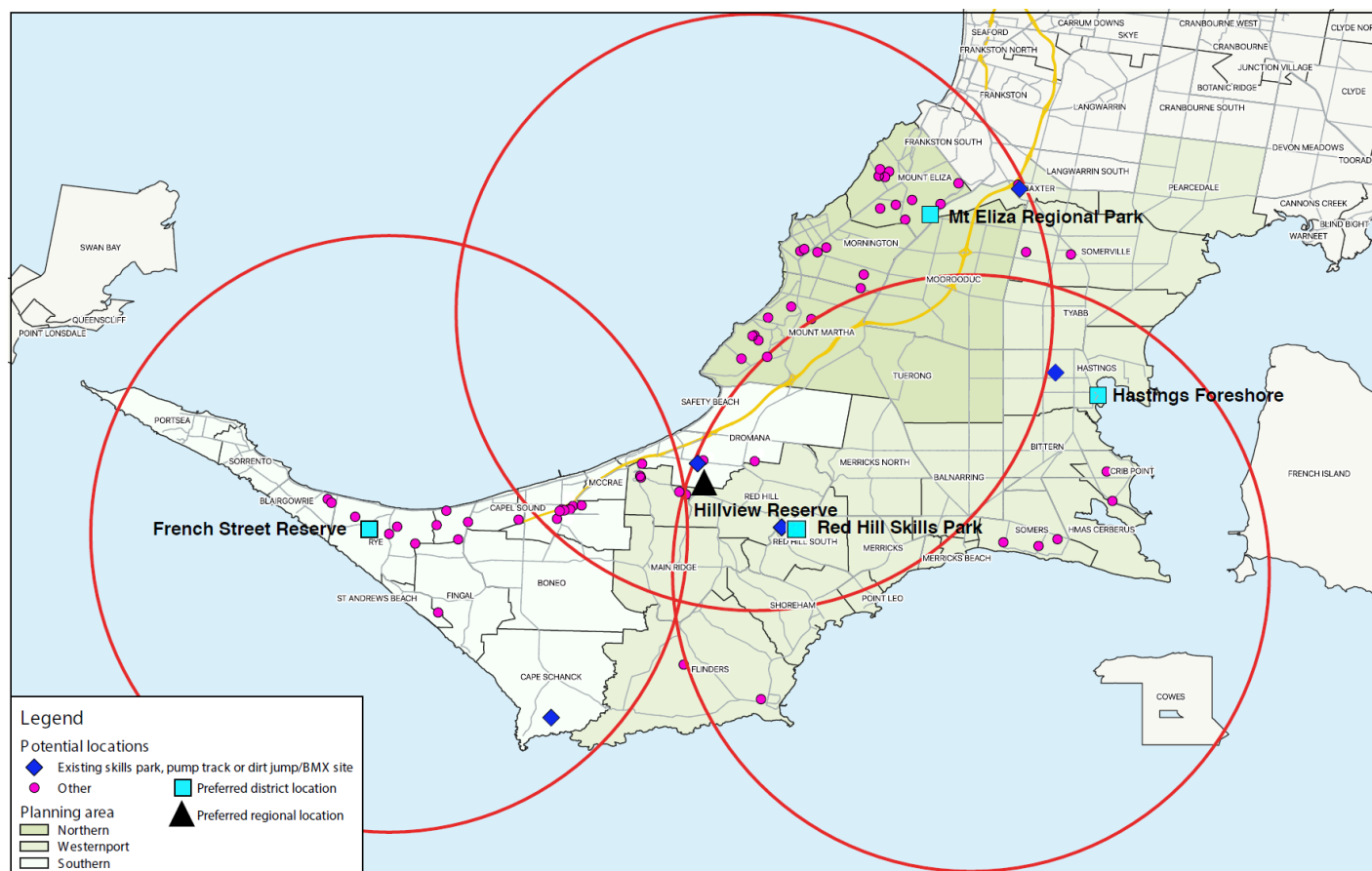
Potential distribution of district facilities

District facilities may be clustered in three central areas to serve each planning area and serve catchment of approximately 20 mins by car. These are illustrated by the circles on the following map.

An average Mornington Peninsula Shire distance travelled by car within 20 minutes was established by calculating potential vehicle travel scenarios across the Shire.

The average 20-minute travel distance by car is deemed as 16km based on the tests above. The circles on the map below illustrate this distance that covers the majority of each of the three planning areas.

Figure 8: Potential Distribution of District Facilities: Map of district catchment around settlements in each planning areas in Mornington Peninsula Shire.



3.5. Site selection criteria

A key objective in this strategy is to identify sites suitable for recreational MTB and BMX facilities.

A detailed list of site selection criteria for each type of facility was created and weighted in order to score specific sites for their suitability to accommodate that type of facility. These detailed and weighted site selection criteria applied to specific sites are provided in Appendix 4 and 5.

For simplicity the core selection criteria for each type and hierarchy of facility are provided below.

Figure 9: Core site selection criteria for local dirt jumps

Local - dirt jumps
• Close to home, relatively central to the population it is to serve, and so it is easy to access for young people on a bike
• No impact on native vegetation or fauna habitat-not in sites of significance or cultural heritage
• Not in a walkway/path of travel
• Where there is a demand for these facilities
• Suitable soil to avoid erosion and supports appropriate jump construction
• Away from major roads
• Ability to be accessed by a vehicle for emergency and maintenance
• Relatively sheltered site, so jumps don't dry out and allow some screening
• Accessible from off road trails
• Adequate size for multiple runs and run up and landing areas in relatively flat, not rocky, elevated or vegetated area
• Not in sites with poor drainage

Figure 10: Core site selection criteria for district level bike park facilities

District and Regional - skills park/pump track/dirt jumps
• Easy to access for families/ children on a bike
• Access to existing services/such as toilets, shelter etc.
• Suitable topography, presence of hills in or adjacent
• Ability to offer facilities for different ages, abilities and activities
• No impact on native vegetation or fauna habitat, or cultural heritage
• Adequate size/space/proximate to existing social, family recreation facilities
• Prominent sites with car access/ or existing locations with support facilities
• Central community locations/close to facilities such as schools

Each of the site selection criteria was weighted by relevant importance of each criterium. This is achieved through applying a paired comparison technique during which each criterium is compared to every other in order to establish the most important criterium through to the least important.

This process calculates a weighting that is later applied to the score of each site for each criterion to create an overall ranking for each site.

The weighted criteria is displayed in Appendix 4.

Site options were presented initially based on those without likely environmental impacts. In most planning areas, multiple sites were identified. These can be screened against criteria to determine their priority for development.

Priorities for development

Sites that are priorities for development were assessed based the following.

Figure 11: Criteria to determine the priority for development where there are multiple suitable sites

Priorities for development
• Evidence of demand at the site. Compared to the other suitable sites in each local catchment area
• Facility consistent with demographic profile in each local catchment area
• Site located on Council owned/managed land that is closest to the largest population centre
• Where possible not close to other current or proposed facilities.



Photo source: Mornington Peninsula Shire Council

4. Potential sites for development

4.1. Sites of community-built jumps

A number of sites where jumps have been built on Council land by the community were reported to Council and are indicated in figure 3.

These sites were considered first as potential sites for development, alongside others identified by Council officers that did not have high environmental values.

Prior to COVID-19 lock down @leisure undertook site inspections of community-built sites. Site inspections were conducted for the following sites:

- Mt Eliza Park, Mt Eliza.
- Flinders Park and abutting retarding basin, Tyabb Road, Mornington.
- Summerfield Drive Wetlands, Mornington.
- Narambi Station Reserve, Mornington.
- Civic Reserve, Mornington.
- Fossil Beach (esplanade – access opposite 630 the esplanade, Mornington).
- Citation Reserve, Mt Martha.
- John F Ferrero Reserve (Mount Martha adjacent to the tennis courts).
- 41 Forest Drive, Mount Martha.
- Barrakee Reserve, Somerville.
- Hillview Community Reserve.

Issues and risks identified with each of these sites were identified and reported to Council.

4.2. Selecting specific potential sites for development

Community members and staff identified a number of locations within each planning area as potential sites for recreational facilities for Mountain Bike and BMX. Then as a filtered process, the team identified those without significant impacts on the environment and other values.

A list of those potential sites is provided in Appendix 3. Each site was discussed in a workshop with Council staff.

A short list of the most suitable sites on Council owned/managed land was developed. This is provided in Section 4.4.

For each type of facility, by hierarchy, the potential sites were scored for their suitability and priority for development using the criteria outlined in section 3.5 above. The complete scoring table is available in Appendix 5.

Local area summary tables for each planning area are provided in Appendix 6.

4.3. How many sites would be reasonable to develop?

Local dirt jump sites

Based on the distribution strategy indicatively shown by the circles in the map Figure 7, up to 9 sites would be reasonable to support, where demand is evident for these facilities, and subject to more detailed site investigations.

Local demand may also be met by any district facilities provided in these areas. If a district facility is provided, then this may also serve a local need. See the provision model table for this type of facility in chapter 3.3.

District dirt jump sites

Based on the distribution strategy indicatively shown by the circles in the map in figure 8, it is suggested 3 new district sites could be developed. These sites are to include either a skills park, pump track or dirt jumps.

Pump tracks

Up to three pump tracks should be provided across the Shire, in accordance with the distribution suggested in chapter 4.4.

These facilities are considered primarily as serving a district level hierarchy and may be collocated with other MTB and BMX facilities.

See the provision model for this type of facility in chapter 3.3.

Skills parks

Skills parks are considered to primarily serve a district level catchment or higher. These parks could support MTB trails and incorporate dirt jumps. See the provision model for this type of facility in chapter 3.3.

Up to two skills parks should be provided across the Shire, in accordance with the distribution of sites suggested in chapter 4.4.

Shire-wide/regional bike parks

There is demand for a destination bike park where riders may come from all over the Shire, or other locations outside the Shire.

Such a facility would serve a combination of the facilities above and additional trails. Such a facility may be developed by others such as a private entity, tourism operator, and may be located on public land managed by others such as Parks Victoria land.

Any proposal for such a facility should be assessed on its merits and in conjunction with potential competing facilities and other potential partners such as Parks Victoria.

4.4. Most suitable sites for development by type and area

The following tables list each of the preferred short list of sites located on Council owned/ managed land in order of development priority for:

Local - Dirt jumps

9 local sites were identified as preferred potential locations for local level dirt jumps. Each is within 20 minutes' ride for the surrounding catchment community.

Figure 12: Most suitable local dirt jumps locations by planning area

Shire Planning Area	Site Options - provide up to 9 sites	Priority Ranking
Northern: Mount Martha, Mornington	Citation Reserve	1
Western Port: Baxter, Somerville	Harold Reid Reserve, Baxter	2
Western Port: Tyabb, Hastings	Westpark Reserve	3
Northern: Mt Eliza, Mornington	Mt Eliza Regional Park	4
Southern: Sorrento, Blairgowrie, Rye	French Street Reserve	5
Southern: McCrae, Dromana, Safety Beach	Hillview Community Reserve	6
Western Port: Somers	RW Stone Reserve	7
Western Port: Flinders	BA Cairns Reserve	8
Southern: Capel Sound, Tootgarook, Boneo	Curlew Drive Reserve (near Seawinds Community Hub)	9

Refer appendix 3 for full list of potential sites reviewed.

District

District facilities to include either a skills park, pump track or dirt jumps for the community, located within 20 minutes' drive to the site. 3 new District venues is desirable.

Figure 13: Most suitable district locations

Shire Planning Area	Site Options- provide 3 sites	Priority Ranking
Southern/Westernport	Red Hill Skills Park	1
Northern	Mt Eliza Regional Park	2
Southern	French Street Reserve	3
Westernport	Hastings Foreshore	4

Regional

Regional facilities to contain a combination of bike park facilities and are designed to accommodate riders from within Mornington Peninsula Shire and surrounding municipalities. 1 Regional venue is desirable.

Figure 14: Most suitable regional locations

Shire Planning Area	Site Options- provide 1 site	Priority Ranking
Southern	Hillview Community Reserve	1
Northern	Mt Eliza Regional Park	2

Note: Some of the sites listed above (in Figure 12, 13 and 14) have been identified to be suitable in more than one level of hierarchy. This is due to these sites offering the most appropriate initial location through providing favourable criteria, meeting community demand, while also allowing to select the level of development, as project planning/implementation outcomes and funding allow.

5. Management

LGA benchmarking

A wide range of other Councils' MTB and BMX plans were reviewed. Most only related to the provision of specific new facilities. Few were strategic in nature or addressed the management of facilities in conjunction with the community and young riders. Some telephone interviews were conducted with Councils about their situations.

Key themes arising from the review were:

- Few Councils had detailed policies regarding recreational facilities for MTB and BMX.
- Some had experienced little or any reporting of community-built recreation sites, for others it has been a significant issue at some point.
- In most instances Council's had no clear asset management process or program for the facilities where users are allowed to modify and refine jumps. One Council interviewed had a number of sites where users are allowed to modify and refine jumps. These jump sites are classified as playgrounds-however specific processes and management specific to these sites are not documented.
- No Council plan addressing community participation and involvement policy and guidelines for these activities was identified.
- Even those Councils who were very supportive of the provision of these types of facilities, had no identified asset management plan in place for these types of facilities. Most addressed specific sites or developments individually or tend to be more reactive to the situational need.
- Management of sites varied from Council, clubs to incorporated bodies.

5.1. Roles of Council in the planning development and management of recreational MTB and BMX

Some 10 roles related to the planning, design, development and management of facilities and stakeholders were identified that would be desirable to be embraced by Council, for these types of facilities.

These roles include the following:

1. Inspection/risk assessment, inspections, monitoring and risk control.
2. Minor and emergency maintenance, and asset management
 - Rubbish collection and cleaning
 - Signage
3. Marketing, and education of riders and the community about these facilities
 - Information about processes, procedures and facilities
 - Information to support site management, inspections and risk management
4. Ongoing communication with riders and partnership management
 - Consultation with stakeholders and users observed on site.
 - Liaison with partners, peak bodies, clubs, schools, and the industry
 - Support and management
5. Strategic facility planning and development
6. Site master planning/design and capital improvements/renewals
7. Managing conflicts in use i.e., dogs / between groups etc.,
8. Sport development; pathway development, skill development
9. Programmed activities/events
10. Outreach /social support for young people (10-25 yrs)

As Council has only had a minor role in these facilities previously, to establish processes and procedures and take on these desirable roles, Council should ultimately allocate a dedicated Mountain Bike and BMX officer resource and contact point for these facilities.

