

Cycle Sports and Skate Strategy 2015-2025



About this document

This document is the Cycle Sport and Skate Strategy. A second volume, the Supporting Document, provides more details concerning the existing facilities, research and community engagement findings.

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Introduction

The Cycle Sport and Skate Strategy (Strategy) covers cycle sports and skate activities. Cycle sports include cycling conducted as a competition sport and recreational cycling, but not cycling for transport. Cycle sports include mountain biking (MTB), BMX, road racing and track cycling.

Skate sports include skateboarding, inline and quad skating, as well as scooters. A glossary of the disciplines included in these sports can be found in Appendix 1.

Why have a plan?

Collectively these sports are larger than most other individual sports. Currently, based on Australian figures, 47,000 residents are likely to skate, scooter or cycle, and by 2025 this may increase to 70,000 participants.

Skate and cycle sports motivate people both young and old to be outdoors and to exercise. They provide an outlet for self-expression, physical challenge, exhilaration, social stimulation and environmental appreciation. These sports can deliver substantial physical and mental health benefits to participants for a relatively limited investment from Council. For young people, skating and cycling are crucial in offering affordable access to friends, recreation and community life.

These sports present achievable and immediate opportunities to improve development outcomes of children and their families if suitable infrastructure is provided.

This plan

The need for both a cycling strategy and a skate strategy was identified in Council's Recreation Strategy 2012-2017. This plan addresses cycling and skating for sport and associated facilities other than those used for transport. Cycling for transport is provided for under the City of Whittlesea's Bicycle Plan 2015-2019. Both plans are complementary however the Bicycle Plan focuses largely on on-road infrastructure, and on making cycling safer.

This Plan provides a solid planning framework that will assist Council to:

- Maximise the social and physical benefits of participation in skate and cycle sport
- Provide a planned approach to the delivery of sustainable infrastructure
- Provide a supportive environment and nurture a culture where cycle sports, skate and scooter activities can thrive
- Enhance social and economic returns for the community from skate and cycle sport facilities.

Methods

As part of the plan, all facilities were inspected and assessed. The potential demand for the activities was analysed and residents engaged through community and school surveys, and social media. Interviews were also held with clubs, retailers, peak bodies, users and other stakeholders. Approximately 800 people contributed to this Plan.

Following the demand and facility assessment a discussion paper was prepared followed by this Strategy and associated action plan.

Trends and Demand

Cycle sports

Whittlesea is currently home to potentially 32,000 cyclists who ride recreationally or for sport. This number could increase to some 50,000 cyclists by 2025, if the necessary infrastructure and supportive environment is provided to encourage this activity.

The scale of potential participation in cycle sports, in addition to skate activities, is likely to be greater than any other sport or recreation activity in Whittlesea.

Approximately 70% of boys, and 57% of girls under the age of 15 years ride a bicycle. This increased approximately 3% between 2009 and 2012¹.

State participation in cycle sports (organised) by women (4%) is only half that of males (8%). Increasing female participation is a key plank of Cycling Victoria's future development strategy, and should be in the case in Whittlesea.

The bulk of participation in cycle sports is not organised or club based. There are an increasing number of adults riding in road based organised rides, as a social activity and for a personal or physical challenge. The popularity of cycling as a corporate team building and networking activity, is also increasing.

The community engagement process conducted for this plan reinforced the considerable demand for: road based cycling competitions, criterium racing and training opportunities, events such as cyclo-cross, as well as infrastructure improvements for mountain biking and BMX.

Cycle sports rely almost exclusively on public facilities, including the public domain, paths and roads. The number of cyclists riding along Plenty Road (as evidenced by the Strava heat map (See Appendix Two) illustrates the growing demand for cycle sports.

The cycling population is not well supported by retail outlets or support services in Whittlesea, and a strong focus of demand, based on resident comments, is around safe training routes and path conditions.

Off-road, BMX and mountain biking

A growing number of riders are cycling off road, in sports such as cyclo-cross, dirt jumping, cross country MTB, downhill MTB, 4 cross MTB and mountain bike orienteering. The participation structure of these sports differs from other traditional sports. The majority of MTB and BMX participants do not compete in organised events, or are likely to join a club. Based on state participation rates, there are potentially 900 BMX riders and 1200 mountain bike riders living in the municipality. Only 30 BMX riders and 41 MTB riders are registered with the governing bodies. This participation depends on an extensive network of shared paths and safe on-road cycle routes for training and access to cycle sport facilities.

BMX racing is a family oriented sport. Participants have a younger age profile than mountain bike riders; however, adults do compete. BMX Victoria memberships have

¹ ABS Cat. 4156.0 - Sports and Physical Recreation: A Statistical Overview, Australia, 2012

increased by 50% over the past two years. Many BMX riders ride mountain bikes in training for BMX competition. A number of BMX riders also ride freestyle and use skate parks and urban spaces or dirt jumps.

Cross-country mountain biking and BMX dirt jumping have become much more accessible to families as trails and bike parks have opened up to markets beyond the “extreme athlete” and these facilities are being included in local government parks.

Cyclo-cross and mountain biking are showing strong growth and there is also high demand for an off-road cycling criterium circuits. These can be used for competition and training as well as sports development. Off-road criterium circuits reduce the costs of closing roads for races.

Cycle clubs

Approximately 2000 residents of Whittlesea are likely to cycle competitively or in an organised setting. Based on projected population data, this has the potential to grow by at least another 1000 riders in the next 10 years.

Currently, there are three cycle sports clubs in Whittlesea. The Whittlesea Cycling Club and Northern Park BMX Club are not active due to very small membership bases.

A new club called the Plenty Gorge MTB Club has recently been formed. The club has 35 members and anticipates considerable growth. The club has over 800 likes on Facebook, signifying their popularity and potential membership base. For road racing local riders compete under the Northern Combine – a collective of clubs competing in road racing in Whittlesea and neighbouring municipalities.

