

Youth Outdoor Recreation Action Plan 2025–2035

Appendices





Tweed Shire Council wishes to acknowledge the Ngandowal and Minyungbal speaking people of the Bundjalung Country, in particular the Goodjinburra, Tul-gi-gin and Moorung – Moobah clans, as being the traditional owners and custodians of the land and waters within the Tweed Shire boundaries. Council also acknowledges and respects the Tweed Aboriginal community's right to speak for its Country and to care for its traditional Country in accordance with its lores, customs and traditions.

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Appendices - Tweed Shire Council Youth Outdoor Recreation Action Plan

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Skate and bike facility types¹

Council engaged specialist consultants Skate Parks and Spaces and PLAYCE to inform the development of skate, scooter and bike facilities in the Tweed.

Council plans to offer a diverse range of skate and bike facilities to cater to the varied needs of users engaged in these activities. Each user group has its own identity, culture and requirements, as people skate and ride for different reasons and with varying skill levels. For some, these activities serve as a mode of transport, while for younger children, skateboarding, scootering and BMX riding are part of a broader play experience. Facilities should integrate into larger recreational precincts that offer multiple experiences for everyone. Pump tracks, in particular, are gaining popularity as an inclusive play option suitable for all ages and skill levels.

The evolving nature of these sports means that some facilities may have lasting heritage appeal, while others are innovative or more contemporary. Unlike traditional sports with fixed court dimensions and rules, skateboarding, scootering and BMX lack a standardised facility type. Instead, the diversity of spaces and designs contributes significantly to their appeal. Street skaters often avoid skate parks in favour of the urban environment, whereas bowl skaters might travel long distances to find new bowls. Understanding the different styles and needs of these activities is crucial for designing a network of facilities that accommodate a wide range of users.

The following information has been informed by consultants Skate Parks and Spaces.

Transition skateboarding/riding

Transition means riding curved bowls and pools or part thereof. Generally, the transition or curved surfaces are usually bowls which are essentially a re-creation of the empty pools utilised in California in the 1970s. Popular globally, these facilities come in various shapes and sizes, including single bowls, snake runs and combination bowls. Each bowl often has a unique design, attracting riders who seek the distinct character of each, especially those that are more intricate or deep. While skateboarders, scooters and BMX riders can enjoy these bowls, they can be tailored to enhance the experience for specific groups by incorporating features like spines, street spines and boxes, which are particularly valuable for BMX and scooters.



¹ A list of the different skate styles including bowl and transition, street and urban and combination street and urban can be viewed in the NSW Government's Adventurous Spaces: Best Practice Guide. Accessed at Adventurous Spaces – A best practice guide for bringing adventure play into public open spaces (nsw.gov.au). The same guide provides further details on pump tracks and skills parks.



Park - skateboarding/riding

Often mistaken for street or plaza skating, park style involves using purpose-built features designed to mimic urban elements. Created in the late 1990s primarily to provide a safe environment for skating, park style remains popular today. Features typically include fun boxes, ledges, spines, banks, quarter pipes, jump boxes and hips, along with street-inspired elements like rails, ledges and stairs. These elements are suitable for skateboarding, scootering and BMX.

Pump track

A pump track is a looped course designed so that riders can maintain momentum through a 'pumping' motion rather than pedaling or pushing. The primary design elements include rollers (bumps along the track) and berms (curved corners). Pump tracks can be constructed from various materials, such as dirt, concrete, or asphalt and are suitable for skaters, scooters, rollerbladers and BMX riders. They can attract beginners and more experienced riders.

Dirt pump tracks are the most cost-effective to build, requiring only a shovel, space and labour. However, they demand frequent maintenance due to weather and wear, which can quickly alter their design. Concrete pump tracks, while needing more planning and investment, require less maintenance. Asphalt pump tracks that integrate with the landscape are becoming increasingly popular.



Urban plaza or street skateboarding/riding

This approach involves using existing urban environments, such as civic plazas, stairs and seating areas. Due to community concerns about skaters affecting others' use of public spaces, dedicated plaza and street spots are now being developed to provide a controlled environment for skating. These spaces are designed with urban materials and layouts, avoiding the park-style features typically found in skateparks. They cater to various activities, including skateboarding, scootering, quad skating and inline skating.