5.2. Piloting rider involvement and maintenance

The concept of rider involvement in local dirt jump building, maintenance and ongoing management input was tested in the Dirt Jumps Pilot Project at Citation Reserve, Mt Martha. The pilot project commenced in late October 2022.

The Dirt Jump Pilot Project explored the opportunity for the community to design, construct, maintain and have an ongoing management role in local recreational dirt jump facilities.

The Dirt Jumps Pilot Program found that riders and community members can successfully participate in the design, build and ongoing maintenance of a facility.

That project has affirmed the feasibility of rider involvement in local dirt jumps and resolved a number of complex insurance and risk management issues and processes.

A number of templates for steps and information to support the process of developing local dirt jump sites were produced for future use. An evaluation report was prepared as a separate volume.

The ongoing management at Citation Reserve has been undertaken by Council's maintenance team in partnership with local riders. Council contractor staff were supplied with a check list that can be applied to all dirt jump sites, plus they were given training across a 6-week period as to how to maintain and manage these types of facilities.

5.3. Current facility management and maintenance

There were 4 existing facilities within Mornington Peninsula Shire that were considered at the time of reviewing potential sites. These are:

- Harold Reid Reserve, Baxter; BMX dirt track
- West Park Reserve, Hastings; BMX dirt track
- Hillview Reserve, Dromana; Concrete pump track
- Red Hill Mountain Bike Skills Park; at the rear of the shops.

Further consideration should be given to formal incorporation within the management and maintenance processors developed in support of this Recreational Facilities for Mountain Bike and BMX Strategy.

A full-time resource is recommended to manage recreational bike park facilities within the Shire.

This role will encompass the management oversight, combined with leading strategy implementation.

The implementation plan is detailed within section 6.3 of this report.

The existing process

Council's existing process is to remove the jumps that are reported to Council by the community. As Council has a responsibility to ensure the safety of the community and to minimise environmental impacts and risk to the public on Council land.

Assessments conducted by Council's contractors on dirt jumps constructed by the community in 2021 found that they were:

- unsafe and in inappropriate locations
- constructed via digging holes, creating trip hazards for other users of the space such as walkers, joggers etc.
- negatively impacting on areas of high environmental and ecological values
- found not to be built to the correct standards including clay types, jump distances, slopes and curves
- constructed using materials that pose a major safety risk, such as sheet metal and rotten wood

The removal of the jumps resulted in significant community feedback, some positive with majority negative.

The recommended process for assessing dirt jump sites

There has been considerable concern raised by the community about the removal of community-built jump sites. It is likely that even with Council-built jump sites provided, there will be further jumps developed in unauthorised areas on Council land.

Therefore, there is value in developing a revised process of providing suitable locations (as outlined in this strategy) on Council owned/managed land where riders can be involved in the building and maintenance of local level dirt jump sites.

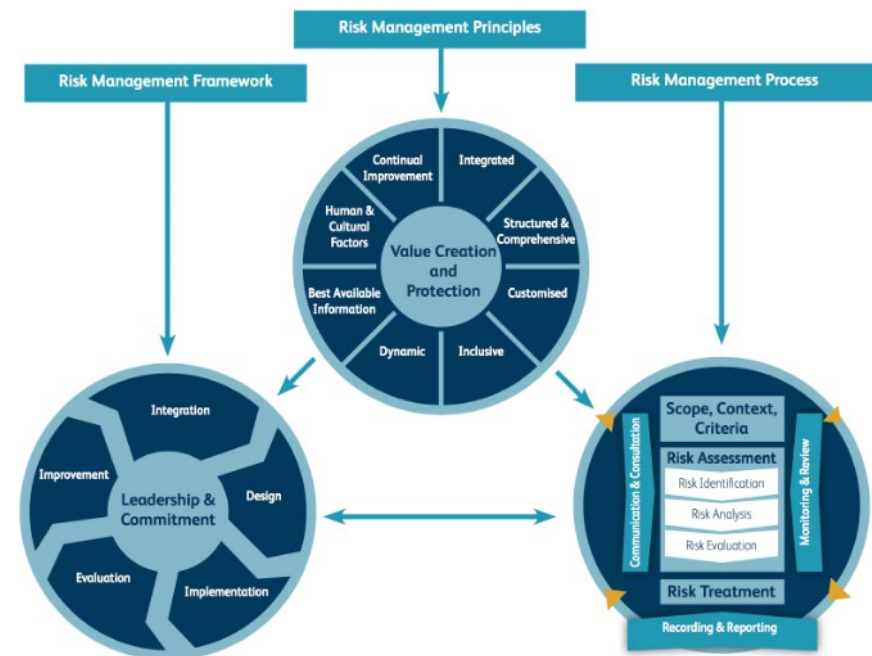
The recent successful Dirt Jump Pilot Program creates a how-to

road map for the recommended process and risk management plan for involving the community in the safe building and management of up to 9 local level dirt jumps sites identified in this strategy.

In future, the process for assessing the local dirt jump sites identified in this strategy, should include three elements:

1. A risk assessment of the jumps in a public place, from users and unintended users' perspective. This risk assessment process should be consistent with the principles and content of the International Risk Management Standard (ISO 31000:2018).
2. An assessment of the suitability of the site related to ownership, management, planning controls and environmental and cultural values
3. The involvement and communication with users and the broader community.

Figure 15. Risk Management, Principles and Processes



1. The risk assessment process

In accordance with the risk management standard above, the following steps need to be undertaken.

1. Communicate and consult
2. Establish the context
3. Identify risks
4. Analyse risks
5. Evaluate risks
6. Treat risks
7. Monitor and review.

Source: OSO 1300:2018 Principles and Guidelines.

Step 1. Communicate and consult

The involvement and communication with users and the broader community. (See 2. following.)

Step 2. Establish the context

Key considerations here include firstly, the nature of the sport. Free ride MTB and BMX are inherently risky activities because they involve rider skill and experience and aerial movement and require suitable equipment to conduct them safely. Other considerations include the public setting; the accessibility of the site; whether the site is likely to be supervised; the age of the users (many are minors and hence Council has a greater duty of care); the nature of the site, the nature of facilities; previous works conducted by Council and others; and any documented history.

Step 3. Identify risks

The most common risks associated with dirt jumps and trails constructed by users are as follows:

1. Collisions and falls that result in injuries. These result from conflicts with others (including road users on the way to the site), incompatibility of the use or nature of activities on the track, rider error, colliding with a hard surface, tree, etc., or with dogs and pedestrians in the area. Unintended users falling into holes dug by users is a common risk.
2. Crowding, and leaving equipment/tools or home-made ramps/features in a public place may also contribute to the increased risk of collisions and injury in some instances.
3. Design and layout of the built facilities not being consistent with the requirements of the activity for which it was built, or that suitable for a public place, or the wide range of users of the space as well as rider's different levels of proficiency.
4. The condition of the facilities and their placement, worn jumps and berms, excavations, ponding and hitting items other than soil (logs, found objects drums, boards, concrete etc., used to support jumps), placement close proximity to roads, escarpments or pedestrian trails, or overhanging branches etc.,
5. The risk of personal injury associated with using tools and creating structures
6. Lack of systems for identifying and rectifying unacceptable risk and managing cyclic and minor maintenance, including warning signs, etc.
7. Risk to the users of disenfranchisement by having opportunities for social engagement and exercise removed.

Step 4. Analyse risks

For each of the risks (as per the examples above), the consequences and likelihood of the risk occurring and hence the overall level of risk needs to be determined. This analysis considers the range of potential consequences of any risk and how these might occur. The likelihood of the incident occurring is rated on a scale from almost certain to moderate, likely, unlikely, to rare.

The magnitude of the consequences is rated on a scale from catastrophic, to major, moderate, minor and insignificant. The overall inherent risk is rated from very high risk, significant to moderate and then low risk.

Step 5. Evaluate risks

In this risk evaluation stage, the estimated levels of risk are evaluated and the balance between potential benefits and adverse outcomes considered. This enables a recommendation to be made about the extent and nature of potential controls, treatment options and priorities. In conjunction with the assessment of the suitability of the site to accommodate local level dirt jumps, as recommended in this Strategy.

Step 6. Treat risks

The treatment of risks determines any short term or long treatments to address the risks. This process also needs to consider the risk of the treatment process, for example the possible refinement of jumps outside of the agreed site parameters.

If the unauthorised refinement of the jumps needs to remain for a day or so, then short term treatments may need to be applied to address the risks.

Step 7. Monitor and review

It is necessary to have a clear process for the ongoing monitoring of facilities, identification, control and treatment of risks. This needs to include checklists, incident reports, specification or repair works, scheduling and sign off of maintenance, signage and continued monitoring of the effectiveness of all steps of the risk management process. This step is important for continuous improvement.

2. An assessment of the suitability of the site

Apart from the potential risk to an individual user or unintended user, there may be risks of dirt jumps on a site due to environmental, economic matters. These may indicate a site is not suitable for such use. This process is addressed later in this plan (in chapter 5) and may include consideration of land ownership and management, planning controls and environmental and cultural values.

3. The involvement and communication with users and the broader community

The involvement of users in building and managing MTB and BMX facilities, especially dirt jumps is more common for local dirt jumps and least common for pump tracks and skills parks.

The involvement of clubs or other land managers and partners is likely to be lowest for dirt jumps and highest for district and higher order facilities that include trails or skills parks.

The recent successful Dirt Jump Pilot Program creates a how-to road map for the recommended process of involving the community in the building and managing of local level dirt jumps. This road map outlines the steps and products (including risk management plan) required to support the implementation of up to 9 local level dirt jump sites identified in this strategy.

5.4. Ongoing facility management and maintenance

Ongoing management and maintenance of Recreational Facilities for BMX and Mountain Bikes is crucial in ensuring a safe, reduced risk facility that meets the demands of the community.

Should facility management and maintenance not meet the standards required, community members may be encouraged to reinitiate construction of unauthorised sites.

The nature of tasks

The nature and timing of inspections and maintenance, and the capital cost will be dependent on the type of facility, the site and levels of use as well as who undertakes the maintenance.

Site and geotechnical investigations may be required to ascertain potential flooding, environmental sensitivity, cultural heritage, geotechnical and other constraints, and influence both capital and maintenance cost of facilities.

Both dirt and sealed bike facilities, require regular monitoring and maintenance.

Key maintenance tasks include inspections for wear, erosion, debris and damage, drainage issues and alterations, the refinement of the lips of jumps as they wear, and cleaning of any concrete facilities used by riders.

The following page sets out typical maintenance tasks for different types of facilities.

Management and maintenance process

The process for assessing local level dirt jump sites

Management will be undertaken by the proposed new Council officer resource.

Performance standards and specifications: Recreational bike park facilities must be maintained to ensure that these facilities remain defect free, in operational condition and that risks to users are managed or mitigated at the lowest acceptable level.

Bike Park facility maintenance: Establish an annual Bike Park Facility Maintenance Schedule, which provides scheduled regular inspections and maintenance of bike parks.

As part of the inspections and maintenance of Council's bike parks the following should be undertaken:

- Inspect for damage to bike facilities including holes, concrete or dirt cracking, chips to concrete and other sealed surfaces, ruts, puddles or other issues with the surface.
- Repair all damage to bike park facilities.
- Remove all debris and loose litter from in and around bike facilities, including fallen branches.
- Report graffiti and dumped rubbish for removal.
- Remove grass that encroaches on bike park facilities.
- Spray with herbicide the edges of the track and areas where grass has begun growing on or near the track to maintain the design riding surface.

Ongoing community / user consultation should be undertaken to review the facility and consider any recommended modifications.

Concrete or sealed surfaces: As part of inspections and maintenance of bike parks with concrete or other sealed surfaces, the responsible entity must also:

- Test the drains on the inside of the track to determine if water is able to flow through at a sufficient flow rate and clear the drains if there is insufficient flow rate.
- Maintain the level of the surrounding natural turf around the outside and inside of the track to ensure that there are no lifts or trip hazards.

Dirt surfaces: The inspection and maintenance of bike facilities with dirt surfaces, the following should be undertaken:

- Check the facilities for unauthorised modifications to the tracks, jumps, berms or obstacles.
- Return any modifications to the original specification to mitigate risks and discourage further unauthorised modifications.
- Top dress the dirt surface once per year. The top dressing should be:
 - Comprised of approximately 70% clay and 30% sandy loam;
 - Should not raise the height of a jump by more than 10 cm unless a suitably qualified bike trail builder (new Council resource) is engaged to review and update the design.
 - Maintain the jump surfaces and general shape to ensure that bikes make the correct take-off and to ensure that projected landing zones remain similar.
 - Dampen the dirt surface to prevent cracking.

Timber surfaces: The monthly inspection and maintenance of bike facilities with timber structures should include:

- Inspect paths and sleeper berms to ensure that there is no damage, rotting boards or other damage.
- Replace boards in support structure if a defect in these elements is discovered. The materials used must be at least the same strength and quality, and similar in colour and appearance to the original materials.

- Inspect the facilities for recent unauthorised modifications to the tracks, jumps, berms and obstacles.
- Return any modifications to the original specification to mitigate risks and discourage further unauthorised modifications.

Intervention levels response times: In order to mitigate potential increased risks due to damage, worn or unauthorised modifications the following response times are recommended:

Significant debris encroaching the facility - 3 days

Damage or maintenance requirement identified - 7 days

Unauthorised modification - 7 days

Damage to wooden paths or sleeper berms - 7 days

Damage to sealed surfaces (concrete/ bitumen) - 15 days

Who maintains these facilities?

The options for who maintains BMX/ MTB facilities are:

- Specialised staff (new full time resource position) in collaboration with riders and Council's maintenance contractor.
- A trail building firm, may be contracted to undertake all or some tasks
- A club or other community organisation may assist in maintaining the facilities.
- A blended model of staff, riders and or contractors.

Riders commonly are willing and like to be involved in jump and trail building and maintenance.