Due to the typical small size of cycle clubs, Cycling Victoria recommends in future clubs accommodate multiple cycling disciplines.

Skating and Scooters

The demand for skating and scooter activities is strong. These activities have maintained a good participation base locally. There has also been a return to quad skating with the resurgence of roller derby. Participation in skate sports and scooter riding has diversified in recent years to include more preschool children and older adults than ever before.

Approximately 53% of young people less than 15 years (60% of boys and 47% of girls) skateboard, roller blade or ride a scooter. Comparatively a similar percentage of young people ride a bike (63% of boys and 47% of girls).

In the next ten years, as the population grows, almost 10,000 additional skateboard and scooters riders are likely to live in Whittlesea.

While only a small proportion of skate and scooter riders compete, these activities are becoming more organised. More opportunities for competition, especially for older riders, have opened up.

The age of skaters and scooter riders now ranges from as young as 3 years to people 30 years and older. This trend has seen the growth of whole families visiting skate parks. Given this movement towards family use, skate and scooter facilities are now commonly being integrated into larger destination parks for social and family recreation. Examples of such parks include skate Esplanade Youth Plaza in Freemantle, Waterfront Plaza in Geelong, and Cairns Esplanade in Cairns. These typically integrate street games and hard court sports, bicycle facilities, park and play facilities, as well as music or entertainment opportunities. There is an opportunity to design for these collective activities in park redevelopments and in new parks in growth areas.

There has been recent growth in indoor commercially operated/owned skate facilities. Indoor skate facilities are popular with younger age groups, as parents are able to socialise in comfort while supervising their children. Supervision and coaching is often available at these facilities. Currently there are five indoor skate parks in Melbourne. Whittlesea currently does not have an indoor skate facility; however, private investment in this area should be encouraged.

Facilities in Whittlesea

Cycle sport facilities

Road and Track Cycling

There is no purpose-built facility for road or track cycling in the City of Whittlesea. A number of survey respondents use velodromes and criterium circuits as far away as Casey and Sandown. The demand for track cycling facilities appears to be met by neighbouring municipalities including Darebin (indoor and outdoor velodromes) and Moreland (two outdoor velodromes).

There is strong demand for an off-road criterium circuit. This reinforces the findings of the City of Hume's feasibility study that demonstrated a need for a criterium circuit to service the northern region of Melbourne. This study could not identify a suitable location for such a facility in Hume. Such a facility is proposed in the longer term as part of the Wollert PSP. Further design and allocation of space will be required at the site proposed, to cater for multiple cycling disciplines and to meet criterium competition standards.

Cyclo-cross events have been hosted at Sycamore Reserve highlighting the importance of this reserve for cycling sports.

A large number of cyclists ride in, and through the City on training routes, and to other facilities and events. This is due to Whittlesea's location on the urban fringe, adjacent to the foothills of the Great Dividing Range and the Plenty River. Residents identified a number of training routes during the consultation. Other important routes were identified by riders mapping their rides on apps such as Strava (Refer to routes listed and the Strava heat map Appendix 3). These training routes are not specifically addressed in the Whittlesea Bicycle Plan; however, have been identified by Cycling Victoria as key routes for cycling training.

Cyclists consulted said rough surfaces; no shoulders or the condition and width of existing shoulders are issues in Whittlesea. Survey respondents said the Plenty Road cycle lane is often covered in debris, and narrow bridges with no bike lanes are a concern on local roads.

BMX

Council has two BMX tracks: a competition track in Mill Park and a jumps track in Whittlesea Township. Both BMX tracks are in a poor condition. The condition of the BMX racing track in Sycamore Reserve (Mill Park) limits its use for competition at present; however, it is understood Council is planning to redevelop this track in the short term. The two BMX tracks need design improvements, major capital works and a more intense and regular maintenance regime to bring these up to a best practice level.

MTB

Parks Victoria's Plenty Gorge Park in South Morang is used for MTB (cross country MTB and MTB orienteering). Further trails may be developed following the preparation of a master plan for the park by Parks Victoria. The success of these trails will rely on better access arrangements including shared trail connections from the City of Whittlesea, a new trailhead and a bridge over the Plenty River.

Council's Quarry Hills Regional Parklands in South Morang is used for recreational MTB cross-country riding. This park has a developing network of recreational mountain bike trails. Feedback from the community indicated that this site has considerable potential for further mountain bike riding; however, it requires improvements in design, expansion and better entry and access points. Quarry Hills has been identified as a future native vegetation credit trading site, any future MTB activity would need consider the impacts on conservation values.

The neighbouring quarry site has good long term potential for development as a downhill MTB facility.

Skate and scooter facilities

The following table outlines the list of skate parks in the municipality.

Name	Location	Style /Description
Epping Skate Escape	Meadowglen Reserve, Epping	An in-ground skate park with a combination of street elements and transitions. There is a very deep bowl.
Greenbrook Vert Ramp	Darebin Creek Parklands, Epping	A 2.7 metre steel vert ramp.
Norris Bank Mini Ramp	Norris Bank Reserve, Bundoora	Steel mini ramp 1.2m x 1.8m.
Whittlesea Skate Park	J.W.Towt Reserve, Whittlesea	Concrete half pipe with role-in and vertical wall. Grind boxes located besides the half pipe.
Laurimar Skate Bowl	Laurimar Town Park, Doreen	Concrete capsule skate bowl 1.2m- deep, with the inclusion of an extension and escalator and manual pad.

