



URBAN BIKE PARK FEASIBILITY

JANUARY 2024

Prepared for:



Report prepared by:
Author: Dan Greenwood - TrailScapes Pty Ltd
ABN: 69 503 535 986
Email: info@trailscapes.com.au
Phone: +61 416 290 113

Website: www.trailscapes.com.au

Services provided for: Randwick City Council

Site Visit Completed: 18th October 2023

Report: December 2023

Status	Changes	Author	Date
Draft V1	N/A	D.Greenwood	8th December 2023
Draft V2	Summary addition, potential rider numbers, Maintenance requirements	D.Greenwood	1st February 2024

Disclaimer

The information and recommendations provided in this report are made based on information available at the time of preparation. While all care has been taken to check and validate material presented in this report, independent research should be undertaken before any action or decision is made based on material contained in this report. This report does not seek to provide any assurance of project viability and TrailScapes accepts no liability for decisions made or the information provided in the report.

INTRODUCTION

TrailScapes was engaged by Randwick City Council to complete an inspection of 3 potential sites that may be suitable as potential Bike Park locations.

Each individual location was assessed for

- Park suitability. Can the site accommodate the proposed track typology and size?
- Location suitability - terrain, existing vegetation, access, buildability
- Optimal typology - Pump track vs BMX vs Mountain Bike (and the various forms of mountain bike tracks) or a combination of the above
- Opportunities and constraints
- Guidance for what assets need to be included e.g carpark toilets etc

High Level Costs estimates are also provided.

We have used the "Traffic Light" INDICATOR system in terms of assessing each site for suitability

Green = Optimal. Meets the criteria in multiple ways.

Amber = Some constraints in place. May have challenges as to why the site isn't preferred or will need solutions to issues that may be present or that are easily achieved elsewhere.

Red = Not Ideal. Significant issues or concerns as to why the site or criteria isn't optimal. This may not mean that the site can't be developed however, it will require solutions that are not cost effective and may not provide the desired result.

ABOUT US

TrailScapes Pty Ltd is an international trail building company based in Australia which specialises in the planning, design, building and maintenance of sustainable trails.

As Australia's fastest growing trail builder, we provide a comprehensive range of trail design, construction and assessment services nationally and internationally through our experienced team of professional trail builders and consultants.

We design and build all types of trails, including International Standard Mountain-Bike Parks, Competition and Recreational Mountain Bike trails, Recreational Walking and Horse riding trails, BMX, Dirt jump and Pump tracks, and Shared-Used trails that benefit all kinds of users.

We are able to bring our extensive knowledge of Australia's trail networks, including formal and informal trail use, conservation objectives and relevant legislation, strategies and management plans to your next project.

SUMMARY

Objective:

The primary goal is to establish a comprehensive bike facility that caters to a broad range of users by incorporating multiple cycling typologies. This recommendations in this report aim to enhance inclusivity, accessibility, and engagement within the community, providing a platform for a diverse group of riders to participate in the varying forms of cycling and in particular off-road cycling.

Key Components:

- Varying Typologies: Designing and implementing various types of biking infrastructure, including trails, jumps, pump tracks, and skill zones, to accommodate riders of all skill levels and preferred styles.
- Inclusivity: Focusing on accessibility features to ensure that riders of all ages, abilities, and backgrounds can participate, fostering a sense of community and attempting to break down barriers to entry.
- Destination Creation: Transforming the facility into a well designed and safe destination that attracts not only local residents but also visitors from surrounding areas. This will be achieved by incorporating amenities that compliment the site, green spaces (BBQ and Picnic areas) and different cycling typologies to create a facility that caters to a larger demographic.

Value Proposition:

- Community Health and Well-being: Promoting physical activity and a healthy lifestyle by providing a space where individuals can engage in offroad cycling activities. This assists in contributing to the overall well-being of the community.
- Economic Benefits: Creating a destination can drive tourism, boosting the local economy through increased patronage of businesses such as cafes, and bike sales/repair/rental shops with a potential for short term accommodation increase (Air BNB etc.)
- Social Cohesion: Offering a communal space for people to connect and share in their chosen past time, fostering a sense of belonging and community. This can lead to the formation of social groups and clubs centered around the facility provided.
- Skill Development: Providing opportunities for individuals to enhance their biking skills, contributing to personal development and creating a potential hub for cycling enthusiasts to progress and learn in a safe environment.
- Environmental Stewardship: Integrating sustainable practices in the design and maintenance of the facility, such as eco-friendly construction materials and responsible trail management, to minimize the environmental impact. A well designed facility can provide a wilderness feeling whilst remaining within an urban environment.