Figure 16. Typical maintenance tasks of BMX MTB facilities and frequency, by facility type

Facility type	Recommended Inspections tasks	Inspections Minimum frequency	Cleaning and tasks Recommended frequency	Recommended Maintenance tasks	Minimum Recommended frequency maintenance
Dirt jumps	- Check for damage (including holes, dirt cracking, erosion/ruts to the surface) - Check for debris (fallen branches, rubbish, on or impacting the surface or access ways etc). - Check for recent unauthorised modifications to the track, it's shape and the jumps, berms, and obstacles - Checked signage installed, readable and clean.	- Weekly or fortnightly inspection by maintenance or new Council officer resource - Monthly detailed inspection - Seek rider's involvement to notify if damaged.	- Only surrounds, support facilities or removal of debris - Remove any home-made obstacles/ ramps and couches etc., - Frequency as determined by the condition.	- Provide suitable soil as required for building and repairs - Top dress/ fill holes/ address erosion, wear spots, on jumps - Ensure lips of jumps are kept in good condition (by specialists) - Maintain grass and prune branches in surrounds - Replacement of damaged signs/ facilities.	Minor repairs, possibly monthly depending on use High risk repairs within 48 hours or next business day of reporting.
Pump track	- Ensure no damage including cracking, holes, erosion, or damage or undermining of any seal - Check for debris (fallen branches, rubbish, on or impacting the surface or access etc. - Inspect surroundings for drainage issues, soft soil patches and any trip hazards, etc. - Inspect any low points (i.e., inside the track) drainage issues and water pooling or channels constructed by riders.	- Monthly inspections if sealed; Fortnightly if unsealed - Quarterly detailed inspection.	- Sweep track if concrete or sealed, monthly and after windy weather - Clean surrounds, support facilities or removal of debris - Remove any home-made obstacles/ ramps and couches etc., - Frequency as determined by the condition and use.	- Fortnightly sweeping if necessary – monitor the need for each season - Maintain grass and prune branches surrounding.	- Minor repairs possibly quarterly - High risk repairs within 48 hours or next business day of reporting - Major maintenance annually.
Skills Park	- Ensure no damage including cracking, holes, broken timbers, or structures, erosion to trails or to trees. - Check for debris on lines or structures, or water pooling or fallen branches, etc., - Review trails and timber bridging, sleepers, etc. for cracking, rot, or vandalism.	Monthly inspections Quarterly detailed inspection.	- Only surrounds, support facilities and removal of debris - Remove any home-made obstacles/ ramps and couches etc., - Infrequently – determines by condition	- Top dressing of jump surfaces on an annual basis - Replace worn, damaged support facilities - Repair timber riding structures	- Minor repairs possibly quarterly - High risk repairs within 48 hours or next business day of reporting - Major maintenance annually

6. IMPLEMENTATION

Since the commencement of this strategy a pilot project was conducted to ascertain the feasibility of rider involvement in local dirt jumps sites. This project has concluded and produced a number of templates for steps and information to support the process of developing local dirt jump sites. An evaluation report was prepared as a separate volume.

6.1. Key steps

The steps in implementing this Strategy include the following:

- Secure the employment of a new Sport Development Officer resource to coordinate new MTB and BMX facility developments, monitor maintenance, liaise with stakeholders and implement this strategy.
- Allocate a budget to the ongoing planning, design, development, and management of MTB and BMX facilities across the Shire.
- Add the dirt jumps constructed as part of the pilot project to the asset management plan and continue to be maintained and monitored. Refer to the section on maintenance chapter 5.4.
- Assess existing sites to determine if rectification work and engagement with users is required. Add these to the assets register, and regularly maintain them.
- Allocate budget for the development of new sites as per this Strategy and the maintenance of bike facilities.
- Progressively develop additional sites identified in this Strategy, starting with the more detailed assessment of the sites, assess demand, and how each will be developed and managed. Refer to the priority order in the implementation plan in chapter 6.4.
- Use the processes and associated supporting materials developed as part of the pilot project for use in future local level dirt jump sites.

- Clear process in place for removing unauthorised pop-up community-built jump sites.

6.2. Information and community education

A number of community information products support the communication with residents, riders, and partners in the implementation of this strategy.

For local level community-built dirt jumps sites include plans showing the parameters of development, a code of conduct, risk signage and other community educational information will be required. These have been developed in the course of the pilot dirt jump project at Citation Reserve and should be used for future projects.

Information will need to be succinct, readable and include consistent images and messages appropriate to the market.

These products and messaging will need to be distributed through a number of channels including social media and on site.

Additional instruction and information sessions may be required at designated sites.

More details about the information and sessions is provided below.

Information

The key information types required to support community education about recreational MTB and BMX include the following four types:

1. A series fact sheets about:

- The nature of these facilities, what Council provides, and any facilities proposed, as well as useful contacts, local clubs and cycling groups
- What BMX/MTB facilities Council provides and how they are used
- What to do if you find a dirt jump site, if you are concerned about this, and who to call
- What Council will do with unauthorised dirt jumps sites reported by the community

2. A series of positive signs for use at sites that conform to Vision Australia's, Australian Standards, as well as MAV insurance guidelines

- Signs at designated sites should include: A Warning, Conditions of Use and Information. The signs are required at all entries to a facility. See signs provided for the Pilot project at Citation Reserve.
- Notify users on how to alert Council of damage or risks.
- Signs at found/community-built sites, not authorised by Council, should consider including: A warning outlining unauthorised jumps will be removed, and request for users to get in touch with Council to ask questions and discuss other opportunities on how to be involved in local dirt jumps.

3. A section on Council's website about recreational facilities for MTB and BMX; with links to facts sheets and information about where to ride, existing facilities and what they offer

- Provide links to content, to Youth Services communication channels
- Advertise through Council's community engagement pages when comment is sought on facility developments, master plans etc.

4. A code of conduct for riders of dirt jumps, skills parks, and pump tracks.

- This has been prepared for the Pilot project at Citation Reserve and may need to be refined over time, and for different facilities.



Photo source: Mornington Peninsula Shire Council

Information sessions

In addition to documented information, it is desirable to provide hands-on skill development and education sessions especially for young riders wishing to develop and maintain authorised jumps sites. These were successfully conducted at the Pilot dirt jumps development at Citation Reserve.

These information sessions may include:

1. Opportunities during facility development and maintenance for riders to be involved

- Basic jump design and development and maintenance
- Education about the environment, handling tools, safety and acceptable codes of conduct.
- Skill development and risk management for school age children i.e., handling and storing of tools, who to contact in Council for soil.
- Working bees (run by new Sport Development Officer resource)

2. “Come and try” activities or programs conducted in conjunction with clubs or schools, that may also include basic building, safety and equipment and facility maintenance guidance.

These may be provided by or in conjunction with partners, such as local clubs, and/or AusCycling.



Photo source: Mornington Peninsula Shire Council

6.3. Costs and funding

Indicative estimated construction costs

The table below outlines probable high level construction costs for recreational facilities for MTB and BMX.

Figure 17. Indicative estimated construction costs

Facility Type	Construction method and material	Indicative cost	Notes / source of estimate
Dirt jumps	- Loam - Rider involvement - shaping and grooming	\$25,000- \$50,000	Citation Reserve Dirt Jumps constructed in 2022 cost \$25,000
	- Loam - Built by experienced/ professional bike facility construction company	\$150,000	
Pump track	- Loam - Built by experienced/ professional bike facility construction company	\$150,000	
	- Sealed (concrete or asphalt) - Built by experienced/ professional bike facility construction company	\$250,000	Dromana pump track construction in 2018 cost \$110,000
Skills park	Combination of materials including dirt, wood, rocks, etc- Built by experienced/ professional bike facility construction company	\$200,000	Red Hill Skills Park was constructed in 2016 and cost \$75,000
District	- To include either a skills park, dirt jumps or pump track and support facilities such as picnic facilities, shelters etc. - Built by experienced/ professional bike facility construction company	\$500,000	
Regional bike park	- Centralised facility incorporating a combination of facility types and support facilities - Built by experienced/ professional bike facility construction company	\$1,500,000	

Note: Costs are very high level only and do not include provision for design, permits, inflationary impacts, cultural heritage and geotechnical investigations, soil rectification, professional fees and maintenance activities etc.

Maintenance Indicative Cost Note: It is recommended that Council allocate approx. \$150,000-\$200,000 per financial year for the ongoing maintenance required for Council's Bike Park facilities.

Funding opportunities

It is common for facility developments to be funded from a number of sources.

Partnerships with end users, the land manager, facility owners, private trail providers and the peak body, may maximise the opportunities to secure funds.

Typical funding sources for recreational facility developments include the following:

Federal Government grants

- Regional development - Building Better Regions
- Stimulus funding
- Electoral promises

State Government grants

- Sport and Recreation Victoria

Local Government funds

- Capital works and asset management program budgets
- Developer or open space contributions, following subdivision
- Community Grants/Sport Programs

Partnerships with other agencies, schools, health services, or non-government agencies and interest groups (in-kind works)

- Parks Victoria, Friends Groups, Red Hill Riders

Peak sporting body-capital contributions

6.4. Implementation plan and probable costs

The implementation plan considers the available data and high-level costs; however, the next phase would need to also consider the community demand at the time and any further detailed site and geotechnical investigations required such as (but not limited to) for potential flooding, environmental sensitivity, cultural heritage, and also include Environmental Protection Authority (EPA) for sites previously used for landfill or other commercial uses.

Implementation of this plan is subject to the employment of 1x Full Time Sport Development Council Officer resource.

Some of the sites listed below (figure 18) have been identified to be suitable in more than one level of hierarchy. This is due to these sites offering the most appropriate initial location through providing favourable criteria, meeting community demand, while also allowing to select the level of development, as project planning/implementation outcomes and funding allow.

Figure 18. Proposed implementation plan

Shire Planning Area	Site	Hierarchy Level	Priority Ranking	Planning Probable Cost	Construction Probable Cost	Notes
Northern	Citation Reserve, Mt Martha	Local	1 Completed	\$8,000 for Trail educators and concept	\$25,000	
Southern/ Westernport	Red Hill Skills Park	District	2	Existing Site	\$40,000	Revitalisation of existing facility
Western Port	Harold Reid Reserve, Baxter	Local	3	Existing Site	\$30,000	Revitalisation of existing facility
Western Port	Westpark Reserve, Hastings	Local	4	Existing Site	\$30,000	Revitalisation of existing facility
Southern	Hillview Community Reserve, Dromana	Local, also is classified as Regional	5	\$50,000	TBC pending planning outcomes Revitalisation of existing pump track \$30,000	Level of facility hierarchy development is subject to further detailed site investigations
Northern	Mt Eliza Regional Park	Local, also is classified as District and Regional	6	\$50,000	TBC pending planning outcomes	Level of facility hierarchy development is subject to further detailed site investigations

Southern	French Street Reserve, Rye	Local, also is classified as District	7	\$50,000	TBC pending planning outcomes	Level of facility hierarchy development is subject to further detailed site investigations
Western Port: Hastings	Hastings Foreshore	District	8	\$45,000	\$250,000	Designated site identified within Hastings Foreshore Masterplan
Western Port: Somers	RW Stone Reserve	Local	9	\$35,000 (almost complete)	\$40,000 (material) \$55,000 amenities as per draft Master Plan	Designated site identified within RW Stone draft Master Plan
Western Port: Flinders	BA Cairns Reserve	Local	10	Community Built	\$50,000	
Southern: Capel Sound, Tootgarook, Boneo	Curlew Drive Reserve (near Seawinds Community Hub)	Local	11	Community Built	\$50,000	

7. Appendices

Appendix 1: The value of recreational MTB and BMX as articulated by the community

The community survey and submissions outlined the value of recreational facilities for MTB and BMX, as follows.

- Great opportunity to stay active and engaged with family and friends.
- In my opinion, it gave the kids a safe place to ride their bikes, keep out of trouble, and be outside keeping fit and active.
- MTB has revitalised the Boundary Road shops and created a fantastic community focused on health, fitness and fun.
- To see the community of riders, re-claim and use this land in a creative way is amazing. I don't believe people are being deliberately reckless and everyone wears appropriate safety gear. The expectation that you maintain and work on jumps/tracks you use to keep them functional and safe is well observed.
- It is such a great way to get them out in the fresh air, doing something that requires both effort and concentration in the great outdoors.
- Enjoying the outdoors should not just be for people who hike. Lots of well-maintained trails for bike riders prevents damage to flora and fauna from people creating their own trails.
- Bike sports are an important form of recreation on the Mornington Peninsula. As a regular participant in mountain biking, it gives me significant physical and mental health benefits. From a community standpoint it attracts visitors from the wider Melbourne metro area who contribute to the local economy.
- Locations where us riders and other people in the community can gather to progress our riding, keep them out of trouble, socialise with others, make new friends and introduce even more people into the riding community, these are just some of the many benefits of having a designated riding spot for all skill level not just Beginners like the

Council build tracks or not just built for highly skilled riders built in a hidden location.

- It keeps the kids off their iPad's & bonding with nature & keeping fit.
- Riding is a great family activity. We ride with our kids often at Red Hill and Point Nepean.
- There is a genuine buzz growing in our area and it has been so amazing to watch hordes of cyclists enjoying the environment we are so blessed to have here.
- We love our bikes and we use all the local tracks around the Mornington peninsula regularly. Especially something with a downhill track with berms and jumps.
- The use of the Mitchell Street Reserve to create a bike track has provided an excellent opportunity for young children and often their parents to escape the difficulties of COVID isolation and in the process take a greater interest in the Reserve and its important ecosystem.
- The regular work the children have put in to construct the jumps has facilitated an increased interest by others in the Reserve.
- The little bike track is an opportunity for them to be with their friends, build together and get that social support that is essential for good mental well-being.
- Love to be free and ride with my friends. I am keeping fit and spending times outside. It gives kids who don't have a big backyard a place to ride. I love riding my bike on trails and I want places I can go and do this.