Inspections of these skate facilities identified some issues affecting their fit-for-purpose:

- **The locations of parks**
The Epping and Bundoora facilities are relatively isolated from social activity and high use community facilities that could attract more unorganised social use by young people. Their locations impact on their value and use. Facilities integrated into central community hubs such as at Laurimar appear to work well.
- **The standard of construction and condition of surfaces**
Some skate parks such as Epping have very worn surfaces with graffiti removal practices further affecting the integrity of surfaces and functionality. At other locations design and construction methods have left the surfaces rough and some elements lacking flow.
- A review of the management/maintenance plan for the skate is timely as this was developed over 10 years ago. It is evident that improvements are needed and the current inspections are not specific enough to skate/scooter/cycle activities. The development of new management and maintenance plans should be a collaborative process between Council and skate park users.
- **Design of existing parks**
The existing skate parks do provide good opportunities for young skaters to learn to ride transitions as well as the more technical elements for challenge, such as the bowl and vert ramps in Epping. However, they don't cater well to scooter riding or street /plaza skate styles. Nor do they attract a range of age groups, females and skaters of different abilities.

Key Issues and Future Directions

A sustainable planning framework for future provision

There are good opportunities to deliver a good depth of skate and cycle sports by building on existing facilities and strategically locating new local and district facilities around the key population centres facilities to serve the developing urban environment. Providing a suite of accessible district facilities is a greater priority, and more sustainable in this instance, than a major regional facility.

Multi-code hubs should be created to cater for a wider range of age groups and different disciplines of skate, scooter and cycle sports. These will generate greater use and be more cost effective to provide and maintain than single-purpose sites.

There are four key directions that should underpin the proposed planning and provision of cycle sports, skate and scooter facilities:

- 1. Equitably distributed, central and easy to get to facilities**
- 2. Facilities designed, constructed and managed so they are fit-for-purpose**
- 3. Programs, events and competitions at suitable venues**
- 4. One or more sustainable cycle clubs**

Equitably distributed, central and easy to get to facilities

With major pressures on Council's capital funding, a range of facilities that are equitably distributed across the City should be provided as a base line. This can then be added to in future years if required.

The provision of ten main skate facilities (four new and six existing) will provide this relatively equitable and affordable distribution of facilities. Each one of these could be located to serve the key population centres and will cater for approximately 3000-6000 skaters each ². This basic suite of facilities should include facilities in established areas (Lalor or Thomastown) as well developing residential growth areas (Donnybrook, Wollert, Epping North and Mernda).

Four key hubs of cycle sport facilities (one or more facilities that cater for multiple cycling disciplines) will cover a good proportion of the urban area of the City of Whittlesea. (See Map 1 on Page 10 for the suggested location for the ten skate facilities and four cycle sports hubs.)

The preferred hierarchy of cycle sport and skate facilities includes three levels: local, district, and regional. (Appendix three provides details on this facility hierarchy). All new skate facilities in the medium term should be pitched at a district level. This ensures that with limited funds, parks provide for a good depth of ages, abilities and disciplines. Small local facilities and skate spots cannot provide this depth.

² This figure has been calculated through state participation rates sourced through ABS - Children's Participation in Cultural and Leisure Activities 2012 and Australian Sports Commission - Exercise Recreation and Sports Survey 2011

Two regional standard cycle sport facility hubs are proposed: Sycamore Reserve, Mill Park and Wollert.

Proposed cycle sport and skate developments

Table 1. Proposed cycle sport, skate and scooter developments

Future Facility	Status	Activity Focus	Hierarchy
Mernda	Proposed in the Mernda Regional Recreation Reserve	Skate and scooter	District
Donnybrook	Future development site	Skate and scooter	District
Epping North	Future development site	Skate and scooter	District
Lalor /Thomastown	Future development site	Skate and scooter	District
Wollert	Proposed criterium circuit in PSP	Cycle sport hub including a criterium circuit	Regional
South Morang Quarry site	Future development site	Downhill MTB and or cycle hub	Regional

Existing Facility	Status	Activity Focus	Hierarchy
Epping Skate Escape	Site expansion / upgrade surfaces proposed in this plan	Skate and scooter: street area	District
Laurimar Skate Park	Site expansion proposed in this plan	Skate and scooter: street area	Local/ District
Plenty Gorge Park Parks Victoria (PV)	Trails being master planned by PV	Path access/trail head	Regional
Quarry Hills Park	Dependent on the outcome of the Quarry Hills Regional Parkland landscape master plan	MTB cross country	Regional
Sycamore Reserve	Upgrade in short term. Opportunity for cyclocross	BMX racing track dirt jumps, Cyclocross	Regional
Whittlesea Skate and BMX	Site upgrade proposed in this plan. Integrate better with Whittlesea Swim Centre.	Skate and scooter: street area, recreational BMX	Local

Map 1 (page 11), shows the existing and the proposed distribution of cycling, skate and scooter facilities in relation to population centres.

Easy access to facilities

It may not be possible to provide a large number of facilities in every neighbourhood given availability of Council funds. Therefore, it will be necessary to:

- a) Identify key road cycling training circuits and through routes, and roads and paths that also provide access to events and facilities elsewhere
- b) Seal paths to skate facilities, and extend shared trails enabling all people to get to facilities safely, as well as to skate, cycle and scooter around the neighbourhood
- c) Site new facilities adjacent to train stations and major public transport routes
- d) Develop facilities in central social hubs with other community and recreation facilities, as well as in conjunction with facilities for skate and cycling disciplines

The location of facilities in central, community and commercial hubs, accessible to public transport (especially trains) will:

- Enhance wayfinding and promote facilities
- Encourage participation by riders
- Allow social interaction with friends, family and people of all ages
- Provide informal surveillance.
- Enable to application of Safer by Design and Universal Design principles

Sites for skate facilities should be designed and perceived as safe and fun places to be for the whole family. This will attract a greater diversity of users, including younger children and females.

Skate and cycle sport facility locations should also provide potential connections to local businesses, cafes and community facilities with a management presence. Such a site should be considered for the proposed Mernda skate park, rather than the current proposed location of the Mernda Regional Recreation Reserve.