CASE STUDY - Blue Derby Mountain Bike Trails

Blue Derby Mountain Bike Trails, located in the north-eastern part of Tasmania, has emerged as a premier adventure tourism destination, particularly renowned for its world-class mountain biking trails. The transformation of Blue Derby from a former mining town into a thriving tourist hub showcases the potential of outdoor recreation in driving economic growth and enhancing local communities.

Blue Derby's journey as a mountain biking destination began with the conversion of abandoned logging and mining trails into purpose-built mountain bike trails. The project was initiated by the Dorset Council in collaboration with the local community and various stakeholders. Local communities actively participated in the project, providing insights into the area's history and culture. This collaboration not only ensured the trails complemented the natural environment but also created a sense of ownership and pride among residents. The project has revitalized the local community, creating job opportunities and encouraging entrepreneurial ventures. The influx of visitors has breathed new life into the town, creating a strong community spirit.

Multiple towns similar to Derby have now followed suit and as these destinations grow in popularity, more and more local councils are looking to them as success stories (Omeo - VIC, Mersey - TAS, Tenterfield- NSW, Cairns - QLD)

In summary, a multi-typology bike facility can and will create a dynamic, inclusive, and economically beneficial destination that promotes community well-being and skills development, drawing inspiration from successful models like Derby.

COMPARABLE LOCATIONS - Sydney

The Grove Bike park - Seaforth

- Pump Track and Small dirt Jumps

Jubes Bike park - Wahroonga

- Flow trail with jumps and berms for all skill levels

Bare Creek Bike Park - Belrose

- Dirt Jumps of all sizes, pump track, short flow trails

Wylde MTB Park - Cecil Park

- Cross Country style MTB Trail with optional features and jumps. Pump Track and small dirt jumps

NorthBridge Skills Park - Northbridge

- Natural surface pump track with small dirt jumps

Boronia Bike Park - Hunters Hill

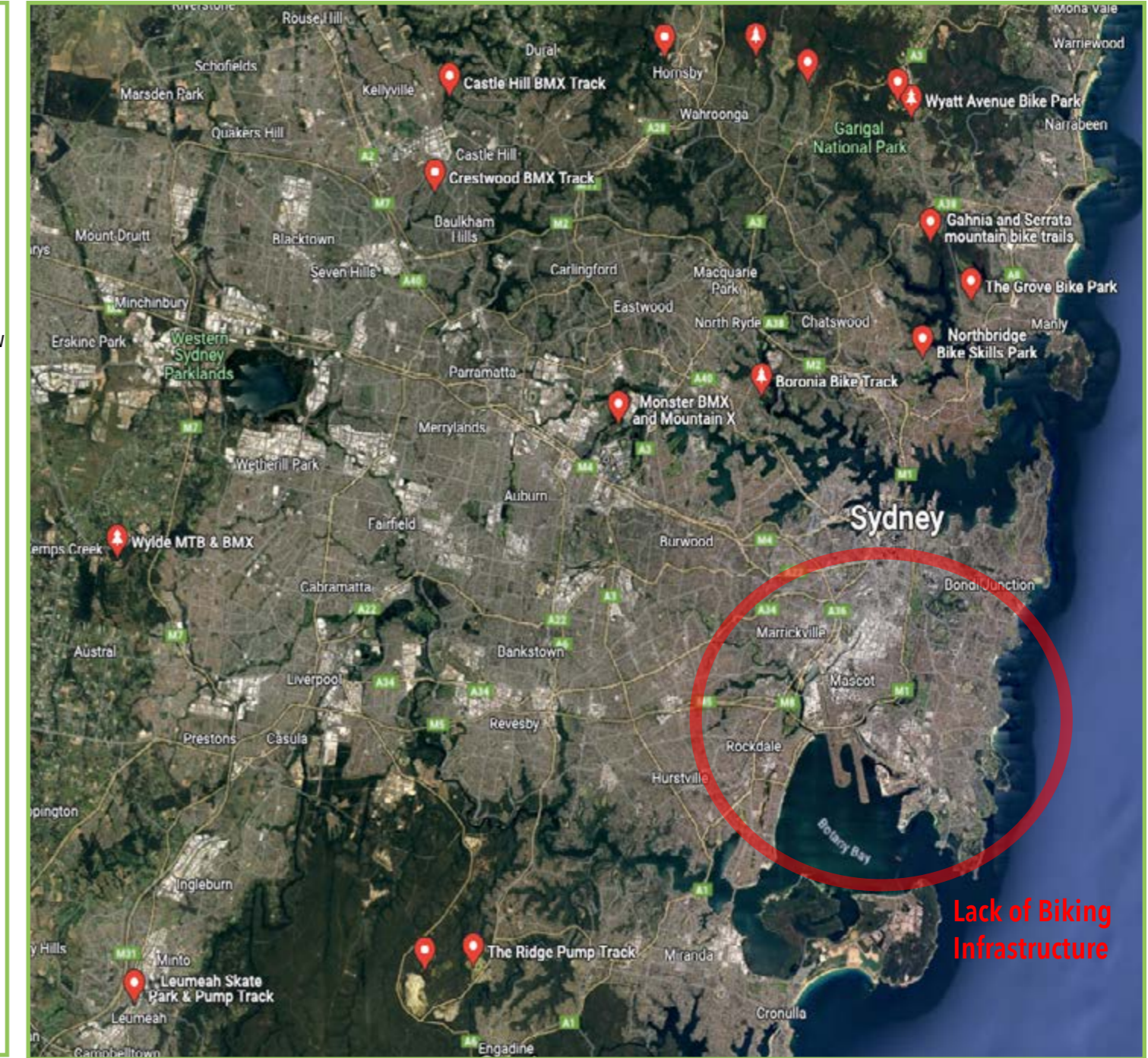
- Asphalt surfaced jump trail with wooden jump takeoffs