The value of recreational MTB and BMX (cont'd)

- Bike: the strongest development processes in my life, e.g., awareness, focus, fitness, risk management, enjoyment, stress relief, self-discipline, goal setting & achieving and also family bonding time.
- Active recreation, teaches kids good habits, keeping them away from more damaging activities
- Bike sports for me has been a way of getting out into nature and getting good exercise at the same time and not being stuck on the couch, it has also helped me with major mental health problems.
- Bike sports are a source of fitness, socialising and creative expression.
- A much-needed outlet.
- It means to connect with the other people in the sport and to progress with them, not only is this a social sport it is also a way to gain strength in the mind and body
- Ability for young people to gain confidence and independence
- Low carbon emissions, being outdoors, future oriented mode of transport, contemporary recreation, getting youth off screens and outdoors, sustainable tourism
- Bike riding means to our family - friendship, family time, fitness & exercise, fresh air, outdoors, freedom, being in nature.
- The kids are craving more around the shire and showing initiative and creativity and hard work using hands and minds and team work to build their own tracks, trails and jumps
- MTB and jumps riding are inherently risky sports and the kids who participate in them and parents who encourage them to do so are generally willing to take the risk of a broken bone for the sake of all of the other benefits to kids in doing this.
- Kids know their limits and they teach them by trying and failing or succeeding. If a jump looks too big, they won't attempt it until they feel confident enough to do so which requires tenacity and endless loops of practicing on smaller jumps. Remove the risk-taking skill development from childhood and you remove a great deal more than just reducing their likelihood of breaking a bone or two
- Risk-taking is important in the development of resilience and independence.
- Australian Children's Education and Care Quality Authority: 'Remember back to when you were a child and experienced the intense, positive exhilaration of achieving mastery and the sense of achievement when the risk has passed. Children need to feel that thrill of overcoming their fear and launching into the unknown to master a new skill or experience. Children who have opportunities to effectively assess and manage risk at an early age will be better equipped to deal with risk as an adult.' [psychologytoday.com/au/blog/freedom-learn/201404/risky-play-why-children-love-it-and-need-it](https://www.psychologytoday.com/au/blog/freedom-learn/201404/risky-play-why-children-love-it-and-need-it) https://www.thestar.com/life/health_wellness/2014/07/29/risky_play_and_skinned_knees_are_key_to_healthy_child_development.html
- Council should understand the immediate needs of the residents and ignore the voices of the minority in recognition of the colossal benefits the kids get from these spaces.
- Cycling (and mountain biking particularly in this case) is an extremely healthy outdoor activity and encourages appreciation of environment.
- It is an activity that is shared by kids and adults, and the shared interest creates a positive social effect for the majority of the community.
- The only thing helping us kids is by having fun, doing jumps on our bikes it is bringing us together having fun and building stuff. While we are building, we do the jumps, so we are learning things. That is why I think we should be able to ride on the jumps.
- The kids, teens and adults alike have to have some place to ride their bikes and have fun.
- It is so uplifting to see so many children from the area playing and laughing. Often the playground has been very busy.

The value of recreational MTB and BMX (cont'd)

- Bike jumps rock
 - Means a lot
 - Mountain biking in our house has kept our sons busy and involved in the sport
 - Important for both kids and adults
 - One of our sons has excelled at the top level in Victoria and at a national level. This has all come from building tracks and jumps from a young age in the area and we have encouraged him at all times. The benefits the youth gain from this activity out ways the disapproval of a few.
 - The sport is seeing age groups from 5 years old up to well over 65 years of age all enjoying the jumps and tracks in all areas of the Peninsula that have them now
 - Take in to account all the benefits that the sport brings to the whole community from fitness, social benefits, children and adults keeping active, employment of young people in the industry through bike shops, mental health
 - Mountain Biking and Road Cycling are my forms of exercise. The more trails you can build the more people that will visit to use and the better your economy will become
 - The more cyclists you can accommodate here the better everyone will be.
- I visit the area because of the amazing trails at Red Hill. I probably wouldn't come to the area otherwise.
 - More bike trails and jump/skills parks will bring in money for all the local businesses and also has a positive impact for youth in the area.
 - Riding my MTB at Red Hill and other mountain resorts in Victoria have made me enjoy fitness in an extremely fun way. I love riding down mountains. But I also love riding up the mountain for the fitness and technical side of climbing. I spend hours challenging myself and focusing on new techniques to ride obstacles, hit jumps and ride around tight corners.
 - Cycling (and mountain biking particularly in this case) is an extremely healthy outdoor activity and encourages appreciation of environment.
 - It is an activity that is shared by kids and adults, and the shared interest creates a positive social effect for the majority of the community.
 - Providing children freedom to explore and build within nature is one of the most special parts of childhood.
 - These "jumps" brought older and younger riders together
 - We as a society should be encouraging riding as this has a positive impact on mental health and rising childhood obesity levels. It also impacts the environment positively, with less cars on the road if we can encourage riding and develop the MTB community
 - My children have always ridden to school both primary and secondary, come rain hail or shine



Appendix 2: Submissions from community, by topic and location

Location	Response
Concern about environmental damage	
	Very Important. Off-road. But environmental damage is very concerning.
Arthurs Seat/ Dromana	MTBs to me mean destruction of Arthurs Seat bush. The number of tracks through the bush causing destruction of the growth and erosion was disturbing. How can this be encouraged? How can people object to the quarry proposal and let the destruction caused by the bikes continue? Another 10 years and the Park could be bare?
Mornington	I've become aware of extensive ('unplanned') works on a mountain biking track within the Fossil Beach Geological Reserve.
Mount Martha	It is very distressing to see people vandalise precious public land and conservation areas. Can more be done to raise awareness? Is it possible to have signage with information, and directives for who to call if you see such activity/vandalism? (Mount Martha Park)
Mount Martha	The kids of Mount Martha have built massive dirt bike jumps in front of our house. We are ok with it although we are worried about the tree roots being compromised.
Mount Martha	- The diversity of Bushland reserves is being compromised. Extensive bike jumps are being deconstructed at the cost of the Shire. Driving past Hearn Road, Upper Sunshine today and this was what I saw! - It was in the Veales Estate but due to the current bike tracks merging into MP Shire land it is even more urgent for clear boundary delineation.
Mount Martha	Significant damage was done in the Hopetoun-Norfolk Reserve by young people creating a bike run.
Mount Martha	I am saddened by the destruction of orchid habitat on the edge of Maude St opposite Balcombe Estuary Reserve. Until this year there were donkey and spider orchids, now a bike path with deep jumps. I appreciate that kids need recreation during lockdown but hope something can be done to protect this strip now that lockdown is easing.
Rye	Vulnerable vegetation has been trashed at Whitecliffs Hill and the Flinders Street Reserve. Something needs to be done.
Concern about jumps being destroyed	
	- I would like to express my absolute disappointment in Council's attitude towards the bike jumps that are being built in public parks by our kids. Rather spending money in destroying them and making an even bigger mess-set up something legal. - Where they have been flattened looks much worse than what they previously were.
Mornington	- In the past year you have destroyed 4 sets of bike jumps - Please stop destroying all the little jumps because its giving kids of all ages a healthy lifestyle.
Mornington	I'm doing a project on why Councils destroy the bike jumps in Mornington Peninsula and why Councils thought that the bike jumps were dangerous? I would like to learn more from your side so that I can explain to other people.

Location	Response
Mornington	- Concern about Council's destruction of bike jumps, unnecessary, heavy-handed costly and damaging to both young people and the natural environment. - A local 10-year-old boy was devastated after discovering that the jumps he has been riding on for 7 years were bulldozed on Friday - he said to his mum as he cried "My soul was in those jumps. The destruction of the jumps is crushing." - Your approach to 'keeping our kids safe' is not appreciated by the supporting parents. - The tracks they construct are well nestled into the landscape and with handheld equipment used to build them they are not doing any lasting damage to the environment. - Excessive damage, being used as the reference point, for other jumps being built. - Please DO NOT use concern for their safety as the leverage you need to flatten jumps. It flattens their spirits and joy, it flattens their teamwork and resourcefulness, it flattens their creativity and endeavour, it flattens their risk building sensors. - When you bring the bulldozers in you flatten so much more than their hard work. - They are being "flattened" by the Council. With no other provision or suggestions of other spaces. - For the council to have this narrow-minded view of 'keeping kids safe' shows a complete ignorance and lack of understanding and regard for the immediate challenges our kids and families face. - I do not accept this response; I do not accept the policy (of flattening jumps) - The home-made jumps at "South" were off the beaten track and could only be accessed by people who knew they were there. When these jumps and many others were destroyed by diggers, that whole community went.
Mount Eliza	My extreme disappointment in the actions of the council in directing my rates funds and energy to destroy a couple of piles of dirt at the Mountain View Road Park. (Quinn estate)
Mount Eliza	The destruction of children's handmade jump tracks on council land is Australian. Give the kids a fair go.
Mount Eliza	I would like to express my disappointment that the bike jumps in the park near mountain view have been flattened. It made me happy to see children working together to create something in our community and enjoy it together during this time. Children need a creative space and bulldozing their hard work will only discourage them from making positive changes in their communities. Mount Eliza. Mountain View Park
Mount Eliza	I would like to register my disappointment in the bulldozing of local areas of bike jumps in Mount Eliza. I support kids being able to create fun on council land and feel sad that their efforts have been destroyed by police and council. Please bring my frustrations to the attention of the department in charge of these decisions.
Mount Eliza	I am writing to express my disappointment and concerns about lack of community consultation regarding the destruction of the dirt mounds made by our local children to Mountain View Park in Mount Eliza. Police are now patrolling the park which does not help build a good relationship with the young. I urge the Council to allow temporary building of dirt mounds to continue or consider something else in line with bike strategy.
Mount Eliza	I am wanting to raise my concern and disappointment with the removal of some jumps since 2014 (Mountain View Park and Autumn View crescent)
Somerville	Bike jumps have been demolished near the train tracks off Park Lane, Somerville. Local kids were absolutely devastated about.
Need for a good distribution of facilities	
	Other than the Red Hill Trails (which are great), we have to travel outside of the Mornington Peninsula to ride at proper BMX tracks or other MTB trails. The lack of options here is frustrating. Would be great to not have to spend time and money travelling to do what we love and do more riding on the Peninsula.
	Red Hill etc. is awesome, but for kids to get there they are reliant on their parents. Local tracks in each suburb is ideal to ensure accessibility for everyone to enjoy.

Location	Response
	- I would love to see the creation of MTB and safe bike paths around the Peninsula. - The shire needs to provide areas throughout the Peninsula for the residents and children that are very keen in the sport.
Mornington	- Red Hill is a 20-kilometre-long ride from Mornington. - The sport is expanding, and we need to move forward with it.
Mornington	- I really find it difficult to get to Red Hill because both my parents work, and I can't drive. - My proposal is that Mornington should have a MTB skills park, like Red Hill. It doesn't need to be in the Narambi Reserve, just somewhere in Mornington.
Mount Eliza	There are no facilities or safe areas for riding of bikes around this area. There are no other parks within walking/riding distance for many of us.
Mount Eliza	There isn't anywhere in Mount Eliza where youngsters can go and ride their bikes, or for that matter skateboard.
Mount Martha	The number of kids who ride bikes in MM means that if you concentrate them all into a single venue there will almost certainly be overcrowding and there are other risks that come with that.
Rye	In Rye we don't have any safe MTB bike trails.
Rye	There is no BMX bike facility on the southern end of the Peninsula. The ideal place for such a facility is at the cleared end of French St Reserve/old tip site.
Wants a track – specific location/designated area	
	How about Council comes up with alternatives such as actually building something for the kids or allocating areas where they can build jumps?
	- A dedicated track would be welcomed. - We have already lost one venue (Frankston Motocross Track) that was keeping kids of all ages off the streets at the weekend and giving them something to channel their energy into. Don't do the same with the mountain and BMX bikes.
	The needs to establish a number of accessible BMX/MTB facilities within suitable existing playgrounds/parklands
Mornington	I would like to ask for permission to build a small track at John Rowell Lane and Tallis Drive meet at the roundabout. There is a small walking track.
Mornington	The grass reserve at Dallas Brooks Park between the footy oval and industrial estate off Tyabb Road would be perfect.
Mornington	What I'm asking for is some large clear flat land which kids can build bike jumps on.
Mornington/ Mount Martha	Area's riders have suggested include "Citation Reserve and Flinders Park in Mornington."
Mornington	An area specifically for MTB dirt jumps, with rubbish/recycling ability. This does not need to be built for them, as they are quite adept at this now. However, they are happy to discuss options with the council.
Mount Eliza	We're sorry for tearing up the ground around the parks in Mount Eliza, and we would like to respectfully ask for a place to build bike jumps. We are asking for permission to build a small set of jumps at a local park in one of these locations (attached), or another that you could suggest.

Location	Response
Mount Eliza Codd Road	I believe the space near the leash free area on Codd Road would be an excellent place to establish an out-of-the-way free play space. Kids could be involved planting trees, establishing gardens and designing the space they want.
Mount Eliza	Suggest the following additions to the master plan: - A Skateboard ramp or two - Bike jumps for young cyclists to race up and down Emil Madsen Reserve.
Mount Eliza	I would love some trails built in Mount Eliza. Off the back of the hill on Wooralla Drive running down to the train line is a great spot to build some fun trails.
Mount Martha	There is certainly open space in the reserve but down behind the tennis courts (next to the existing small playground) that could provide one possible site.
Mount Martha	They obviously love the activity so being able to work with them to find the right spot for it would be fantastic.
Mount Martha	It does however highlight the very obvious deficiency in Mount Martha for our youth. We have so many dog parks! We have great walking trails and more than one Tennis Court area. We have no dirt bike zones or Netball courts or youth centre. The ECO Park renovation does not cater for that age group. I really hope that we can create a great dirt bike area for the Mount Martha youth. We definitely have space. Let's do it, for our youth!
Mount Martha	- The Hearn Creek Reserve would be a great place to develop a bike skills area and could act as a meeting point for community activities. - Would like a few events throughout the year kids could work towards both competitive and non-competitive such as races and fun trail rides. - Acquire the block of land at the top of Hearn and Forrest Drive and turn that into a community hub. You could also turn that into a safe avenue to get from Somerset Drive to Hearn Road walking along Forrest Drive safely.
Mount Martha	- I would love to see more trails nearby for MTB riding. - I enjoy the non-sanctioned trails in Martha Park love to see an area set aside just for MTB riding
Mount Martha	A new bike pump track and jumps track in the Mount Martha area would be fantastic.
Mount Martha Citation Reserve	- Because of its natural rocky features, location and sloping terrain. At the top of the hill there is a single track that could branch off into proper trails. - Trails running downhill could connect to the Balcombe Estuary Nature Trail which lends all the way back to the top to enjoy the same or different trail. This reserve is one of the most ideal places to build such trails.
Red Hill	It would be great if some improved bike trails along the old rail line could be developed with jumps, etc.
Rye	The proposed freeway land is a great space that could be repurposed for this till it required it's just dead land in between all the local families that live here. It could be a bike park and usable safe community space.
Somers	Building of bike park at RW Stone Reserve
Somerville	- I am delighted to hear that there are plans in place for more tracks for our kids (and adults) to ride. - Fingers crossed the Deanswood Drive Park can be considered as a location for one of these tracks to be completed, as I know it would be very popular.
Somerville and Tyabb	Have no bike trail to Baxter, no BMX facilities, no skate park, no MTB facilities.