Existing sites such as Epping Skate Escape are disadvantaged by not being in social, community hubs, or serviced by food outlets and other services providers. Some additional skate/BMX or other recreational or commercial facilities at the site may increase the use of the park.

Locating facilities adjacent to other community or other sport/ leisure facilities that have a management presence is also desirable. This offers a way of cost effectively providing direct customer service, event management and surveillance. It is important that when locating a skate park adjacent to community facility the design must facilitate a relationship between the two facilities.

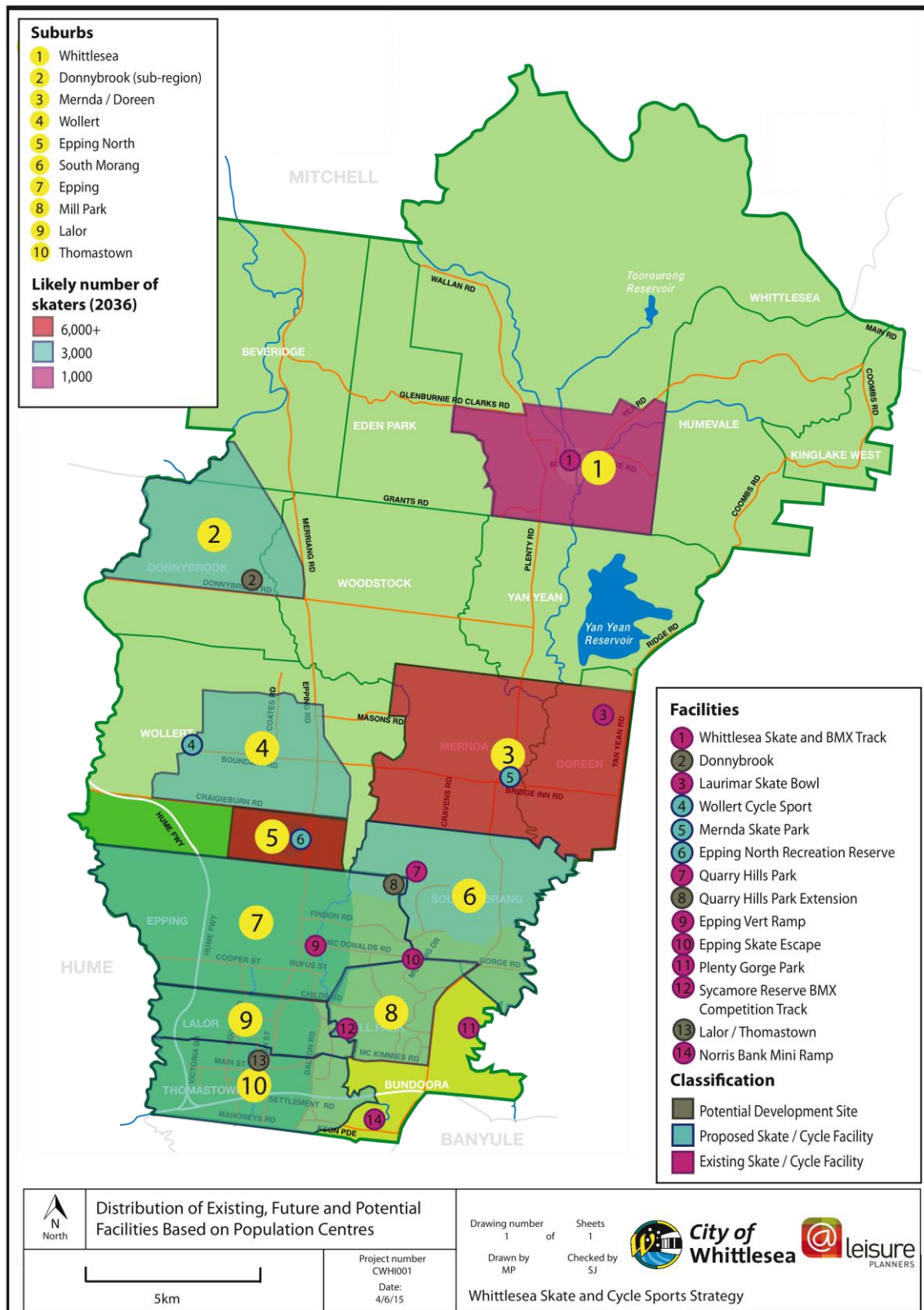
Development and management of Sycamore Reserve

Sycamore Reserve has a long history and is strategically important as a regional BMX facility. The nearest competition BMX racing tracks are at Sunbury and Park Orchards (located 29 and 18 kilometres away respectively). BMX Victoria suggests the demographic profile of the City is well suited to that of BMX riders. This site offers good access and an opportunity to develop a cyclo-cross facility and improved dirt jumps as well as a regional racing track. The existing competition track would need to be reconstructed to bring it up to a regional competition standard. Works required include: drainage, track refinement, lighting, resurfacing and a new start gate.

Council plans to redevelop the track to a regional competition standard and upgrade the pavilion. The priority is to make the facility operational and reinvigorate a club so competitions can recommence. Currently the club is too small to operate such a track. Council may have to undertake maintenance works in partnership with the club in the short term until the club becomes a sustainable size. Once the club is sustainable an occupancy agreement should be entered into. Consistent with other Victorian BMX facilities, the club should manage and maintain the BMX facility to an agreed standard.

It is recommended that the facility remain open for free public access outside the agreed club usage times. Benchmarking of other successful BMX facilities indicates that these are available for public use and contribute towards the variety of active open space that is offered to the community. Access would be restricted to the start hill to minimise risks.

Map 1 Proposed distribution of cycle sport and skate facilities based on size of population centres



Facilities that are designed, constructed and managed so they are fit-for-purpose

The specialist nature of skate and cycle facilities warrants specialist facility design, construction and maintenance processes to ensure facilities. This will ensure facilities are fit-for-purpose for each discipline, and maximise opportunities for people of different age groups and abilities, in a safe environment.