Wyatt Ave Bike Park - Belrose

- Newly constructed skills park with pump track, dirt jumps and skills features

Hornsby MTB Trails - Hornsby

- Small MTB Trail network with dirt jump section. Has raised boardwalks and technical features



SITE 1. 1903R BOTANY RD, MATRAVILLE

INITIAL SITE DESCRIPTION

1903R Botany Road is a mixed terrain parcel of land that encompasses a major stormwater flow path, Bunnerong Creek.

It is currently used as a storage location for a cycleway construction project and contains varied terrain, a disused building in poor condition and some significant mature vegetation.

This location would require significant weed eradication and may have flooding risks if the entirety of the site were to be used.

A carpark would be required with left turn in access from Botany Road the most likely option and pedestrian bicycle access off Bunnerong Rd and Moorina Ave.



ON-SITE ASSESSMENT

CRITERIA	COMMENTARY	INDICATOR
Overall Park suitability	<ul style="list-style-type: none"> The Matraville site is the least favorable of the 3 possible locations for biking infrastructure. The creek line is heavily choked with lantana and other weeds/trees and would require significant clearing prior to understanding the full potential of the location. The flatter area next to Botany rd (close to the current building structure) is suitable to be used for a pump track/small skills area and a car park 	
Location suitability	<ul style="list-style-type: none"> Located on a main road and close to homes the location is suitable in terms of it being accessible for users Site easily accessed by walking/riding to the facility. Car parking would be the main concern as the required car park size would reduce the size of the infrastructure that could be constructed. Significant site leveling and construction required to have the site prepped for construction 	
Optimal Typology	<ul style="list-style-type: none"> Smaller scale pump track of approximately 105 linear meters Small skills Area Seating areas 	
Opportunities and constraints	<ul style="list-style-type: none"> The need to clear the site prior to understanding the complete layout is one of the constraints with this site Busy location in terms of vehicle traffic Location has been flagged as a potential site for an S.E.S facility Good opportunity to develop what is currently an unused site in need of repair and clearing into a community asset Creek that runs through the site could be a potential safety risk due to high level of water at times and steep sided banks Car Park construction costs could be high 	
Additional assets	<ul style="list-style-type: none"> Covered seating areas with good visibility of the facility Toilets Drinking water Landscaping (Turf, plants, mulch, stone retaining walls) Signage CCTV Bike racks 	
	<p>SUMMARY - "Amber light "</p> <p>Although the site is not ideal compared to the 2 other locations that have been investigated, it could be developed into a nice community asset by developing a weed choked water line into bike park facility that is nicely landscaped.</p> <p>"We suggest that community consultation is undertaken to understand the needs of the local community and that a further concept plan is developed.</p>	
User Groups	Proposed Design would cater for Bikes, Run bikes, Scooters and Skateboards	
Estimated Daily Visitor Numbers	Peak period daily visitor number estimate: 190 - 240	