Location	Response
Sorrento	The skate park at Sorrento is also good but way to small. I'd love to see it extended. Perhaps even a pump track behind the community centre where there's currently a walking track.
Need for trails of all levels and abilities	
	We need the trails and organisations to start fighting and building MTB trails for everyone to enjoy at all levels. Need trails designed for all abilities
	Mountain biking is my life if you build "substitute" jumps we are going to knock them down and build our own. We never settle for your rubbish tabletops; we want gap jump and sketchy trails we built.
	- It's important parks cater to ALL skill levels including advanced riders. The parks should be controlled by the riders and up to them to decide what obstacles are created. The council created parks often only cater to entry level riders and leave advanced riders wanting more. - The ability for people of all ages to get out and ride bikes safely on paths or have specific trails and tracks for skill development. - Having well designed tracks accessible by families and kids is so important for everyone. - If you build a facility that appeals to a 'broad range' of abilities, it means it won't actually be great for anyone.
Red Hill	Varied skill level in the design is ideal to ensure high engagement across all ages. Red Hill is an excellent example of this
Kids are respectful and considered about where jumps are built	
	- Shared pathways are not ideal but the majority of jump tracks that I have seen kids build (Eco Park, Maude St) are not thoroughfares for pedestrians at all. - The older boys ensuring the place was kept free from rubbish.
Mornington Mitchell Street Reserve	Children have used and maintained the area in a safe, respectful and collaborative way. There is a natural slope that has always attracted bike riders and could be made safer with minimal intervention. The children have helped reclaim of natural water flow areas, created frog bogs and preservation of native grasses and plants. The regular work the children have put in to construct the jumps has facilitated an increased interest by others in the Reserve. I am very keen to work with others and Council to preserve the natural ecosystem and maintain the amenity of the park.
Somers- Kennedy and Sturt Road	- Shire demolished these jumps this morning without any further consultation. - These bike jumps are in a narrow strip of land shared by pedestrians. They are sensitively built to allow a road's width for pedestrian access ensuring there's absolutely no chance of anyone straying off the walking path and onto the mounds. The kids are so sensitive to this that they planted trees so as to shield the jumps from passers- by. I'm writing to beg you not to destroy these jumps. - The boys take any rubbish home with them at the end of the day. The older boys also passed on their building skills and riding skills to the younger ones. Demonstrating teamwork and a shared common goal.

Location	Response
Need for communication and consultation and space so children can build themselves	
	- Aside from your non reply, I note that the Shire demolished these jumps this morning without any further consultation. - I would suggest if you had opened the lines of communication via a feedback loop you would find that the vast majority of parents support their kids in their biking endeavours. - I would request that there be extensive open community debate around this. - If there are significant areas that are truly under threat, then please share that detail. - Concerns about lack of community consultation regarding the destruction. - This is not the first time I and many others have approached the council on this subject, with no avail.
	- Work with your community and allocate areas within local parks that the kids can have their space. - It could be a project lead by Council and built by MTBers and the youth of the community.
	Give us safety rules to follow so people don't get hurt while riding the trail, we will listen and change up any feature to make it less dangerous
	The recognition of parklands as play spaces where children should be allowed to be creative by building jumps.
	- My hope is that we can provide spaces for both our young and our precious environment. I don't want to see bike parks built rather finding spaces that young people can build them. - Providing children freedom to explore and build within nature is one of the most special parts of childhood. Confining to approved skate parks does not encourage this. I hope as a community we can all work together on this.
	I want to see the somewhat negative/rebel image associated with bike sports, transformed into an image of skillful, dedicated, self-disciplined, inclusive and respectful members of the peninsula community.
Tracks that are accessible	
	The community needs to be able to access these areas by being able to ride to them not having to load cars and trailers up just to go riding keeping children off the roads and footpaths and providing areas to ride build jumps develop their minds and enjoy the outdoors
	Safe environment for children to ride their bikes off-road
Mornington	The place needs to be local as these children can't always be driven there by parents. I.e., not Redhill. areas they have suggested, "Citation Reserve and Flinders Park in Mornington."
General – need for MTB trails and facilities	
	With countless trails and bike jump areas being destroyed. Not happy-we want them outside.
	- I would like to discuss more open spaces for kids and mountain biking - There is a shortage of facilities. - In our area there is no place for kids to go unless they create it themselves. I'm okay with that.
	I think putting money into more bike trails and jump/skills parks is a great idea for the community

Location	Response
	Need well-built, maintained and safe, tracks and trails. Well done MPSC.
	Develop a great coastal cycle trail similar to Fleurieu Peninsula in SA
	I am passionate about seeing, if not also being part of, developing council owned and managed bike facilities that offer riders and youth an opportunity to express their creativity, be challenged, learn to care for the community, as that is what pays for the facilities and-upkeep after all, and in turn keep them actively engaged in the importance of valuing their own and other people surroundings and welfare.
Need for balance. Stop flattening and build designated areas	
	- Concerned and extremely disappointed in the Councils approach. When you destroy these open spots then it forces people to build in the Bushland. Council has chopped down trees in order to fit the diggers in. - The remedy is to designate a few open area spots for people to build to solve the problem of kids destroying bush land in order to build jumps. - I am keen to see a balance between youth /bush/bike riders and our environment. - You keep wrecking that and leaving them with little to do. They are kids, let them be kids and don't force them into other trouble - Made such a difference to people's wellbeing during Covid. To take this away from them for the sake of others with different views would be very wrong, we need to find a balance and I'm willing to do my part. - Let people continue riding these trails and give kids the support they need to get more done. - Some simple signage for users to appreciate their surrounds and ensure they don't heavily impact is a sensible solution rather than starting with bulldozers. - Why not facilitate a discussion between stakeholders, including young riders, Parks Vic, local Council, local businesses and community and try to work towards an opportunity?
Good examples recommended	
	- There is a dedicated dirt jump track, ample car parking and cafe/toilet facilities at Stromlo - Self-built dirt jumps on land neglected by the council that was previously a beacon for hard rubbish dumping. - Considering Dromana has infrastructure in place make this as safe and accessible as possible. - We recently visited the MTB Trails at Harcourt - which in my opinion is a 6-star tourist attraction. Fantastic, challenging rides up, and a selection of 5 trails to go up. The best scenarios are when the kids have to ride UP the hills as well, rather than rely on a car shuttle. My husband and I also had a go and it was fantastic. - From extensive experience working in the tourism industry, I can recommend the following benchmark in Tasmania. https://www.ridebluederby.com.au/ - Look at Mount Stromlo - Trails at Harcourt in many areas of Australia the local shires are building and providing numerous areas for this to happen Tassie, NSW, SA, QLD all have great MTB areas close to where people live. - Look at what mountain biking has done for Tasmania - Look at what the food trails have done for central Victoria - Red Hill is an excellent example of rider-controlled trails working perfectly.

Location	Response
	The value of these facilities • Great opportunity to stay active and engaged with family and friends. • In my opinion, it gave the kids a safe place to ride their bikes, keep out of trouble, and be outside keeping fit and active. • MTB has revitalised the Boundary Road shops. And created a fantastic community focused on health, fitness and fun. • To see the community of riders, re-claim and use this land in a creative way is amazing. I don't believe people are being deliberately reckless and everyone wears appropriate safety gear. The expectation that you maintain and work on jumps/tracks you use to keep them functional and safe is well observed. • It is such a great way to get the out in the fresh air, doing something that requires both effort and concentration in the great outdoors. • Enjoying the outdoors should not just be for people who hike. Lots of well-maintained trails for bike riders prevents damage to flora and fauna from people creating their own trails. • Bike sports are an important form of recreation on the Mornington Peninsula. As a regular participant in mountain biking, it gives me significant physical and mental health benefits. From a community standpoint it attracts visitors from the wider Melbourne metro area who contribute to the local economy. • Locations where us riders and other people in the community can gather to progress our riding, keep them out of trouble, socialise with others, make new friends and introduce even more people into the riding community these are just some of the many benefits of having a designated riding spot for all skill levels not just beginners like the council built tracks or not just built for highly skilled riders built in a hidden location. • It keeps the kids off their IPAD's & bonding with nature & keeping fit. • Riding is a great family activity. We ride with our kids often at Red Hill and Point Nepean. • There is a genuine buzz growing in our area and it has been so amazing to watch hordes of cyclists enjoying the environment we are so blessed to have here. • We love our bikes and we use all the local tracks around the Mornington Peninsula regularly. Especially something with a downhill track with berms and jumps. • The use of the Mitchell Street Reserve to create a bike track has provided an excellent opportunity for young children and often their parents to escape the difficulties of COVID isolation and in the process take a greater interest in the Reserve and its important ecosystem. • The regular work the children have put in to construct the jumps has facilitated an increased interest by others in the Reserve. • This little bike track is an opportunity for them to be with their friends, build together and get that social support that is essential for good mental well-being. • Love to be free and ride with my friends. I am keeping fit and spending times outside. It gives kids who don't have a big backyard a place to ride. I love riding my bike on trails and I want places I can go and do this. • Bike: the strongest development processes in my life, e.g., awareness, focus, fitness, risk management, enjoyment, stress relief, self-discipline, goal setting & achieving and also family bonding time. • Active recreation, teaches kids good habits, keeping them away from more damaging activities.

Location	Response
	• Bike sports for me has been a way of getting out into nature and getting good exercise at the same time and not being stuck on the couch, it has also helped me with major mental health problems. • Bike sports are a source of fitness, socialising and creative expression. • A much-needed outlet. • It means to connect with the other people in the sport and to progress with them, not only is this a social sport it is also a way to gain strength in the mind and body • Ability for young people to gain confidence and independence • Low carbon emissions, being outdoors, future oriented mode of transport, contemporary recreation, getting youth off screens and outdoors, sustainable tourism • Bike riding means to our family - friendship, family time, fitness & exercise, fresh air, outdoors, freedom, being in nature. • The kids are craving more around the shire and showing initiative and creativity and hard work using hands and minds and team work to build their own tracks, trails and jumps. • MTB and jumps riding are inherently risky sports and the kids who participate in them and parents who encourage them to do so are generally willing to take the risk of a broken bone for the sake of all of the other benefits to kids in doing this. • Kids know their limits and they learn them by trying and failing or succeeding. If a jump looks too big, they won't attempt it until they feel confident enough to do so which requires tenacity and endless loops of practicing on smaller jumps. Remove the risk-taking skill development from childhood and you remove a great deal more than just reducing their likelihood of breaking a bone or two • Risk-taking is important in the development of resilience and independence. • Australian Children's Education and Care Quality Authority: 'Remember back to when you were a child and experienced the intense, positive exhilaration of achieving mastery and the sense of achievement when the risk has passed. Children need to feel that thrill of overcoming their fear and launching into the unknown to master a new skill or experience. Children who have opportunities to effectively assess and manage risk at an early age will be better equipped to deal with risk as an adult.'psychologytoday.com/au/blog/freedom-learn/201404/risky-play-why-children-love-it-and-need-it • https://www.thestar.com/life/health_wellness/2014/07/29/risky_play_and_skinned_knees_are_key_to_healthy_child_development.html • Council should understand the immediate needs of the residents and ignore the voices of the minority in recognition of the colossal benefits the kids get from these spaces. • Cycling (and mountain biking particularly in this case) is an extremely healthy outdoor activity and encourages appreciation of environment. • It is an activity that is shared by kids and adults, and the shared interest creates a positive social effect for the majority of the community. • The only thing helping us kids is by having fun, doing jumps on our bikes it is bringing us together having fun and building stuff. While we are building, we do the jumps, so we are learning things. That is why I think we should be able to ride on the jumps. • The kids, teens and adults alike have to have some place to ride their bikes and have fun. • It is so uplifting to see so many children from the area playing and laughing. Often the playground has been very busy. • Bike jumps rock. • Means a lot • Mountain biking in our house has kept our sons busy and involved in the sport • Important for both kids and adults • One of our sons has excelled at the top level in Victoria and at a national level. This has all come from building tracks and jumps from a young age in the area and we have encouraged him at all times. The benefits the youth gain from this activity out ways the disapproval of a few. • The sport is seeing age groups from 5 years old up to well over 65 years of age all enjoying the jumps and tracks in all areas of the Peninsula that have them now • Take in to account all the benefits that the sport brings to the whole community from fitness, social benefits, children and adults keeping active, employment of young people in the industry through bike shops, mental health. • Mountain Biking and Road Cycling are my forms of exercise. The more trails you can build the people that will visit to use and the better your economy will become. • The more cyclists you can accommodate here the better everyone will be. • I visit the area because of the amazing trails at Red Hill. I probably wouldn't come to the area otherwise. • More bike trails and jump/skills parks will bring in money for all the local businesses and also has a positive impact for youth in the area. • Riding my MTB at Red Hill and other mountain resorts in Victoria have made me enjoy fitness in an extremely fun way. I love riding down mountains. But I also love riding up the mountain for the fitness and technical side of climbing. I spend hours challenging myself and focusing on new techniques to ride obstacles, hit jumps, ride

Location	Response
	- Cycling (and mountain biking particularly in this case) is an extremely healthy outdoor activity and encourages appreciation of environment. - It is an activity that is shared by kids and adults, and the shared interest creates a positive social effect for the majority of the community. - Providing children freedom to explore and build within nature is one of the most special parts of childhood. - These "jumps" brought older riders and younger riders together - We as a society should be encouraging riding as this has a positive impact on mental health and rising childhood obesity levels. It also impacts the environment positively, with less cars on the road if we can encourage riding and develop the MTB community - As discussed, my children have always ridden to school both primary and secondary, come rain hail or shine.
Improvements to existing facilities	
Dromana	- Dromana pump track, located at Hillview Reserve, used by many different age groups and families use the facility constantly. a very small track and isn't the best quality, suggests, reliable skate park - Some of these locations could potentially be Dromana Recreation Reserve on Nepean Highway, Hillview Reserve on Boundary Road, Lupin Street Reserve on Lupin Street, Dromana Tennis Club on Pier Street and Dromana Football Club, also on Pier Street. Currently the Mornington Peninsula has 9 skate parks, each of which are roughly a 15-minute drive from each other. Except between Rosebud and Mornington where it is a 25–30-minute drive - The addition of a skatepark in Dromana would also be a fantastic idea considering the huge rise in popularity of the pump track at Boundary Road Reserve.
Dromana	The huge rise in popularity of the pump track at Boundary Road reserve.
Dromana - Hillview Reserve Boundary Road	- Designated car parking area for cyclists at the Hillview Reserve Boundary Road Dromana, with a path to the tracks along the fence line? - Trucks dominate dangerous for traffic exiting side streets. (Especially at weekends) - This is a very popular shared park including a children's play area, leash free for dogs, picnics and exercise groups and nature walks, all fairly passive pursuits - Cyclists accessing the mountain tracks take over the only paved central path and become a danger to children, older people and dogs, especially when descending. Usually quite fast. Rarely do you hear a bell or any warning - I was a cyclist myself for many years and would encourage its use, the area put aside for MTBs is fantastic and provides fun and exercise for many - I think for the safety of our community, alternative bike access to the mountain area should be considered.
Somerville - Deanswood Drive	- The BMX track/jumps are now overgrown and unusable. Need redoing - Understandably, these jumps were demolished for a reason, and this is why I am writing to you to express my interest in the council redoing the bike track and jumps at the Deanswood Drive Park. Unfortunately, Somerville does not offer anything like this.
Other comments	
	More education about local flora: This peninsula initiative is so important to the protection of our indigenous flora. I also think more could be done to educate/highlight the unique flora local to our areas to give bike riders a better understanding of why the location of bike use areas is so important and specific.
	Interest in the activity: Family of 5, all active MTBers.
	Policy: Use the Community Capital Infrastructure Project Policy to work with our local young people?