Freestyle BMX jumps and trails

Freestyle jumps are mainly built using a mix of dirt, clay and decomposed granite. These jumps are relatively inexpensive to construct but require regular maintenance. A dirt jump typically features a steep take-off, known as the lip and a slightly less steep landing. The lip and landing are usually separate mounds with a gap in between. Freestyle jumps are primarily used by BMX riders and, more recently, by mountain bikers and trail bikers

Trail riding is sometimes referred to as "dirt jumping", though many trail riders see a distinction between the two. Trail riders emphasise a smooth, flowing style from one jump to the next, often incorporating various stylish tricks. In contrast, dirt jumpers focus on performing more extreme tricks over larger, less flow-oriented jumps.



Mountain bike trails/park

Originating in California and Canada's North Shore during the 1970s, the first massproduced mountain bike made its debut in 1981.

Mountain bikes soon began to appear on Australian hillsides and today, mountain bike trails and parks are popular adventure spots for a diverse range of enthusiasts. Recently, there has been a significant rise in the use of e-bikes, which are motorised, pedal-assist bikes often chosen by those seeking longer distance trails. Typically, these trails are purpose-built, unsealed routes within natural bushland, incorporating natural obstacles and sometimes featuring different alignments to accommodate various skill levels. They may also include engineered structures combined with natural elements to enhance the riding experience.

Bike skills park

Typically designed as a loop, these trails often feature alignments tailored to various skill levels and may incorporate engineered structures alongside natural elements such as rocks, logs and tree roots to enhance the riding experience.



Appendix B

Skate and bike facility hierarchy

The following skate and bike facility hierarchy aligns with the NSW Government's Adventurous Spaces: Best Practice Design Guide. Council also engaged consultants PLAYCE to inform the development of the hierarchy.

Our strategic approach, grounded in best practice, seeks to offer a diverse array of contemporary skate and bike facilities across the Tweed. Recognising the variety of users – from those who skate or ride for competition to those who do it for fun – the key to future skate and bike facility planning is to ensure diversity.

The YORAP includes establishing a regional facility for action sports (skate or bike specific or multipurpose - both skate and bike), district level facilities (skate specific) and integrating local facilities or rideable elements and incidental spaces within multi-purpose regional and district parks or sports precincts. Rideable elements and incidental spaces may also be provided in neighbourhood parks (where a minimum 50m buffer from neighbouring residents can be achieved).

This skate and bike facility hierarchy aims to guide facility function, size, level of embellishment and investment to effectively cater to the varied needs of skaters and riders in the Tweed.

| Regional facility | | |
|-------------------|---|--|
| Function | Large purpose-built facility that serves the shire. May be skate (and scooter) or bike specific or multi-purpose (catering for skate, scooter and bike). | |
| Access | Approximately 1 per 150,000 people. Centrally located in the Tweed. Ideally sited within a regional park or sports complex and within proximity to an activity centre (shopping precinct, community facilities, schools or other attractors etc.). Should be accessible via public transport, footpaths, shared pathways and cycleways. | |
| Size | More than 1,000m2, preferably 2,000m2 | |
| Usage | Caters for multiple users and skills levels. Provides for a regional catchment. Designed specifically with action sports in mind. May incorporate skate, scooter, BMX and/or bike facilities. Also caters for competitions, major events and activities associated with action sports. The scale of facility can accommodate the advanced user, but also meets the needs of intermediate level and beginners. Attracts skaters and/or riders from across the Tweed, visitors from outside the LGA and tourists. A regional facility caters for many users at one time. | |
| Design | Good passive surveillance with direct road frontage, generally located on a collector or arterial road, close to public transport and linked to the broader path network. Designed to reduce conflict between different users. Configuration and layout to consider training and competition requirements and events. Aim to provide a buffer of 50m-100m to neighbours. For a regional facility extend the buffer to a greater distance. The space should be designed and constructed by specialist consultants, experienced skaters/riders, the community and those who will be responsible for the facility's operation and maintenance. The site should be well drained. Emergency vehicle and maintenance access required. | |
| Embellishment | Shade and shelters, seating options for viewing, infrastructure to support events and programming, access to power, public toilets, picnic tables, barbeques, drinking fountains, accessible facilities, pathways, signage, on and off-street parking, potential for lighting and CCTV, bins, bike parking facilities, landscaping and fencing may be required. Public art may be integrated. | |
| Maintenance | Weekly visual inspections, quarterly inspections and comprehensive annual audit. | |
| Example facility | Proposed for the north of the shire. | |