Management

More specialised management of skate and BMX surfaces is needed. This includes specialist materials, maintenance and risk management procedures. Management processes need to protect surface quality through more regular monitoring, refined graffiti removal, and planned upgrades. A regular and activity specific inspection and maintenance regime is required.

Sealed shared path access should be provided to all skate sites. This will prolong the life of facilities by minimising debris and grit migrating onto skate surfaces.

All facilities need to be included in an asset renewal and replacement program. The surfaces of ramps in Epping Skate Escape have, for example, reached the end of their life. In future, experienced professionals (or trained staff) must inspect and repair facilities.

Occupancy/management agreements for club facilities should clarify roles in relation to design and management, and focus on participation outcomes as well as assist the development of the sport. Users can, and typically do, contribute significantly to the maintenance of such facilities. Council can provide professional advice from experienced personnel to support clubs maintaining facilities.

Design

Skate park design should ensure a full range of skate and scooter activities are provided for. In addition, they should provide: a wide range of age groups and riders with different abilities and levels proficiency. They should provide: graded challenges for local children to grow skills locally, flow between elements, and smooth surfaces.

All facilities should be planned and designed by experienced personnel, in line with best practise and the principles of Universal Design and Safer by Design.

Individual skate and cycle sport parks should be designed as a network of integrated facilities that complement each other. At the same time each should provide for: multiple disciplines, some unique components, and a mix of transitions, bowls, plaza and street elements.

There is value in retaining a major bowl and a vert ramp in the municipality. However these elements cater for highly skilled participants and hence should not be the primary focus of a park. They should be provided in association with other skate and social elements that assist the development of skills to ride these more technical features.

Programs, events and competitions at suitable venues

In the same way that other sports are supported to grow, cycling and skating need support and opportunities for participants to:

- **Learn activities**

To develop the necessary skills, fitness and safe practices.

- **Belong to clubs and organisations**

Clubs are important in order to:

- Provide programs, education, events and competitions that motivate and encourage new riders (especially girls).
- Provide the necessary support for participants to develop their skills and to enter a competition pathway, as well as connect to mentors.
- Provide competitions in conjunction with other entities, such as other sports clubs, promoters and commercial operators, to service skaters and cycle sport activities.

- **Participate in programs**

Facilities should be programmed in the same way that other leisure facilities are. This may be through encouraging schools, clubs and leagues to use facilities and run programs, as well as through Council activities. Events and programs help market facilities and motivate non-users to participate and support the sports as well as assist with the development of existing participants. Cross-country MTB and Enduro events are seeing the greatest growth in MTB.

Council will need to undertake improvements to skate and cycle sports facilities in order for events and competitions to be offered.

All skate and cycle sports facilities can be used for programs of some kind.

One or more sustainable cycle sport clubs

There is value in promoting the development of a cycle club that provides for multiple cycle sport disciplines in Whittlesea. This is because cycle sport clubs are typically small, there are a number of separate cycle sport disciplines, and many riders ride more than one discipline. One larger club in Whittlesea would encourage more participation, increase the depth of local competition, and enhance club viability.

Cycling Victoria encourage cycle clubs to offer multiple disciplines. Council should support cycling sports clubs in the municipality to enhance sustainability.

Should clubs wish to amalgamate Council will provide support and assistance where needed.

Goals

The goals of this strategy are:

- 1. Maximise the social and physical benefits of participation in skate and cycle sports**
- 2. Provide a planned approach to provision of sustainable infrastructure**
- 3. Provide and nurture a supportive environment and culture where cycle sports, skate and scooter activities can thrive**
- 4. Enhance social and economic returns for the community from skate and cycle sport facilities**

Key Directions

The research, consultation and demand assessment has identified four key directions to achieve the goals of the strategy. These are:

- 1. Equitably distributed, central, social and easy to get to skate and cycle facilities**
- 2. Facilities designed, constructed and managed so they are fit-for-purpose**
- 3. Programs, events and competitions at suitable venues**
- 4. One or more sustainable cycle sport clubs**

Action Plan

To deliver the four key directions outlined above, 28 actions have been identified (Table 2) These actions will be staged over ten years and represent a realistic plan to meet the needs of the cycling and skating communities.

The actions are dependent on the current day circumstances and costs, and should be reviewed prior to implementation.

The cost estimates provided in the action plan are provided as a broad indication of the likely costs to help inform Council's overall strategic financial planning. Current day and detailed cost estimates should be sought in line with the development of the business case.

New works projects are based on a two year program:

- Year one: feasibility and design
- Year two: construction.

All works are subject to Council's annual budget and approval process before commencing. Before any works are referred to Council's new works schedule they will be subject to the Project Management Framework process.

Table 2. Action Plan

Key Direction #1 - <i>Equitably distributed, central, social and easy to get to skate and cycle facilities</i>					
No.#	Action	Type	Priority	Estimated Cost	Lead Dept.
1.	Identify a suitable site to construct a district level skate facility in Mernda: <ul style="list-style-type: none"> • Within close proximity to the train station. • In line with policy directions outlined in this strategy. • To facilitate event hosting. 	Planning	Short Term	Within existing resource	Leisure & Community Inclusion
2.	Ensure that the locations chosen for skate and cycle sport facilities are: <ul style="list-style-type: none"> • In social, prominent areas • In high traffic activity centres • Adjacent to commercial activities to allow potential connections to develop with local service providers, businesses, cafes and community facilities. • Adjacent to train stations or major public transport routes. 	Planning	On-going	Within existing resource	Leisure & Community Inclusion
3.	Support Cycling Victoria's advocacy to dedicate, enhance and signpost key on-road cycle routes for cycle sport training and events in the City of Whittlesea.	Advocacy	Ongoing	Within existing resources	Engineering & Transportation / Leisure & Community Inclusion
4.	As a priority seal key off-road shared paths and connections leading to skate and cycling facilities in the municipality.	Policy	Ongoing	Within existing resources	Engineering & Transportation
5.	Encourage private providers to develop indoor or regional facilities that increase the diversity of opportunities, and provide for skaters and scooter riders of different ages, abilities and proficiency levels.	Policy	Ongoing	Within existing resources	Strategic Planning and Design
6.	Identify a suitable site for a district level skate facility in Epping North Growth Corridor that considers the policy directions outlined in this strategy.	Planning	Short Term	Within existing resources	Strategic Planning and Design / Leisure & Community Inclusion
7.	Investigate the need and potential sites for a district level skate facility in Donnybrook that considers possible skate facilities in the adjacent Lockerbie development area (Hume City Council)	Planning	Short Term	Within existing resources	Strategic Planning and Design / Leisure & Community Inclusion
8.	Conduct a feasibility of providing a district level skate park in Thomastown or Lalor.	Planning	Short Term	\$10,000	Leisure & Community Inclusion