CONCEPT PLAN



INDICATIVE PRICING

ITEM	DESCRIPTION	INDICATIVE PRICING
Pump track	Based on 105 Linear meters, Asphalt surfaced with turf surrounds and line marking	\$165,000.00
Skills area	Crushed stone surfacing with 8-10 timber features (steel frame)	\$102,000.00
Signage	Pump track safety signage and Skills track signage (How to ride, protective equipment to be worn)	\$4,800.00
Amenities	Water, Shade, Picnic seating, benches, bike rack, Bike repair stand	\$22,000.00
Car Park	Asphalt Surfaced car park with marked lines	\$68,000.00
Land-Scaping	Gradens, Plants, turf	\$40,000.00

*Pricing is indicative only and does not include staff labour, accommodation or daily allowances

TYOLOGY EXAMPLES

Asphalt surfaced pump track

- Multiple landscaping options
- Turf, mulch, artificial grass can be applied to soften the surrounds
- Designed with all skill levels in mind to cater for beginner to advanced



Skills track and features

- Timber features with steel frames
- Designed to encourage skills and progression
- Crushed stone tread joining features
- Great for coaching opportunities and school groups
- Designed as a loop to work through the circuit
- Large stones can be used as features
- Landscaped surrounds for aesthetics and safety



SITE 2. CROMWELL PARK NORTH, MALABAR

PROVIDED SITE DESCRIPTION

Cromwell Park North is an undulating park between Pioneers Park and the wastewater treatment plant in Malabar.

It is currently an underutilised parkland containing varied terrain and some significant mature vegetation.

This location has access to existing on street parking and amenities at Pioneers Park.

This park is also in close proximity to Malabar public school, Malabar Beach and future cycle connection along Anzac Parade.



ON-SITE ASSESSMENT

CRITERIA	COMMENTARY	INDICATOR
Overall Park suitability	<ul style="list-style-type: none"> ■ Cromwell Park North is an ideal location for the development of an urban setting Mountain bike park. ■ It's a unique bushland setting with undulating rolling grass terrain that can be easily transformed into an urban bike park ■ Location is ideal to provide an all round facility encompassing a broad range of user groups 	●
Location suitability	<ul style="list-style-type: none"> ■ Ample parking is available ■ Other sporting facilities in close proximity ■ Area has a large amount of foot traffic which can be integrated in the design and provides passive surveillance, although there is a potential for conflict with dog walkers. Walking trails to be considered in design ■ Close to homes, schools, shops and the beach ■ Family friendly location with ample space for BBQ and picnic areas within the bike park allowing for oversight and viewing ■ The contours of the park are excellent from a design standpoint 	●
Optimal Typology	<ul style="list-style-type: none"> ■ Unique location allowing for a one of a kind facility ■ Opportunity for large size pump track ■ Multiple flow trails can be developed into a small network of trails ■ Space for skills development and construction of a skills specific area ■ Opportunity to provide a dirt jump facility to assist in the removal of illegal jump sites that councils are currently encountering 	●
Opportunities and constraints	<ul style="list-style-type: none"> ■ Opportunity to provide the first of its kind facility in an urban setting. ■ This would bring "Mountain Biking" to the urban environment and be a draw card to bring riders from all over Sydney. ■ The facility could be designed to be family friendly in terms of viewing areas and cooking facilities (BBQ's). ■ Opportunity for Small businesses in terms of potential bike hire/repair shops, food trucks/stalls. 	●
Additional assets	<ul style="list-style-type: none"> ■ Covered seating areas ■ Toilets ■ Drinking water ■ Landscaping ■ Signage ■ CCTV ■ Bike racks and Bike wash unit 	●

●	<p>SUMMARY - "Green Light"</p> <p>Cromwell Park North site is the preferred location out of the 3 potential options from a Bike Park design and construction stand point. Construction access is ideal with multiple access points and the development can be approached in stages depending on council needs and budget. The site provides a perfect blank canvas for the design and construction of a unique facility that does not currently exist within an urban setting.</p> <p>We suggest that community consultation is undertaken to understand the needs of the local community and that a further concept plan is developed.</p>
User Groups	Proposed design would cater for Mountain bike riders, Dirt Jump Bikes, BMX riders, run bikes, scooters and skateboards (Pump Track area)
Estimated Daily Visitor Numbers	Peak period daily visitor number estimate: 390 - 450