Location	Response
	Use of community organisations: - Community service groups i.e., Rotary, Lions or community vocational organisations i.e., Hands on Learning, Advance College, to participate from planning to building these facilities under our Community Capital Infrastructure Project Policy? - Mentorship, traineeship opportunity for our young people that could be inter-generational - There are many community groups in the area of the Reserve including Advance Horticulture Education, Men's Shed, Community Garden, Scouts/Guides, Mornington South Primary School, many of which would also be keen to further promote a larger plan for Mitchell reserve.
Mornington	Concern about limited resources for bikes compared to other sports: - It seems that the Council are keen to build footy and soccer ovals, which only cater to some people and yet they demolish MTB tracks and jumps - Mornington needs a track like at Red Hill a skills park etc., - There is a large gap in the facilities for MTB locally. We have skate parks, footy fields, basketball courts but nothing locally for MTBers. We have many dog parks and leash free designated areas for dogs. But little for adolescents with an interest in dirt jumps.
Mornington	What they don't want: Pump tracks which are too easy, *more rail trails, or *cycle networks.
Mount Eliza	Existing jumps. Council flattening them: I have seen small ditches and hillocks being dug beside the footpath that borders the Nepean Highway opposite Mt Eliza primary school. I spoke to a teenager who was making another ditch and he said the council was filling in these trenches.
Mount Martha Somers	Concern about time taken: - Mornington Shire has taken over 8 years to 'discuss' the MM skate park and it is still far from being a finished project, so please forgive us if we have little faith in any facilities being built in a timely manner. - Location endorsed by Council 1/9/2020 and will not be built until funding becomes available. - Get on the program and embrace!!
Mount Martha	Access to coaching/after school club etc., Would be great for someone to teach young kids how to do jumps and take them on trail rides through the bush. They would really like an after-school program or club.
Safety Beach	Divert demand by providing other facilities: Request to install a playground at Mariner Drive to stop kids creating jumps.

Appendix 3: Full list of potential sites reviewed

Northern planning area

Mt Eliza/Mornington

- Benton Square
- Mt Eliza Regional Park
- Allison Road/Winona Road
- Balcombe Park
- Acheron Avenue
- Jessie White Reserve/Earimil Creek Reserve
- Kanya Road/Barmah Street
- Barmah Street (Rear of SEW Site)
- Mountain View Park Reserve
- Bilgola Court Reserve
- Emil Madsen Reserve

Mount Martha/Mornington

- Citation Reserve
- Mornington Railway Station Reserve
- Serpentine Reserve
- Flinders Park
- Eco Park
- Eco Park - Rear
- Mt Martha Public Golf Course
- The Briars
- Hearn Creek Reserve
- Mitchell Street Reserve
- Joseph Harris Park
- Wilsons Road (Old Secondary School Site)
- Civic Reserve

- Watson Road

Southern planning area

McCrae/Dromana/Safety Beach

- Hillview Community Reserve
- Pat's Paddock-Hillview Reserve
- Dromana College
- Chairlift (Underneath)
- Arthurs Seat Water Tank Trail Head

Capel Sounds/Tootgarook/Boneo

- Freeway Reserve (Carboor Street)
- Marshall Street Reserve
- Romney Park
- Truemans Road Reserve
- Curlew Drive Reserve/Freeway Reserve
- St Andrews Beach Recreation Reserve
- Kennedy Street Reserve
- Lockhart Drive
- Rosebud Tennis Club
- Nixon Street Reserve
- Herman Reserve
- Jetty Road east (183 Jetty Road)

Sorrento/Blairgowrie/Rye

- French Street Reserve
- Harry Blythe Reserve
- Freeway Reserve (Weeroona Street)

- Freeway Reserve (Dundas Street)
- Pier Street
- Moonah Warren Bushland Reserve

Western Port planning area

Baxter/Somerville

- Barakee Reserve
- Deanswood Drive Recreation Reserve
- Olstead Drive
- Harold Reid Reserve

Tyabb/Hastings

- Westpark Reserve
- Fred Smith Reserve
- Shed 11 Youth Centre
- Hastings Foreshore

Somers

- RW Stone Reserve
- Coolart Reserve
- Sturt Road/Burke Road
- Crib Point Station
- Abutting Balnarring Pony Club

Flinders

- BA Cairns Reserve
- Keys Road/Berry Road.

Appendix 4: Site evaluation criteria weighting

Figure: 19 Site evaluation criteria weighting

Evaluation Criteria		Evaluation Criteria																												Frequency	Weighting
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y					
Is the site size suitable for the proposed use type (Regional, District, Local)	A		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	W	A	A		23	0.08		
Proximity within MPS recreation region	B			C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	Q	R	B	T	U	B	W	B	Y	16	0.05		
Ease of access (Hard trails/ shared paths, etc.)	C				D	C	F	C	C	C	C	C	C	C	N	C	C	Q	R	C	T	U	C	W	C	C		15	0.05		
Clearly defined site separated from other users who are unlikely to unintentionally walk through	D					D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	W	D	Y		20	0.07		
Suitable parking for users who travel by car	E						F	G	H	I	J	E	E	E	N	E	E	Q	R	S	T	U	E	W	X	Y		6	0.02		
Unobstructed access to the site for maintenance and emergency vehicles	F							F	H	I	F	F	L	M	O	F	F	Q	R	F	T	U	F	W	X	Y		9	0.03		
Relationship to proposed Mornington Peninsula Shire bicycle network	G								H	I	J	G	L	M	N	G	G	Q	R	G	T	U	V	W	X	Y		5	0.02		
Suitability of facility design to allow riders of varying ages and abilities to participate	H									I	H	K	H	H	N	H	H	Q	R	S	T	U	V	W	H	Y		9	0.03		
Appropriately shaped and designed so as to not endanger facility users	I										I	I	I	I	I	I	I	I	I	I	T	U	V	W	I	I		16	0.05		
Suitability of soil and materials for construction	J											J	J	J	N	J	J	Q	R	J	T	U	V	W	J	Y		9	0.03		
Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	K												K	M	N	K	K	Q	R	K	T	U	V	W	X	Y		5	0.02		
Landing areas that are free from obstacles, rocks, etc	L													L	N	L	L	Q	R	S	T	U	V	W	X	Y		5	0.02		
Open landing area with sufficient braking and run off space.	M														N	M	M	Q	R	S	T	U	V	W	X	Y		5	0.02		
Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	N															N	N	Q	R	S	T	U	V	W	X	Y		10	0.03		
An appropriate distance between jumps, turns or other challengers	O																	O	Q	R	O	T	U	V	W	X	Y		3	0.01	
Material used to maximise the grip of the facility surface	P																		Q	R	S	T	U	V	W	X	Y		0	0.00	
The facility is located in an area that does not conflict with other riders, community members or animals	Q																			Q	Q	Q	Q	Q	W	Q	Q		20	0.07	
The site has low or no biodiversity, environmental or cultural heritage value	R																				R	R	R	R	R	R	R		20	0.07	
The site has suitable drainage and run off	S																					T	U	V	W	X	Y		6	0.02	
The facility does not negatively impact use of open space by current users.	T																						T	V	T	T	T		19	0.06	
Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	U																							U	U	U	Y		18	0.06	
The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	V																								W	V	V		14	0.05	
There is demand for a site within the area	W																									W	W		21	0.07	
Proximity to other facilities, sites, trails, etc.	X																										X		11	0.04	
The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	Y																												15	0.05	

Appendix 5: Site selection scoring

Figure: 20: Baxter, Somerville BMX MTB site selection scoring

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1)							
	5	4	3	2	1		Barekee Reserve		Deanswood Drive Recreation Reserve		Olstead Drive		Harold Reid Reserve	
							Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A Is the site size suitable for the proposed use type? (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	2	0.153	4	0.307	1	0.077	3	0.230
B Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	5	0.267	4	0.213	1	0.053	1	0.053
C Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	2	0.100	3	0.150	4	0.200	5	0.250
D Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	3	0.200	3	0.200	3	0.200	4	0.267
E Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	3	0.060	3	0.060	3	0.060	3	0.060
F Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	2	0.060	4	0.120	3	0.090	4	0.120
G Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	2	0.033	2	0.033	2	0.033
H Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	3	0.090	3	0.090	2	0.060	3	0.090
I Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	5	0.267	4	0.213	5	0.267
J Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	4	0.120	1	0.030	2	0.060
K Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	2	0.033	2	0.033	1	0.017	1	0.017
L Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	5	0.083	5	0.083	5	0.083	5	0.083
M Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	5	0.083	5	0.083	2	0.033	4	0.067

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)							
								Barekee Reserve		Deanswood Drive Recreation Reserve		Olstead Drive		Harold Reid Reserve	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
N	Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	5	0.167	2	0.067	4	0.133
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	3	0.000	3	0.000	1	0.000	3	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	4	0.267	4	0.267	2	0.133	4	0.267
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	4	0.267	5	0.333	5	0.333	5	0.333
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	3	0.060	3	0.060	3	0.060	3	0.060
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	5	0.317	4	0.253	2	0.127	5	0.317
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	4	0.240	2	0.120	5	0.300
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	2	0.093	4	0.187	4	0.187	5	0.233
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	2	0.140	3	0.210	2	0.140	2	0.140
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	3	0.110	1	0.037	1	0.037	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	5	0.250	4	0.200	4	0.200	4	0.200
TOTAL SCORE								85	3.463	92	3.76	65	2.60	91	3.78
									3.463		3.76		2.60		3.78
RANK									3		2		4		1

Figure 21: Capel Sound Tootgarook Boneo BMX MTB Site selection scoring

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1)											
	5	4	3	2	1		Freeway Reserve (Carboor Street)		Marshall Street Reserve		Romney Park		Trueman's Rd Reserve		Curlew Drive Reserve/ Freeway reserve		Jetty Road East (183 Jetty Road)	
							Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	3	0.230	1	0.077	1	0.077	1	0.077	5	0.383	1	0.077
B Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	2	0.107	1	0.053	1	0.053	3	0.160	5	0.267	1	0.053
C Ease of access (Hard trails/ shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	3	0.150	2	0.100	2	0.100	3	0.150	4	0.200	2	0.100
D Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	4	0.267	2	0.133	3	0.200	3	0.200	5	0.333	4	0.267
E Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	2	0.040	3	0.060	3	0.060	5	0.100	5	0.100	3	0.060
F Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	1	0.030	5	0.150	4	0.120	5	0.150	4	0.120	4	0.120
G Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	1	0.017	2	0.033	1	0.017	1	0.017	1	0.017
H Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	3	0.090	2	0.060	2	0.060	2	0.060	4	0.120	3	0.090
I Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	4	0.213	4	0.213	5	0.267	5	0.267	5	0.267	5	0.267
J Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030	1	0.030	1	0.030	1	0.030	1	0.030
K Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	1	0.017	1	0.017	1	0.017	1	0.017

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)											
							Freeway Reserve (Carboor Street)		Marshall Street Reserve		Romney Park		Trueman's Rd Reserve		Curlew Drive Reserve/ Freeway reserve		Jetty Road East (183 Jetty Road))	
	5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
L Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	3	0.050	3	0.050	4	0.067	1	0.017	5	0.083	4	0.067
M Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	3	0.050	3	0.050	3	0.050	3	0.050	5	0.083	4	0.067
N Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	3	0.100	4	0.133	5	0.167	4	0.133	5	0.167
O An appropriate distance between jumps, turns or other challenges	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050	5	0.050	5	0.050	5	0.050
P Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	1	0.000	1	0.000	1	0.000	1	0.000	2	0.000	1	0.000
Q The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	5	0.333	1	0.067	3	0.200	2	0.133	4	0.267	5	0.333
R The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	2	0.133	5	0.333	5	0.333	5	0.333	4	0.267	4	0.267
S The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080	4	0.080	4	0.080	4	0.080
T The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	5	0.317	2	0.127	3	0.190	2	0.127	5	0.317	5	0.317
U Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	3	0.180	4	0.240	4	0.240	5	0.300	5	0.300
V The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	2	0.093	2	0.093	5	0.233	2	0.093	4	0.187	3	0.140

Criteria		Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)											
								Freeway Reserve (Carboor Street)		Marshall Street Reserve		Romney Park		Trueman's Rd Reserve		Curlew Drive Reserve/ Freeway reserve		Jetty Road East (183 Jetty Road)	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	3	0.210	3	0.210	3	0.210	4	0.280	4	0.280		0.000
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	4	0.147	4	0.147	4	0.147	1	0.037	4	0.147	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	3	0.150	3	0.150	4	0.200	3	0.150	3	0.150	4	0.200
TOTAL SCORE								75	3.270	65	2.55	77	3.15	72	2.98	98	4.20	79	3.23
									3.270		2.55		3.15		2.98		4.20		3.23
RANK									2		6		4		5		1		3

Figure 22: Flinders BMX MTB Site selection scoring

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)			
		5	4	3	2	1		Keys Road/Berry Road	BA Cairns Reserve		
								Score	Weighted Score	Score	Weighted Score
A	Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	1	0.077	3	0.230
B	Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	4	0.213	1	0.053
C	Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	2	0.100	2	0.100
D	Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	2	0.133	5	0.333
E	Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	5	0.100	3	0.060
F	Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	4	0.120	3	0.090
G	Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	1	0.017
H	Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	3	0.090	4	0.120
I	Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	5	0.267
J	Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030
K	Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017
L	Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	4	0.067	3	0.050
M	Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	4	0.067	5	0.083
N	Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	4	0.133	5	0.167
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)			
								Keys Road/Berry Road	BA Cairns Reserve		
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	1	0.000	1	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	2	0.133	3	0.200
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	4	0.267	4	0.267
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	3	0.060
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	3	0.190	5	0.317
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may be a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may be a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	5	0.300
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	3	0.140	2	0.093
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	3	0.210	3	0.210
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	4	0.147	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	4	0.200	4	0.200
TOTAL SCORE								79	3.147	81	3.46
									3.147		3.46
RANK									2		1