Key Direction #2 – Facilities designed, constructed and managed so they are fit-for-purpose

No.#	Action	Type	Commence	Cost	Lead Dept.
9.	<p>Work with BMX Victoria and the Northern Park BMX Club, to redesign and redevelop the Sycamore Reserve BMX to a regional competition standard.</p> <ul style="list-style-type: none"> Engage a suitably qualified track designer and builder to address drainage, track reshaping, lighting, resurfacing and provide a new start gate at the BMX track Design should include functionality for event hosting (e.g. parking, power and spectators amenity etc.) Reconstruct the dirt jumps adjacent to the BMX track to address risk management. Refurbish the pavilion for use by multiple cycling clubs, and other community groups. 	New Works	Short Term	\$500,000	Major Projects / Leisure & Community Inclusion
10.	<p>In collaboration with user groups, review and update the existing maintenance and asset management plans for all skate and cycle sport facilities, including:</p> <ul style="list-style-type: none"> Prepare a new inspection form and regimes for all skate and BMX facilities Ensure annual facility audits are completed by trained or experienced personnel. 	Planning	Short Term	Within existing resources	Parks & Open Space / Leisure and Community Inclusion / Baseline Youth Services
11.	Review Quarry Hills Regional Parkland Landscape Master Plan to determine if mountain bike activity is appropriate within the limits of the native vegetation offset program and other park conservation considerations.	Planning	Short Term	Within existing resources	Parks & Open Space
12.	Undertake asset renewal works to Whittlesea Skate and BMX Park and address ongoing maintenance issues.	Maintenance	Short Term	Within existing Services Contract.	Parks & Open Space
13.	<p>Upgrade Epping Skate Escape to include:</p> <ul style="list-style-type: none"> Asset renewal work Additional street plaza elements Greater focus on graded challenges Improved social amenities. 	New Works	Short Term	\$220,000	Major Projects
14.	Extend Laurimar skate park to provide additional street plaza elements.	New Works	Short to Medium Term	\$220,000	Major Projects

Key Direction #2 – Facilities designed, constructed and managed so they are fit-for-purpose

No.#	Action	Type	Commence	Cost	Lead Dept.
15.	Work with user groups and key stakeholders to upgrade and develop additional signage (directional and informational) and promotional material about all skate and cycle sport facilities and features in the City.	Operational	Medium Term	\$10,000	Marketing & Comms / Baseline Youth Services
16.	Work closely with stakeholders and Sport and Recreation Victoria to design and construct a district level skate facility in Mernda. Ensure this and all future development works are fit-for-purpose (through benchmarking best practise, and the application of Universal Design and Safer by Design principles).	New Works	Medium Term	\$440,000	Major Projects Leisure & Community Inclusion
17.	Undertake a feasibility study on developing the Quarry site (adjacent to Quarry Hills) into a MTB park with a network of multiple single-track routes for different skill levels, as well as constructing a downhill course and/or four cross track.	Planning	Long Term	\$20,000	Leisure & Community Inclusion
18.	Work with Cycling Victoria, local clubs/cycling community and specialist designers to develop the Wollert cycle sports hub including a criterium track (off-road circuit). As a regional facility the criterium circuit should be the key focal point of the reserve.	New Works	Long Term (Outside 10 year period)	Within existing resources	Major Projects
19.	Ensure future skate parks provide for a range of graded challenges for skate and scooter riders of different ages, abilities and levels of proficiency.	Policy	On-going	Within existing resources	Leisure & Community Inclusion
20.	Ensure design and programming of all skate and cycle facilities encourage participation by females – including the design of social amenities.	Policy	On-going	Within existing resources	Leisure & Community Inclusion
21.	Identify, dedicated on-road cycle sport routes throughout the LGA, signpost and improve shoulders, road condition and support facilities to enhance the safety of riders and encourage use.	Policy	On-going	Within existing resources	Transport & Engineering
22.	Continue to implement cleaning and surface enhancements to Plenty Road and Cooper Street, in recognition of the regional importance of these as cycle routes.	Maintenance	On-going	Within existing	Engineering & Transportation
23.	Work with Parks Victoria and the Plenty Gorge mountain bike riders to: enhance access to the MTB trails in Plenty Gorge Park, provide suitable trailhead facilities (e.g. car parking, signage and toilets) and advocate for the provision of a bridge over the Plenty River.	Advocacy	On-going	Within existing resource	Parks & Open Space/ Leisure & Community Inclusion

Key Direction #3 – Programs, events and competitions at suitable venues

No.#	Action	Type	Commence	Cost	Lead Dept.
24.	Work with other providers to offer a regular program of clinics, demos and other activities at Council's skate parks.	Planning	On-going	\$4,000 p.a.	Baseline Youth Services
25.	Encourage and support external providers to develop and deliver cycle sport and skate events or facilities in the City of Whittlesea.	Planning / Advocate	On-going	Within existing resources	Leisure & Community Inclusion
26.	Work with community groups, clubs, retailers and state associations to develop opportunities for young children and females to learn skate, scooter and cycle skills, to help develop techniques, fitness, safe practices and learn about equipment maintenance.	Advocate	On-going	Within existing resources	Leisure & Community Inclusion/ Baseline Youth Services