CONCEPT PLAN



INDICATIVE PRICING

ITEM	DESCRIPTION	INDICATIVE PRICING
Pump Track	Large Asphalt Surfaced pump track (Approximately 160 Linear meters)	\$195,000.00
Skills Area	Large skills zone with timber and stone features. Designed to progress skills and for coaching purposes. Once skills are mastered then riders can progress to the more challenging trails in the park	\$120,000.00
Dirt Jump Zone	Timber takeoff ramps with steel frame, compacted dirt landings (Can be a combination of table top jumps for beginner lines and gap jumps for more advanced lines)	\$93,000.00
Flow Trails and access paths	Crushed rock surfaced trails, excavator cut, varying in difficulty	\$235,000.00
Trail head areas and Landscaping	Raised starting mounds with signage and stone retaining walls	\$82,000.00
Amenities	Water, Shade, Picnic seating, benches, bike rack, Bike repair stand	\$82,500.00

*Pricing is indicative only and does not include staff labour, accommodation or daily allowances

TPOLOGY EXAMPLES

Asphalt surfaced pump track

- Multiple landscaping options
- Turf, mulch, artificial grass can be applied to soften the surrounds
- Designed with all skill levels in mind to cater for beginner to advanced
- Will provide options for Scooter and skateboard riders also due to the asphalt surfacing



Flow Trails, Skills Zone, Dirt Jumps

- Shaped Trails that maximise and encourage flow and managed speed
- Timber features with steel frames
- Designed to encourage skills and progression
- Crushed stone tread joining features
- Great for coaching opportunities and school groups
- Designed as a loop to work through the circuit
- Large stones can be used as features
- Landscaped surrounds for aesthetics and safety
- Jumps designed with safety and fun in mind, allows riders to learn to leave the ground safely



SITE 3. ANZAC PARADE MEDIAN

INITIAL SITE DESCRIPTION

The Anzac Pde median site is a unique location between Matraville Sports High School and Long Bay Correctional Facility in Chifley.

It is currently unused, with flat terrain and some significant mature vegetation. This location was earmarked as a potential preferred location for a bike park during recent community consultation for an Anzac Pde shared path corridor.

This shared path corridor is proposed to run north-south through this site in the future.

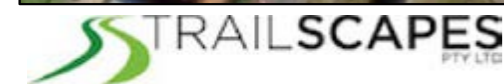
This park would likely require some form of car parking and further safety measures.



SITE ASSESSMENT

CRITERIA	COMMENTARY	INDICATOR
Overall Park suitability	<ul style="list-style-type: none"> A bike facility in this location would make great use of a narrow and otherwise unused space. The long and narrow footprint would allow for a substantial size track and facilities Tree cover provides natural shade and shelter 	
Location suitability	<ul style="list-style-type: none"> With a future bike path being planned for in this area, it would be an ideal location for a mid ride stop off adventure or as a destination/draw card for the bike path Due to it's proximity to houses it would be an asset for the community and provide an easily accessible urban bike track. This would be number 2 on the preferred location list for an urban bike park due to its size, proportions and terrain on offer 	
Optimal Typology	<ul style="list-style-type: none"> This location suits a pump track of medium size (approx 130 linear meters), A looped adventure trail with skills features of varying difficulty (Approximately 400m in length) Multi- line jump trail with multiple size jumps of varying difficulty and design 	
Opportunities and constraints	<ul style="list-style-type: none"> Great opportunity to use an otherwise unused space Close to homes and School Stop off point/destination for the planned future bike path. Site will need a car park with the ideal location being the southern end so as to not restrict the width of the facility (Narrow Site) Pedestrian crossing access required at both ends of the facility for safe access. Opportunity for the adjacent median strips to be used as an extension of the facility in the future creating a larger footprint Recommend organising an arborist report to assess the trees on site as some limbs will need pruning. Check others for health Can be constructed in stages eg: Pump Track initially and add loop trail then dirt jumps Potential safety Management issue in regards to road crossings and visitor numbers 	
Additional assets	<ul style="list-style-type: none"> Toilets Drinking water Landscaping Signage CCTV Larger fencing for the perimeter Bike racks 	
	<p>SUMMARY - "Green Light"</p> <p>The Anzac Pde Median site is suitable for a Bike Park facility. The shape, vegetation and contours do pose some challenges in terms of design and construction however these are easily overcome. Access is good for the construction phase with multiple access points available for equipment and material drop off.</p> <p>A staged approach can be achieved here as well depending on community consultation outcomes and budget requirements.</p>	
User Groups	Proposed Design would cater for Mountain Bikes, Run Bikes, BMX Bikes, Scooters and Skateboards (Pump Track)	
Estimated Daily Visitor Numbers	Peak period daily visitor number estimate: 300-350	