| District facility | | |
|-------------------|---|--|
| Function | A medium-scale facility that serves a local area and neighbouring suburbs. Ideally integrated within a regional or district park or sports precinct. The district facility may be skate (and scooter) or bike specific and referred to as a youth precinct within a larger recreational space. | |
| Access | Centrally located within a local area or neighbourhood. Ideally sited within proximity to an activity centre (shopping precinct, community facilities, schools or other attractors etc.). Should be accessible via public transport, footpaths, shared pathways and cycleways. | |
| Size | 500m2 – 1,000m2 | |
| Usage | Caters for beginner and intermediate riders. Also caters for local competitions, events and activities associated with the sports. Attracts skaters and/or riders from the local area or neighbouring suburbs. | |
| Design | Good passive surveillance with direct road frontage, generally located on a collector or arterial road, close to public transport and linked to the broader path network. Designed to reduce conflict between different users. Aim to provide a buffer of 50m-100m to neighbours distance if possible. The space should be designed and constructed by specialist consultants, the community and those who will be responsible for the facility's operation and maintenance. The site should be well drained. | |
| Embellishment | Shade and shelters, seating options for viewing, infrastructure to support events and programming, access to power, public toilets, drinking fountain, accessible facilities, pathways, signage, on and off-street parking, bins, bike parking facilities, landscaping and fencing may be required. May include picnic tables and barbeques. Public art may be integrated. Emergency vehicle and maintenance access required. | |
| Maintenance | Weekly visual inspections, quarterly inspections and comprehensive annual audit. | |
| Example facility | Murwillumbah Skate Park, Cabarita Skate Park | |

| Local facility | | |
|------------------|--|--|
| Function | A small-scale facility that serves a local area. Ideally integrated within a regional or district park or sports precinct. The local facility may be skate (and scooter) or bike specific and referred to as a youth precinct within a larger recreational space. | |
| Access | Centrally located within a local area. Ideally sited within proximity to an activity centre (shopping precinct, community facilities, schools or other attractors etc.). Should be accessible via public transport, footpaths, shared pathways and cycleways. | |
| Size | Up to 500m ² | |
| Usage | Beginner and intermediate riders from the local area. | |
| Design | Good passive surveillance with direct road frontage, generally located on a collector or arterial road, close to public transport and linked to the broader path network. Designed to reduce conflict between different users. Aim to provide a buffer of 50m-100m from neighbours. Aim to provide a buffer of 50m-100m from neighbours. Aim to provide and constructed by specialist consultants in consultation with experienced skaters/riders, the community, and those responsible for the facility's operation and maintenance. The site should be well drained. | |
| Embellishment | Shade or shelter, seating, drinking fountain, pathways, signage, on-street parking, lighting in the shelter only, bins, landscaping and close to public toilets. Public art may be integrated. Emergency vehicle and maintenance access required. | |
| Maintenance | Weekly visual inspections, quarterly inspections and comprehensive annual audit. | |
| Example facility | Goorimahbah – Place of Stories, Jack Evans Boat Harbour | |

Appendix C

Mountain bike trails/park hierarchy

Mountain bike trails and parks come in various types, providing a range of experiences for riders. The mountain bike trails/park hierarchy is designed to guide facility function, size, level of enhancement, and investment, ensuring it effectively meets the diverse needs of riders in the Tweed.

| Regional facility | | |
|-------------------------|--|--|
| Function | Large purpose-built facility that serves the shire and a regional catchment. It is a trail destination. | |
| Access | Approximately 1 per 150,000 people. Linked to other attractions such as environmental, historic or cultural places and may have surrounding infrastructure to accommodate overnight visitors. Integrate with the broader trail and path network, if possible and natural area location. Generally, in unsealed terrain and natural settings. Consider access to public transport. | |
| Size | Riding length more than 20kms | |
| Usage | Caters for multiple users and skill levels. Caters to beginner, intermediate and advanced riders. Mountain bikes and e-bikes (pedal assist). Users look for a connection with nature through purpose-built trails with natural obstacles such as trees, rocks, or even man-made structures to offer greater challenge. May cater for competitions, major events and activities associated with mountain biking. Attracts riders from across the Tweed, visitors from outside the LGA and tourists. A regional facility caters for many users at one time. | |
| Design | Designed to reduce conflict between different users. Configuration and layout to consider competition requirements and events. Aim to provide a buffer of 50m-100m to neighbours. For a regional facility extend the buffer to a greater distance. The space should be designed and constructed by specialist consultants in consultation with experienced riders, the community and those responsible for the facility's operation and maintenance. Provide inclusive riding opportunities. Design should consider site constraints and site impacts including biodiversity protection, bushfire zones, cultural values, Indigenous and non-Indigenous heritage values, noise and traffic, access to public transport, car parking, landscaping and other amenities. Consider safety and risk management strategies and environmental sustainability. Allow for the possibility for expansion. The site should be well drained. | |
| Embellishment | Embellishments should be implemented in accordance with the relevant standards set by the International Mountain Bicycling Association (IMBA). Embellishments may include mountain bike trails, pump track and/or skills park. Consider the location of trail heads and supporting infrastructure. Aim to locate trail heads close to access roads and active transport networks to minimise service runs and keep vehicles out of the site. Supporting infrastructure may include shade and shelters, picnic tables and barbeques, seating options, infrastructure to support national or international level trail events and programming, access to power, public toilets, drinking fountains, pathways, signage, car parking, bike parking facilities, landscaping and fencing may be required. Emergency vehicle and maintenance access required. | |
| Trail difficulty rating | In accordance with the International Mountain Bicycling Association (IMBA) Trail Difficult Rating System (TDRS) | |
| Maintenance | Weekly visual inspections, quarterly inspections and comprehensive annual audit. Maintenance may be carried out in conjunction with volunteer groups or mountain bike clubs. | |
| Example facility | The Tweed does not have a regional mountain bike park. | |