Figure 23: McCrae, Dromana, Safety Beach BMX MTB Site selection scoring

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
	5	4	3	2	1		Hillview Community Reserve		Pat's Paddock - hillview		Water Tank Trail Head	
							Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	5	0.383	5	0.383	1	0.077
B Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	5	0.267	5	0.267	4	0.213
C Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	5	0.250	2	0.100	3	0.150
D Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	3	0.200	4	0.267	4	0.267
E Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	5	0.100	3	0.060	4	0.080
F Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	2	0.060	2	0.060	2	0.060
G Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	2	0.033	2	0.033	1	0.017
H Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	5	0.150	5	0.150	2	0.060
I Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	5	0.267	5	0.267
J Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	3	0.090	3	0.090	3	0.090
K Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	3	0.050	3	0.050	1	0.017
L Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	4	0.067	4	0.067	2	0.033
M Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	5	0.083	5	0.083	3	0.050
N Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	5	0.167	5	0.167

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
								Hillview Community Reserve		Pat's Paddock - hillView		Water Tank Trail Head	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
O	An appropriate distance between jumps, turns or other challenges	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	3	0.000	3	0.000	3	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	4	0.267	4	0.267	4	0.267
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	4	0.267	4	0.267	2	0.133
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	5	0.317	5	0.317	4	0.253
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	5	0.300	5	0.300
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26% to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	4	0.187	5	0.233	2	0.093
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	5	0.350	5	0.350	5	0.350
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	1	0.037	1	0.037	2	0.073
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	5	0.250	5	0.250	5	0.250
TOTAL SCORE								102	4.270	99	4.19	81	3.40
									4.270		4.19		3.40
RANK									1		2		3

Figure 24: Mt Eliza, Mornington, BMX MTB, site selection scoring

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)									
								Mt Eliza Regional Park		Balcombe Park		Jessie White reserve / Earimil Creek Reserve		Bilgola court reserve		Emil Madsen Reserve	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A	Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	5	0.383	1	0.077	1	0.077	2	0.153	3	0.230
B	Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	4	0.213	3	0.160	3	0.160	5	0.267	4	0.213
C	Ease of access (Hard trails/ shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	5	0.250	4	0.200	3	0.150	2	0.100	2	0.100
D	Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	3	0.200	3	0.200	2	0.133	2	0.133	2	0.133
E	Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	5	0.100	3	0.060	3	0.060	2	0.040	5	0.100
F	Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	4	0.120	4	0.120	3	0.090	4	0.120	5	0.150
G	Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	1	0.017	1	0.017	1	0.017	1	0.017
H	Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	5	0.150	2	0.060	2	0.060	2	0.060	2	0.060
I	Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	5	0.267	5	0.267	4	0.213	5	0.267
J	Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030	1	0.030	1	0.030	1	0.030
K	Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	1	0.017	2	0.033	1	0.017
L	Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	5	0.083	4	0.067	3	0.050	3	0.050	2	0.033
M	Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	5	0.083	4	0.067	3	0.050	4	0.067	3	0.050

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)									
								Mt Eliza Regional Park		Balcombe Park		Jessie White reserve / Earimil Creek Reserve		Bilgola court reserve		Emil Madsen Reserve	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
N	Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	5	0.167	4	0.133	4	0.133	4	0.133
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	4	0.000	3	0.000	2	0.000	1	0.000	3	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	4	0.267	3	0.200	3	0.200	2	0.133	2	0.133
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	2	0.133	2	0.133	2	0.133	4	0.267	3	0.200
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	3	0.060	3	0.060	4	0.080	3	0.060
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	4	0.253	3	0.190	4	0.253	4	0.253	3	0.190
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	4	0.240	4	0.240	5	0.300	3	0.180
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	3	0.140	4	0.187	2	0.093	3	0.140	2	0.093
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	5	0.350	5	0.350	3	0.210	3	0.210	3	0.210
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	5	0.183	4	0.147	4	0.147	4	0.147	4	0.147

Criteria		Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)									
								Mt Eliza Regional Park		Balcombe Park		Jessie White reserve / Earimil Creek Reserve		Bigola court reserve		Emil Madsen Reserve	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	5	0.250	5	0.250	5	0.250	2	0.100	4	0.200
TOTAL SCORE								100	4.087	82	3.31	72	2.93	75	3.10	75	3.00
									4.087		3.31		2.93		3.10		3.00
RANK									1		2		5		3		4

Figure 25: Mt Martha Mornington BMX MTB Site selection criteria weighting

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)											
								Citation Reserve		Flinders park		The Briars		Mitchell Street Reserve		Willsons Road (Old secondary site)		Watson Road	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A	Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	5	0.383	1	0.077	5	0.383	3	0.230	2	0.153	1	0.077
B	Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	5	0.267	1	0.053	5	0.267	4	0.213	3	0.160	2	0.107
C	Ease of access (Hard trails/ shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	4	0.200	4	0.200	2	0.100	3	0.150	4	0.200	2	0.100
D	Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	4	0.267	4	0.267	1	0.067	3	0.200	4	0.267	3	0.200
E	Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	5	0.100	3	0.060	5	0.100	3	0.060	3	0.060	3	0.060
F	Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	5	0.150	4	0.120	4	0.120	5	0.150	3	0.090	4	0.120
G	Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	4	0.067	2	0.033	4	0.067	1	0.017	2	0.033	1	0.017
H	Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	4	0.120	2	0.060	5	0.150	3	0.090	3	0.090	2	0.060
I	Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	4	0.213	5	0.267	5	0.267	5	0.267	3	0.160
J	Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030	2	0.060	1	0.030	1	0.030	1	0.030
K	Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	3	0.050	1	0.017	3	0.050	1	0.017

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)											
								Citation Reserve		Flinders park		The Briars		Mitchell Street Reserve		Wilson's Road (Old secondary site)		Watson Road	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
L	Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	4	0.067	3	0.050	4	0.067	5	0.083	3	0.050	1	0.017
M	Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	4	0.067	3	0.050	5	0.083	3	0.050	3	0.050	1	0.017
N	Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	5	0.167	4	0.133	1	0.033	2	0.067	4	0.133
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050	5	0.050	5	0.050	1	0.010
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	2	0.000	3	0.000	2	0.000	3	0.000	3	0.000	1	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	3	0.200	5	0.333	3	0.200	3	0.200	3	0.200	2	0.133
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	3	0.200	4	0.267	4	0.267	5	0.333	4	0.267	1	0.067
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080	3	0.060	3	0.060	4	0.080
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	4	0.253	4	0.253	4	0.253	2	0.127	3	0.190	3	0.190
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site . There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	5	0.300	5	0.300	5	0.300	5	0.300	2	0.120
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	5	0.233	3	0.140	5	0.233	4	0.187	4	0.187	2	0.093

Criteria		Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)											
								Citation Reserve		Flinders park		The Briars		Mitchell Street Reserve		Wilson's Road (Old secondary site)		Watson Road	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	4	0.280	4	0.280	4	0.280	3	0.210	3	0.210	3	0.210
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	4	0.147	4	0.147	4	0.147	5	0.183	4	0.147	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	5	0.250	5	0.250	5	0.250	4	0.200	4	0.200	3	0.150
TOTAL SCORE								99	4.00	84	3.50	99	3.97	83	3.44	82	3.38	55	2.31
									4.00		3.50		3.97		3.44		3.38		2.31
RANK									1		3		2		4		5		6

Figure 26: Somers BMX MTB Site selection scoring

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
								RW Stone Reserve		Crib Point Station (half pipe)		Abutting Balnarring Pony Club	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A	Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track, and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	3	0.230	1	0.077	1	0.077
B	Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	5	0.267	1	0.053	1	0.053
C	Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	2	0.100	4	0.200	4	0.200
D	Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	2	0.133	2	0.133	3	0.200
E	Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	4	0.080	3	0.060	4	0.080
F	Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	5	0.150	5	0.150	3	0.090
G	Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	2	0.033	1	0.017	1	0.017
H	Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	3	0.090	2	0.060	3	0.090
I	Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	4	0.213	5	0.267
J	Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030	1	0.030
K	Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	1	0.017
L	Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	3	0.050	2	0.033	3	0.050
M	Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	3	0.050	2	0.033	4	0.067

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
								RW Stone Reserve		Crib Point Station (half pipe)		Abutting Balnarring Pony Club	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
N	Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	4	0.133	1	0.033	5	0.167
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	1	0.000	1	0.000	1	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	2	0.133	2	0.133	3	0.200
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	4	0.267	4	0.267	3	0.200
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	3	0.190	3	0.190	1	0.063
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	4	0.240	4	0.240	5	0.300
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	2	0.093	2	0.093	3	0.140
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	4	0.280	3	0.210	2	0.140
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	4	0.147	4	0.147	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	4	0.200	3	0.150	3	0.150
TOTAL SCORE								80	3.310	65	2.67	73	2.87
									3.310		2.67		2.87
RANK								1		3		2	

Figure 27: Sorrento, Blairgowrie, Rye, BMX MTB site selection scoring

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
	5	4	3	2	1		French Street Reserve		Harry Blythe Reserve		Freeway Reserve (Weeroona Street)	
							Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	5	0.383	2	0.153	5	0.383
B Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	3	0.160	5	0.267	1	0.053
C Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	2	0.100	2	0.100	2	0.100
D Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	4	0.267	4	0.267	4	0.267
E Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	3	0.060	3	0.060	4	0.080
F Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	4	0.120	3	0.090	5	0.150
G Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	1	0.017	1	0.017
H Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	4	0.120	3	0.090	5	0.150
I Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	4	0.213	5	0.267
J Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	2	0.060	2	0.060
K Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	1	0.017
L Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	4	0.067	2	0.033	4	0.067
M Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	5	0.083	3	0.050	5	0.083
N Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	5	0.167	4	0.133	5	0.167

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)					
								French Street Reserve		Harry Blythe Reserve		Freeway Reserve (Weeroona Street)	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	1	0.000	1	0.000	2	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	5	0.333	4	0.267	5	0.333
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	5	0.333	4	0.267	3	0.200
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	4	0.253	3	0.190	5	0.317
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	5	0.300	5	0.300
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	4	0.187	2	0.093	3	0.140
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	4	0.280	4	0.280	4	0.280
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than 1km to reach the site	0.04	4	0.147	4	0.147	4	0.147
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	4	0.200	3	0.150	4	0.200
TOTAL SCORE								92	4.02	78	3.37	93	3.91
									4.02		3.37		3.91
RANK									1		3		2

Figure 28: Tyabb, Hastings BMX MTB Site selection scoring

Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)							
	5	4	3	2	1		Westpark Reserve		Fred Smith Reserve		Shed 11 Youth Centre		Hastings Marina	
							Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
A Is the site size suitable for the proposed use type (Regional, District, Local)	The site can accommodate a skills park, pump track, dirt jumps, support facilities	The site can accommodate a skills park or a pump track and dirt jumps and support facilities	The site can accommodate a skills park or a pump track and dirt jumps	The site can accommodate either a skills park, or a pump track or dirt jumps	The site can accommodate only dirt jumps	0.08	2	0.153	4	0.307	1	0.077	4	0.307
B Proximity within MPS recreation region	The site is located within the middle 10% of the planning or travel region	The site is located within the middle 25% of the planning or travel region	The site is located within the middle 50% of the planning or travel region	The site is located within the outer 49% of the planning or travel region	The site is located within the outer 25% of the planning or travel region	0.05	5	0.267	3	0.160	2	0.107	2	0.107
C Ease of access (Hard trails/shared paths, etc)	There are 3 or more trails or paths leading to the site	There are 2 trails or paths leading to the site	There is 1 trails or paths leading to the site	There are roads leading to the site	There is no clear access to the site via road, path or trail	0.05	5	0.250	5	0.250	3	0.150	3	0.150
D Clearly defined site separated from other users who are unlikely to unintentionally walk through	The site is fenced and has no other current known use	The site is clearly defined and has no other current known use	The site is clearly defined and has one other current known user	The site is not defined and has 2 to 3 other other current known users	The site is not defined and has high level of community use by 5 or more other current known users and/or general community use	0.07	2	0.133	1	0.067	4	0.267	3	0.200
E Suitable parking for users who travel by car	There is off street parking of 25 or more vehicles, plus overflow on-street parking available within 100m	There is off street parking space for 15 or more vehicles, plus overflow on-street parking available within 100m	There is no off-street parking however street parking is available within 120m	There is no off-street parking however street parking is available within 250m	There is no parking available within the immediate area	0.02	3	0.060	5	0.100	3	0.060	5	0.100
F Unobstructed access to the site for maintenance and emergency vehicles	Clear and unobstructed access to the site for maintenance and emergency vehicles via designated roadway	Unobstructed access to the site for maintenance and emergency vehicles via vehicle track	Access to the site for maintenance and emergency vehicles within 25m of the site	Access to the site for maintenance and emergency vehicles within 50m of the site	No access for maintenance or emergency vehicles within 100m of the site	0.03	4	0.120	4	0.120	5	0.150	5	0.150
G Relationship to proposed Mornington Peninsula Shire bicycle network	The proposed Mornington Peninsula Shire bicycle network will pass within 50m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 200m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 500m of the site	The proposed Mornington Peninsula Shire bicycle network will pass within 1km of the site	The proposed Mornington Peninsula Shire bicycle network will pass within more than 1km of the site	0.02	1	0.017	5	0.083	4	0.067	5	0.083
H Suitability of facility design to allow riders of varying ages and abilities to participate	The site can accommodate more than 100 riders at a time with a wide variety of designs facilitating all levels of ability	The site can accommodate 50 to 99 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate up to 25 to 49 riders at a time with a wide variety of designs, facilitating all levels of ability	The site can accommodate a limited variety of designs to facilitate only two levels of riders (i.e beginner and intermediate)	The site can accommodate only one level of rider	0.03	2	0.060	4	0.120	2	0.060	4	0.120
I Appropriately shaped and designed so as to not endanger facility users	The site design and layout minimised 90 to 100% of all reasonable risks to users	The site design and layout minimised 75% to 89% of all reasonable risks to users	The site design and layout minimised 60% to 74% of all reasonable risks to users	The site design and layout minimised 26% to 59% of all reasonable risks to users	The site design and layout minimised reasonable risks to users by up to 25%	0.05	5	0.267	5	0.267	5	0.267	5	0.267
J Suitability of soil and materials for construction	There is sufficient suitable soil for construction of the facility available at the site.	Likely up to 25% of soil will be required to be transported to the site	26% to 60% of soil will be required to be transported to the site	61% to 89% of soil will be required to be transported to the site	90% to 100% of soil will be required to be transported to the site	0.03	1	0.030	1	0.030	1	0.030	1	0.030
K Facility integrity through the construction of jumps with appropriate materials free of foreign objects.	The material used for construction and sourced from the site will be 90% to 100% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 75% to 89% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 40% to 84% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 11% to 39% free of foreign objects and organic matter	The material used for construction and sourced from the site will be 10% to 0% free of foreign objects and organic matter	0.02	1	0.017	1	0.017	1	0.017	1	0.017
L Landing areas that are free from obstacles, rocks, etc	There are no obstacles on the site	There are some small obstacles on the site, however these can be removed	There are an assortment of obstacles on the site placing a restriction of up to 25% on the design or use of the site.	There are obstacles on the site placing a restriction of 26% to 50% on the design or use of the site.	There are many obstacles on the site placing a restriction of over 50% on the design or use of the site.	0.02	5	0.083	3	0.050	4	0.067	4	0.067
M Open landing area with sufficient braking and run off space.	There is suitable space for the design to incorporate large landing areas and run off more than 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 20 to 30 metres.	There is space for the design to incorporate landing areas and run off likely to be 15 to 19 metres.	There is limited space for the design to incorporate landing areas and run off likely to be 8 to 14 metres.	There is very limited space for the design to incorporate landing areas and run off is likely to be less than 7 metres	0.02	3	0.050	4	0.067	3	0.050	5	0.083
N Buffer zones surrounding the site that minimise risk of interference with neighbouring properties or collision with other riders, walkers or community members	Buffer zones surrounding the site of 35m or more	Buffer zones surrounding the site of 25 to 35m	Buffer zones surrounding the site of 15 to 24 m	Buffer zones surrounding the site of 5 to 14m	Buffer zones surrounding the site of less than 5m	0.03	1	0.033	2	0.067	4	0.133	5	0.167