CONCEPT PLAN



INDICATIVE PRICING

ITEM	DESCRIPTION	INDICATIVE PRICING
Pump Track	Medium size Asphalt surfaced Pump Track (120 Linear meters)	\$180,000.00
Loop trail	Crushed rock surfaced loop trail with 12 skills features	\$114,000.00
Car Park	Asphalt surfaced car park with marked lines	\$85,000.00 - \$125,000.00
Amenities	Water, Picnic seating, benches, bike rack, Bike repair stand	\$31,000.00
Safe access routes	Pedestrian crossings at both ends of the facility for safe access	TBC
Trail Head areas and Land-scaping	Crushed rock surfaced trail heads with safety signage and sandstone retaining walls	\$62,500.00

*Pricing is indicative only and does not include staff labour, accommodation or daily allowances

TYPOLGY EXAMPLES

Asphalt surfaced pump track

- Multiple landscaping options
- Turf, mulch, artificial grass can be applied to soften the surrounds
- Designed with all skill levels in mind to cater for beginner to advanced
- Will provide options for Scooter and skateboard riders also due to the asphalt surfacing



Flow Trails, Skills Zone, Dirt Jumps

- Shaped Trails that maximise and encourage flow and managed speed
- Timber features with steel frames
- Designed to encourage skills and progression
- Crushed stone tread joining features
- Great for coaching opportunities and school groups
- Designed as a loop to work through the circuit
- Large stones can be used as features
- Landscaped surrounds for aesthetics and safety
- Jumps designed with safety and fun in mind, allows riders to learn to leave the ground safely



COMPARABLE EXAMPLES

HAUNTED HILLS BIKE PARK

The Haunted Hills Bike Park (HHBP) is a great example of a large multi typology bike park incorporating trails, skills areas and a large pump track.. In the making from 2012, the network has been planned and designed to create a significant 'gateway' trail network attracting strong interest from locals and visiting riders and providing opportunities for genuine regional economic benefit.

TrailScapes was engaged by the Latrobe City Council to undertake the design and construction of a 13km+ mountain bike trail network, asphalt surfaced pump track and two smaller natural surfaced pump tracks, a large skills and junior development area and two smaller ones, as well as a range of associated infrastructure, including carpark, toilet, BBQs, shelters, bike repairs and wash-down station, trailhead and signage.

The community plays a large part in maintaining and operating the bike park holding monthly maintenance days, races and social events. The facility creates a sense of ownership and provides the Gippsland MTB Club a location to operate from.



Haunted Hills Mountain Bike Park is a strategically important mountain bike facility, which has been carefully planned to provide unique experiences that will attract specific mountain bike markets.

The following summarises the similarities between the Haunted Hills Bike Park and the potential facility in the Randwick area:

- **Large Multi Typology Bike Park**
- Planned to create economic benefits for the local area
- Progressive trails designed to easy, moderate and difficult classification, catering to all riders. with a large Pump Track and Skills area



GEORGETOWN ASPHALT SURFACED PUMP TRACK

The pump track was designed to cater for bikes, skateboards, scooters and in-line skates. It was designed to have fantastic flow, opportunities for creative interpretation and to be suitable for riders of all skill levels.

Birdseye Studios (sub-consultant) developed construction drawings, including layouts, drainage details, and 3D renders of the design. TrailScapes provided the expertise on the layout and combinations of individual features to ensure a fun, flowy user experience that caters for a wide range of user types and abilities.

The example of the Georgetown Pump Track below shows what could be constructed at all 3 sites. All TrailScapes Pump Tracks are multi line and custom designed to fit the required space.