| Local facility | | |
|-------------------------|--|--|
| Function | Small to medium purpose built facility that serves the shire and visitors. | |
| Access | The trails may be close enough to residential areas and are used regularly throughout the week, with higher use on weekends. Integrate with public transport and the broader trail and path network. Generally, in unsealed terrain and natural settings. | |
| Size | Riding length up to 20kms | |
| Usage | Caters for multiple users and skills levels. Mountain bikes and e-bikes (pedal assist). Typically, caters for beginner and intermediate riders. Users look for a connection with nature through purpose-built trails with natural obstacles such as trees, rocks, or even man-made structures to offer greater challenge. Attracts riders from across the Tweed and visitors. | |
| Design | Designed to reduce conflict between different users. Aim to provide a buffer of 50m-100m to neighbours. The space should be designed and constructed by specialist consultants, experienced riders, the community, neighbouring land owners and those who will be responsible for the facility's operation and maintenance. Provide inclusive riding opportunities. Design should consider site constraints and site impacts including biodiversity protection, bushfire zones, cultural values, Indigenous and non-Indigenous heritage values, noise and traffic, access to public transport, car parking, landscaping and other amenities. Consider safety and risk management strategies and environmental sustainability. Allow for the possibility for expansion. The site should be well drained. | |
| Embellishment | Embellishments should be implemented in accordance with the relevant standards set by the International Mountain Bicycling Association (IMBA). Embellishments may include mountain bike trails, pump track and/or skills park. Consider the location of trail heads and supporting infrastructure. Aim to locate trail heads close to access roads and active transport networks to minimise service runs and keep vehicles out of the site. Supporting infrastructure may include shade and shelters, picnic tables, seating options, infrastructure to support local level trail events and programming, access to power, public toilets, drinking fountains, pathways, signage, car parking, bike parking facilities, landscaping and fencing may be required. Emergency vehicle and maintenance access required. | |
| Trail difficulty rating | In accordance with the International Mountain Bicycling Association (IMBA) Trail Difficult Rating System (TDRS). | |
| Maintenance | Local facilities may be maintained in part by volunteer groups or mountain bike clubs. Six monthly inspection and annual audit coordinated by Council. | |
| Example facility | Uki Mountain Bike Park, Uki | |

Definitions

Adventurous play. Defined as thrilling and exciting forms of physical play that involve uncertainty and a risk of physical injury. For the purposes of this project, adventurous play can be understood as unstructured, informal, non-competitive and free outdoor physical play activities that push boundaries and involve an element of risk. Adventure play includes activities such as mountain biking, BMX, skateboarding, scootering, rollerblading/skating, climbing and parkour.

Adventurous spaces. Areas designed to provide opportunities for engaging in activities that involve excitement, exploration and physical challenge. These spaces typically cater to individuals seeking dynamic and stimulating experiences. Adventurous spaces include spaces that provide for inclusive skate and biking opportunities.

Adaptive skating and biking. Modification of skateboards and bicycles to make them more accessible for people with disabilities.

Active open space. Land set aside for sports field or sporting activities for the purpose of active recreation which includes cricket, football, hockey, netball etc. These areas do not include environmental lands, encumbered lands, open trunk drains and lakes.

Passive open space. Land set aside for passive recreation activities including unstructured physical activity, socialising and play, and which supports the casual enjoyment of the community. These areas do not include environmental lands, encumbered lands, open trunk drains and lakes.

Youth-friendly. Refers to environments, facilities, services, policies and activities that are designed to be welcoming, accessible and supportive for young people.



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