	Criteria	Score					Weighting	POTENTIAL SITES / OPTIONS (FROM SHEET 1.)							
								Westpark Reserve		Fred Smith Reserve		Shed 11 Youth Centre		Hastings Marina	
		5	4	3	2	1		Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
O	An appropriate distance between jumps, turns or other challengers	The site allows a facility design that is suitable for the skill and experience level of the intended users.				The site does not allow for a safe design	0.01	5	0.050	5	0.050	5	0.050	5	0.050
P	Material used to maximise the grip of the facility surface	The dirt available on the site offers a high level of grip when used in the construction of the facility	Up to 20% of the material may need to be imported to the site to achieve a high grip level	Between 21% and 60% of the material may need to be imported to the site to achieve a high grip level	Between 61% and 80% of the material may need to be imported to the site to achieve a high grip level	81% and 100% of the material may need to be imported to the site to achieve a high grip level	0.00	3	0.000	1	0.000	1	0.000	2	0.000
Q	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area that does not conflict with other riders, community members or animals	The facility is located in an area used by 1 or more other group, however no conflict is likely	The facility is located in an area used by 1 or more other group, however some conflict is likely	The facility is located in an area used by 2 or more other group, conflict is likely	The facility is located in an area that may conflict with one other user type including other riders, community members or animals	0.07	4	0.267	1	0.067	5	0.333	4	0.267
R	The site has low or no biodiversity, environmental or cultural heritage value	The site has no biodiversity or environmental value	The site has low biodiversity or environmental value	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 1 to 2 sides	The site has low biodiversity or environmental value, however is abutting an area of high biodiversity on 3 or more sides	The site has high biodiversity or environmental value	0.07	5	0.333	4	0.267	4	0.267	5	0.333
S	The site has suitable drainage and run off	The site has very good drainage and run off	The site drains and is suitable for use within 30 minutes of heavy rain.	The site drains and is suitable for use within 31 to 60 minutes of rain.	The site drains slowly and is suitable for use within more than an hour of rain.	The site has poor drainage and will likely require additional capital works	0.02	4	0.080	4	0.080	4	0.080	4	0.080
T	The facility does not negatively impact use of open space by current users.	The facility location will not negatively impact use of open space by current users	The facility location may impact up to 10% users potential use of open space by current users	The facility location may impact 11% to 30% of users potential use of open space by current users	The facility location may impact 31% to 59% of users potential use of open space by current users	The facility location may impact 60% or more of users potential use of open space by current users	0.06	5	0.317	1	0.063	4	0.253	4	0.253
U	Surrounding infrastructure including buildings, paths, roads, etc will not be damaged through the development and use of the site	There is sufficient space to incorporate the facility within the site. There will be no damage to current infrastructure	There is space to incorporate the facility within the site however there may a minor impact on up to 10% of the surrounding infrastructure	There is space to incorporate the facility within the site however there may a minor impact to 11% to 25% of the surrounding infrastructure	There is limited space to incorporate the facility within the site. There will be likely damage to 26% to 50% of current infrastructure	There is very limited space to incorporate the facility within the site. There will be likely damage to more than 50% of the current infrastructure	0.06	5	0.300	4	0.240	5	0.300	4	0.240
V	The site is free of buildings, fences, foliage, barriers, and other structures that may restrict the design or scope of the proposed use and design	The site is open space with no structures, foliage or other restrictions to the design or use of the facility.	The site is open space with structures, foliage or other restrictions on only 10% of the site	The site is generally open space with structures, foliage or other restrictions occupying between 11% to 25% of the site	The site has some open space with structures, foliage or other restrictions occupying between 26 to % to 60% of the site	The site has restricted open space with structures, foliage or other restrictions occupying more than 60% of the site	0.05	5	0.233	1	0.047	3	0.140	5	0.233
W	There is demand for a site within the area	There is demonstrated demand in the area for a regional, district and local site	There is high demonstrated demand in the area for a district or local site	There is high demonstrated demand in the area for a local site	There is a demonstrated demand in the area for a local site	There is low demonstrated demand in the area for a site of any type	0.07	3	0.210	4	0.280	4	0.280	4	0.280
X	Proximity to other facilities, sites, trails, etc	The site is not within proximity of other sites or facilities. Residents would need to travel more than 17km to reach a suitable site	The site is not within proximity of riding to other sites or facilities. Residents would need to travel 5.25 to 17km to reach a suitable site	The site is not within close proximity of other sites or facilities. Residents would need to travel 2.5 to 5.25km to reach a suitable site	The site is in close proximity of other sites or facilities. Residents would need to travel 1 to 2.4km	The site is in close proximity of other sites or facilities. Residents would need to travel less than than 1km to reach the site	0.04	4	0.147	3	0.110	3	0.110	3	0.110
Y	The location has suitable attributes and topography to support the intended use (dirt jumps, pump track, skills park)	The location has a gentle slope and is not encumbered in any other way	The location is flat and is not encumbered in any way	The location is flat and there are 1 or 2 minor impediments	The location is steep	The location is very steep and there 3 or more impediments	0.05	4	0.200	4	0.200	4	0.200	4	0.200
TOTAL SCORE								87	3.677	79	3.11	84	3.51	96	3.89
									3.677		3.11		3.51		3.89
RANK									2		4		3		1

Appendix 6: Site summary and scoring tables

Figure 29: Sorrento, Blairgowrie, Rye local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
French Street Reserve	92	4.02	1
Freeway Reserve (Weeroona Street)	93	3.91	2
Harry Blythe Reserve	78	3.37	3

Figure 30: Capel Sound, Tootgarook, Boneo local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Curlew Drive Reserve/Freeway Reserve	98	4.20	1
Freeway Reserve (Carboor Street)	75	3.27	2
Jetty Road East (183 Jetty Road)	79	3.23	3
Romney Park	77	3.15	4
Trueman's Rd Reserve	72	2.98	5
Marshall Street Reserve	65	2.55	6

Figure 31: McCrae, Dromana, Safety Beach local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Hillview Community Reserve	102	4.27	1
Pat's Paddock-Hillview	99	4.19	2
Arthurs Seat Water Tank Trail Head	81	3.40	3

Figure 32: Mount Martha, Mornington local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Citation Reserve	99	4.00	1
The Briars	99	3.97	2
Flinders Park	84	3.50	3
Mitchell Street Reserve	83	3.44	4
Wilsons Road (Old Secondary Site)	82	3.38	5
Watson Road	55	2.31	6

Figure 33: Mt Eliza, Mornington local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Mt Eliza Regional Park	100	4.09	1
Balcombe Park	82	3.31	2
Bilgola Court Reserve	75	3.10	3
Emil Madsen Reserve	75	3.00	4
Jessie White Reserve/Earimil Creek Reserve	72	2.93	5

Figure 34: Baxter, Somerville local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Harold Reid Reserve	91	3.78	1
Deanswood Drive Recreation Reserve	92	3.76	2
Barekee Reserve	85	3.46	3
Olstead Drive	65	2.60	4

Figure 35: Tyabb, Hastings local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
Hastings Foreshore	96	3.89	1
Westpark Reserve	87	3.68	2
Shed 11 Youth Centre	84	3.51	3
Fred Smith Reserve	79	3.11	4

Figure 36: Somers local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
RW Stone Reserve	80	3.31	1
Abutting Balnarring Pony Club	73	2.87	2
Crib Point Station (Half Pipe)	65	2.67	3

Figure 37: Flinders local area site scoring summary-1

Site Options	Score	Weighted score	Ranking
BA Cairns Reserve	81	3.46	1
Keys Road/Berry Road	79	3.15	2

Appendix 7: Public feedback summary

The public exhibition of the draft Recreational Facilities for Mountain Bike and BMX Strategy commenced on October 20th, 2022 and concluded on December 1st 2022.

The community were invited to view the draft strategy and provide feedback via the following:

1. Council's Shape Webpage
2. Media releases
3. Social media posts
4. Customer service advertising
5. Direct email to registered shape page stakeholders
6. During the 3x Citation Reserve Dirt Jumps Pilot Program session days
7. Posters distributed to schools

Figure 38 Number of people responding to engagement

Shape website	No. of respondents
Impressions*	90,021
People reached**	27,482
Total link clicks***	692
Written feedback received	38

*. Impressions - total number of times the project information/ media release, posts, etc. were seen.

**. People reached - the number of unique users / individuals that viewed project media information.

***. Clicks - the number of users that clicked on the information/ media release, etc. to gain further information.

Feedback overview

There were 38 responses regarding the draft Recreational Facilities for Mountain Bike and BMX Strategy, received during the exhibition period. Two additional responses were received that related to skate facilities.

There was extremely strong support in general for the Strategy and that Council was taking positive action to establish suitable BMX and MTB facilities within the Mornington Peninsula Shire.

Of those who responded 92% were supportive of the Strategy.

Feedback themes

Key themes raised within the written feedback received included:

- Proposed additional local dirt jump areas and sites are needed. (63%).
- Need to provide facilities that meet all skill levels (21%).
- Inclusion of children in design, construction and maintenance (21%).
- Concern about safety, particularly of unintended users (18%).
- Site suitability: concern about facilities in some locations used (10%).
- Financial support is required to implement the strategy (8%).
- Is there still demand post COVID-19 lockdown? (5%).
- Pleased with the success of the Citation Reserve Pilot Program (5%).
- These facilities provide positive economic impact (5%).

Other comments

Additional comments from the responses included:

Delays in implementation may result in continued building of unauthorised jumps.

Competition facilities for BMX and pump track racing should be constructed. The need for a clear deterrent for construction of unauthorised dirt jumps.

Figure 39 Feedback from public exhibition of the draft Recreational Facilities for Mountain Bike and BMX Strategy

Theme from consultation	The Issue	Included within the Strategy	Changes made to the Strategy
Proposed additional local dirt jump areas and site locations (63%)	- Concern that facilities proposed are not close to their community (particularly in southern peninsula - Blairgowrie, Sorrento, Portsea). - Propose a Mountain Bike facility in Mornington or Mt Martha - Narambi Station Reserve - Kennedy Street Reserve - Safe Access to facilities is required for riders from Mt Martha. It is difficult to access west of Nepean Highway, from eastern Mt Martha	- Review locations within Southern Peninsula region - Mornington/ Mt Martha region has sites allocated within the strategy	- No Change to strategy - No change to current number or recommended location of sites - Narambi Station Reserve has a rare Orchid species - Unsuitable location for BMX/ MTB facilities - Kennedy Street Reserve is a bushland reserve - Unsuitable location for BMX/ MTB facilities
Need to provide facilities that meet all skill levels (21%)	- Facilities should provide a challenge for all levels of ability – beginner to advanced. - Provide different types of facilities at each site to encourage movement from one to another. Each site to have a different style unique to each facility.	Strategy includes within selection criteria F “Suitability of facility design to allow riders of varying ages and abilities to participate”	No change to strategy
Inclusion of children in design, construction and maintenance (21%)	Support for including children in the building and design process to gain skills and ownership	Strategy recommends inclusion of children and the wider community in the design, building and maintenance of local level sites.	Refer findings of the Citation Reserve Pilot Project Evaluation Report
Concern about safety, particularly of unintended users (18%)	Safety concern of potential unintended users, tripping/ falls and dog off-leash	- Strategy recognises potential conflict. - Council to review and modify local signage, dog of leash zones as required.	No change to strategy.
Site suitability; concern about facilities in some locations used (10%)	- Potential conflict on access trails with other users i.e., dog walkers on Mt Martha Boardwalk, Walkers, etc. - Some respondents recommended locating facilities in sportsgrounds or large open space areas (and not near picnic or recreation areas) due to noise and disturbance to people relaxing.	Site selection criteria within the Strategy address's location type and proximity to residential areas.	No change to strategy

Theme from consultation	The Issue	Included within the Strategy	Changes made to the Strategy
Financial support required to implement the Strategy (8%)	- Initial and ongoing financial support required to ensure a quality initial facility and ongoing suitable level of maintenance - Specialist maintenance of current and future facilities required	Strategy includes recommended additional internal Council resourcing in the form of a Sport Development Officer to oversee construction and maintenance of facilities.	- Identified need for Council to employ 1x Sport Development Officer resource to implement this strategy. - Strategy updated to include local dirt jumps construction and maintenance guidelines
Post COVID-19 lockdown demand (5%)	Is there a demand post COVID-19 lockdowns or has the community moved on to other recreation and sport pursuits	Strategy notes sites where demand is evident. The Citation Reserve Pilot Program showed there is an ongoing demand for BMX and Mountain Bike facilities in that area.	Strategy notes where demand is evident and hence ongoing demand should be monitored before specific locations are developed.
Success of the Citation Reserve Pilot Program (5%)	- Very positive feedback regarding the Citation Reserve Pilot Program - Thank you for listening Council	Citation Reserve Pilot Project to inform the Strategy regarding the feasibility of rider involvement in design, building and maintenance of local level facilities.	Strategy updated to identify it is feasible to involve riders in the development of local dirt jumps and refer to the Pilot.
Positive economic impact (5%)	Suitable facilities will draw people for recreation from a wide area creating an economic benefit to the region.	Economic benefits addressed within the draft strategy	No change to Strategy