Key Direction #4 – One or more sustainable cycle sport clubs

No.#	Action	Type	Commence	Cost	Lead Dept.
27.	Work with Cycling Victoria/BMX Victoria to re-establish a club at Sycamore Reserve – that can manage the BMX track, and run BMX competitions and other events. Council will support cycling sports clubs in the municipality to increase their sustainability. Support and assistant any clubs wishing to amalgamate.	Planning	Short Term	Within existing resources	Leisure & Community Inclusion
28.	Prepare a new occupancy agreement with the club at Sycamore Reserve to guide the management/maintenance of the track, as well as program and club development and events management.	Planning	Short Term	Within existing resources	Leisure & Community Inclusion

Appendices

Appendix 1. One: Glossary of Terms

Road/ Track Cycling

Touring / Training: These are road-based cycle activities conducted for recreation or road based cycle sport training.



Road Racing / Triathlon: Road racing is a club discipline using marked road courses. Triathlon also uses a marked road course to hold the road based cycle stage of a triathlon event.



Cyclo-cross: This race is conducted over a short marked off-road course that generally includes areas of mud, grass and sealed surfaces as well as level changes. Riders are also forced to dismount and remount their bikes at times, through use of barriers, steps or 'run-ups'.



Criterion: This is a time limited road race conducted on a short on-road street circuit or a dedicated off-road criterium circuit. Circuits usually range from 600m to 2km in length.



Track: Generally high intensity cycling on a specially designed track called a velodrome. There are a variety of event types that sit within the track discipline.



Mountain Biking (MTB)

Cross Country: This is off-road mountain biking over paths and natural terrain. In racing and in designed trails parks single tracks are used that are suitable for only one rider at the time.



Four Cross (4X): This discipline uses a designed track similar to a BMX track but rougher and on a slope, where four riders complete side by side.



Downhill: Downhill MTB races are conducted on steep, rough terrain that offers jumps, drops, rock gardens and other obstacles.



MTB Orienteering (MTBO): This is orienteering conducted on a MTB. Competitors are required to navigate their way to checkpoints that are placed on tracks or mapped features.



Bicycle Motocross (BMX)

BMX Racing: The BMX racing is ridden on a dirt circuit. Riders start on an elevated start ramp and race over a track alternating bumps, banked corners and flat sections. Depending on the lay-out of the section, the riders try either to land quickly in order to gain speed, or to gain height.



Park Freestyle / Flatland: This BMX discipline uses skate parks with transitions and flat areas for tricks.



Street: This type of BMX uses elements in the street, and blocks, plazas and ledges banks and edges for tricks.



Dirt Jumps / Pump: This type of riding includes jumping and tricks over double jumps provided in a run of four or more jumps. Pump tracks are a small circuit of low dirt rollers and berms that the rider “pumps” through at speed, without pedalling.



Skateboarding

Park Skateboarding: This refers to skateboarding conducted on skate parks. These typically provide a suite of elements in different combinations including transitions (ramps), spines, bowls, rails, stairs, boxes and flat areas.



Street/Plaza: This type of riding focuses on elements without ramps and transitions, using boxes and rails and other elements commonly found in the street, or in plazas.



Vert Skating: This type of skating uses a half pipe ramp that extends beyond vertical.



Long Board/Downhill: This type of skating is road-based speed skating using a long board and is conducted downhill.



Inline skating

Aggressive Inline / Freestyle: This type of skating uses inline skates and involves individuals jumping and doing tricks on skate parks and urban street elements as used by skateboards.



Speed Skating: This is an inline skating indoors or on outdoor flat or banked tracks similar to ice racing.



Note: There are a range of other inline skate disciplines including inline hockey and artistic for example.