Duration of contract

Design - January 2021

Construction - April 2021

Client company name

Georgetown Council, Tasmania



WILGULGA ASPHALT SURFACED PUMP TRACK

Trailscapes completed the design and construction of an asphalt surfaced pump track in the city of Coffs Harbour on the NSW mid north coast. Planning was key to making this project a success and the construction was carried out smoothly in 5 weeks, on time and within budget.

The track is one of our more progressive designs with multiple transfer options and a small junior loop integrated into the track to cater for all riders



Duration of contract

June - July 2022

Client company name

Lahey Constructions

Client contact

Ken Foran - 0427 464 046



SHEPHERDS HILL RECREATION PARK

Our team completed revamping old singletrack in this Reserve. This heavily used suburban reserve was crying out for an upgrade and expansion of its trail network and also received a brand new pump track, jump line and small skills park.

The pump track area comprising of an intermediate pump track, an intermediate jump line and a beginner loop was designed by talented young World Cup riders Remy Morton and Jackson Davis. The local and wider community recognises these facilities as one of the best of its kind in Australia due to its design, looks and effective drainage. Due to its challenging location – inside a “bowl” – TrailScapes planned and installed long trenches filled with geotextile and gabion stone in low spots. This technique has proven very effective.

The small skills area conveniently placed next to the carpark consists of a few steel and wooden structures enabling beginner riders of all ages to practice basic skills in a safe environment. Our team installed soft rubber edging and soft fall bark chip around each skills feature.

The cross-country trails are rated Blue – Intermediate (IMBA difficulty rating). The main goal of our team here was to build low impact “singletrack” trails that minimise the impact on the environment by keeping many features of the land incorporated in the trail (such as rocky outcrop) to provide a fun challenge to users.

This is a great example of a Multi Typology facility catering for beginner to advanced riders.



Duration of contract

June – September 2015

Client company name

Department of Environment, Water and Natural Resources (DEWNR SA)

Contact officer

Matthew Ackland, Statewide Trails Officer, 0429 236 483



MAINTENANCE REQUIREMENTS

INSPECTION AND MAINTENANCE RECOMMENDATIONS

Inspection intervals are site specific. A high use full-scale skills park could reasonably require a weekly detailed inspection, while a simpler or less used bike specific trail could only require a monthly inspection.

Regardless, inspection needs to be scheduled based on what is reasonable for the site.

PUMP TRACK MAINTENANCE

Asphalt Surfaced Pump Tracks generally require minimal maintenance which has been a large driver in their popularity. The design of the track generally incorporates rolling batters off the back of berms and rollers to ensure council grounds staff can easily access and cut the grass with existing mowing equipment. A monthly inspection around the perimeter of the track can then be completed to ensure no grass roots are starting to creep into the edges of the asphalt.

Expected monthly inspection/maintenance time for a pump track - 30 to 60 min depending on size of track.

FLOW TRAIL AND SKILLS PARK MAINTENANCE

Well designed and constructed trails require minimal maintenance under normal weather conditions. Trails are designed to shed water in the correct locations minimising erosion.

Drains should be checked and cleared on a monthly basis. Trail features (Jumps, rollers etc.) may require resurfacing/shaping annually.

Skills park features should be checked Bi-Monthly for wear and tear and to ensure fastenings (Screws, bolts etc) are tight and feature is secure

Inspection and Maintenance timeframes can vary depending on the size of the facility.

UTILISING VOLUNTEERS

Historically, volunteers have played a large role in the development and maintenance of mountain bike trails, dirt jumps and pump tracks. Particularly where there is an active mountain bike club or similar community organisation, there is a usually a strong sense of stewardship amongst stakeholders.

Volunteers can assist with the ongoing management and upkeep of an asphalt pump and skills tracks by:

- Reporting hazards on an adhoc basis through receiving community feedback, via social media or club activities
- Passive surveillance, through using the pump track and preventing anti-social behaviour
- Remedying minor hazards as part of routine club activities
- Performing minor preventative maintenance tasks, such as clearing drains and sweeping the track surface

TRAIL MAINTENANCE WORKSHOP

TrailScapes can provide trail maintenance workshops and specific training for local volunteers and council staff to ensure that the correct techniques are put in place and ensure the longevity of the trail network. Items covered in the workshop are - Basic trail design, drainage, feature construction, rock armouring and basic maintenance techniques using hand tools.



FOLLOW US

INSTAGRAM | @trailscapes

FACEBOOK | @trailscapes

LINKEDIN | TrailScapes Pty Ltd

www.trailscapes.com.au