Quad skating

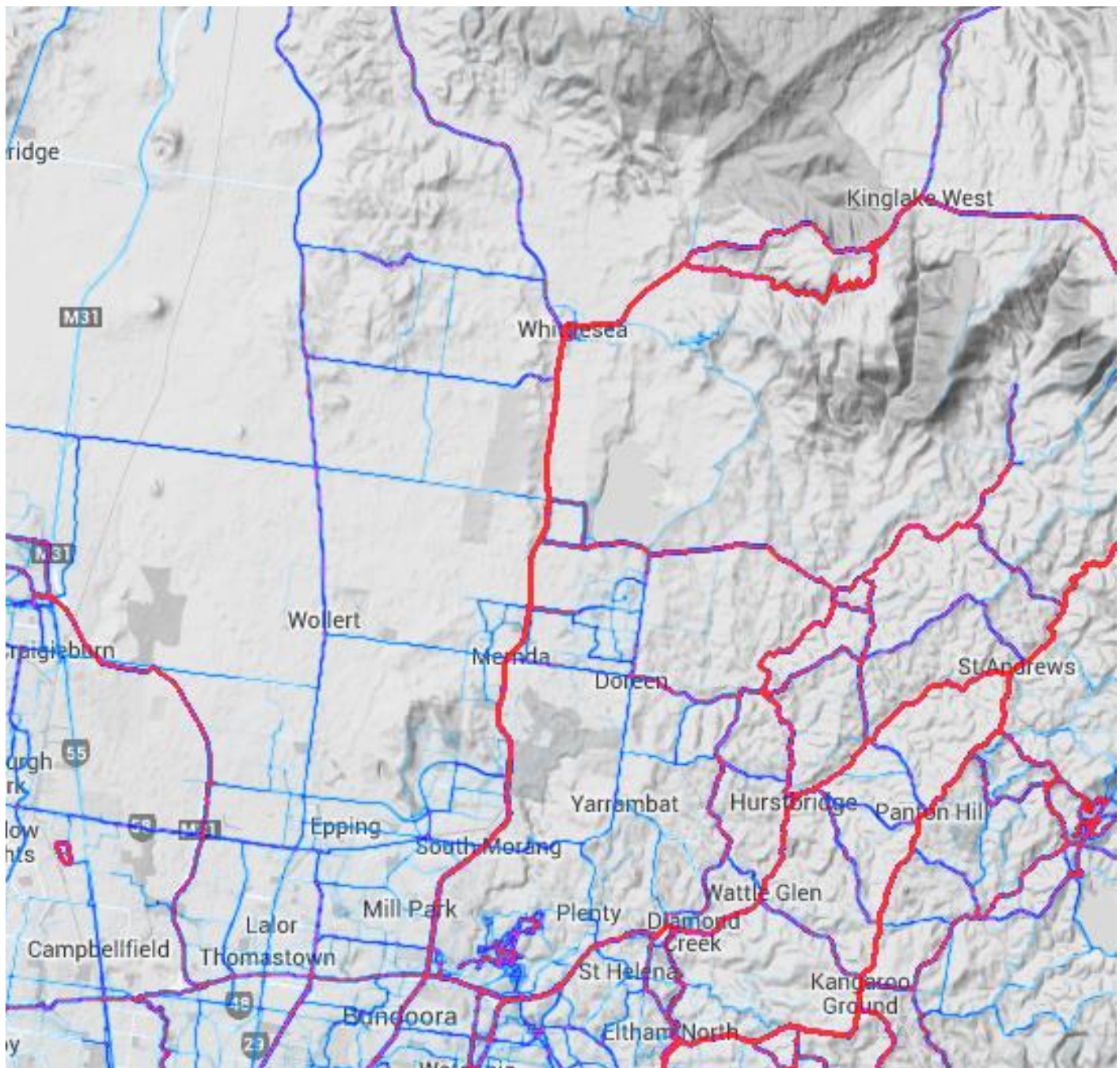
This discipline uses roller skates (wheels in a quad format rather than in line). This is conducted as freestyle on parks and paths, as well as in Roller Derby- an indoor sport.

Scooter riding

Street/Plaza: This type of scooter riding focuses on elements without ramps and transitions using boxes and rails and other element commonly found in the street, and in plazas.

Park: This type of riding focuses on use of a wide range of elements and combination of those found in skate parks, including ramps and transitions not found in street courses.

Appendix Two: Strava Heat Map



- Red = High Use by Cyclists
- Navy Blue = Moderate Use by Cyclists
- Light Blue = Low Use by Cyclists

*data gathered using Strava Labs© from www.labs.strava.com. It is important to note that this data only relates to cyclists using the strava app on a smart device whilst riding.

Appendix Three: Hierarchy of Facilities

Cycle Sports

Level	Description /Types of Facilities	Examples
Local	<p>Serves a catchment that is largely limited one suburb or local area. Facilities may include:</p> <ul style="list-style-type: none"> • Recreational dirt jumps • Shared paths • Local on-road training routes • Shared off-road tracks used for cross country MTB 	<p>Whittlesea Dirt Jumps</p> <p>Sycamore Dirt jumps</p>
District	<p>Have a catchment beyond the immediate suburb/precinct the facility is located in. Facilities may include:</p> <ul style="list-style-type: none"> • Recreational BMX tracks dirt jumps with other elements such as pump tracks • Skate parks with multiple elements and used for freestyle BMX, and scooters • Non-competition BMX tracks • Mountain bike trails • Dedicated on-road cycling routes 	<p>Quarry Hills Park</p> <p>Plenty Road</p>
Regional	<p>Serves a catchment beyond the municipal boundaries. Facilities may include:</p> <ul style="list-style-type: none"> • Velodromes • BMX competition racing tracks • Dedicated cyclo-cross facility • Dedicated downhill or MTB racing tracks • Off-road criterium circuit 	<p>Sycamore Reserve</p> <p>BMX Racing Track</p>

Skate and Scooter Facilities

Level	Description /Types of Facilities	Indicative Size
Local	<p>Skate and scooter facilities servicing only the immediate catchment i.e. a single suburb or local area.</p> <p>Typically these facilities will include an area with small transitions and a flat plaza/ street area with rails and blocks suitable for scooters and skateboarders.</p> <p>These facilities could be in a neighbourhood park suitable for social/ family recreation, and riders with a relatively low level of proficiency.</p> <p>Use would be short stay, but frequent visitation.</p>	650 sq.m
District	<p>District skate and scooter facilities would typically be provided in association with other sport, commercial or entertainment facilities.</p> <p>They would accommodate people who may stay a couple of hours up to a half a day; therefore, support facilities such as toilets and public transport would be available in the vicinity.</p> <p>Elements would include transitions, plaza/ street areas and some form of bowl to provide graded challenges and a variety of styles.</p> <p>These facilities should be suitable for scooters, BMX, inline skate and skateboard activities, and small events.</p>	1200 sq.m
Regional	<p>Serve a catchment beyond the municipal boundaries.</p> <p>Regional skate parks are typically in central locations including foreshores, major activity centres, major destination parks or large regional cities.</p> <p>They would accommodate people who would stay half a day or more; therefore, would have considerable seating, dedicated toilets, social amenities and lighting.</p> <p>Elements would include transitions, plaza/ street areas and some form of bowl to provide graded challenges and a variety of styles. These facilities should be suitable for scooters, BMX, inline skates and skateboard activities and events.</p> <p>They may have multiples of the same elements and even include some high level elements e.g. a high vert ramp, deep bowl etc.</p> <p>These facilities may also have a management presence or a "place manager".</p>	2,000 sq.m plus