

Draft Cycle Sports and Skate Strategy 2015-2025



About this document

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

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- Victorian Government in partnering to develop the strategy



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Introduction

The Cycling Sport and Skate Strategy (Strategy) covers cycle sports and skate activities including cycling conducted as competition sport and recreation, but not cycling for transport. These include mountain biking (MTB), BMX road racing and track. 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 Attachment 2.

Why have a plan?

These sports are larger than most other individual sports. Currently some 47,000 residents are likely to skate, scooter or cycle and by 2025 this may be 70,000.

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. For a relatively limited investment from Council, these sports can deliver substantial physical and mental health benefits to participants. 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

This plan addresses cycling 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. This Bicycle Plan focuses on making cycling safer, and largely around on-road infrastructure.

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

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

Method

As part of the plan all facilities were inspected and assessed, potential demand assessed, 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 the project.

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 by 2025; if the necessary infrastructure and supportive environment is provided to encourage this activity. 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. The scale of potential participation in cycle sports in addition to skate activities is therefore likely to be greater than any other sport or recreation activity in Whittlesea.

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.

The bulk of participation in cycle sports is not organised or club based and relies almost exclusively on public facilities, including the public domain, paths and roads. However, there are an increasing number of adults riding in road based organised rides, as social outlets and for personal or physical challenges. Cycling for corporate team building and networking opportunities is also increasing.

The community engagement process conducted for this plan reinforced the considerable demand for road based cycling competition, criterium racing and training opportunities, events such as cyclo-cross, and infrastructure improvements for mountain biking and BMX. The number of cyclists riding along Plenty Road (as evidenced by the Strava heat map provided Appendix Three) 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 from resident comments is around safe training routes and path conditions as a baseline.

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. Majority of MTB and BMX participants do not compete in organised events or join a club. Based on state participation rates, there are potentially 900 BMX riders and 1200 mountain bike riders living in the municipality. This participation depends on an extensive network of shared paths and safe on-road cycle routes for training and access to cycle sport facilities. In contrast there are 30 BMX riders and 41 MTB riders registered with the governing bodies.

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

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 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 a road cycling criterium circuits (off road), so that they can be used regularly for competition and training, and sports development. This facility would also reduce the costs of closing roads for road 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 both largely in abeyance due to very small membership bases. In addition, local riders compete under the Northern Combine – a collective of clubs competing in road racing in Whittlesea and neighbouring municipalities. A new club called the Plenty Gorge MTB Club has recently been formed. The club has 35 members and is anticipates reaching close to 100 in the next year. Due to the typical small size of cycle clubs Cycling Victoria recommends in future clubs accommodate multiple disciplines.

Skating and Scooters

The demand for skating and scootering is strong, and these activities have maintained a good participation base locally. There has 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.

There is a greater diversity in age of skate scooter riders starting as young as 3 years going up to the resurgence of skating amongst people 30 years and older. This trend has seen the growth of whole families visiting skate parks.

Given this movement towards family use and engagement skate and scooter facilities are now commonly being integrated into larger destination parks for social and family recreation. 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 activities in park redevelopments and in new parks in growth areas.

Facilities in Whittlesea

Cycle sports facilities

Road Cycling

There is no purpose-built facility for road or track cycling in the City of Whittlesea. A number of survey respondents used velodromes and criterium circuits as far away as Casey and Sandown.

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 but could not identify a suitable location. 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.

The demand for track facilities appears to be met by neighbouring municipalities including Darebin (indoor and outdoor velodrome) and Moreland (two outdoor velodromes).

Cyclo-cross events have also 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 BMXs 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 Park 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 use by mountain bike riders 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 key issues affecting fit-for-purpose:

- **The locations of parks.**

The Epping and Bundoora facilities are relatively isolated from social activity and high use community facilities that attract unorganised social use by young people. These 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/maintenance plan should be a collaborative approach between Council and the skate park users.

- **Design of existing parks.**

The parks do provide good opportunities for young skaters to learn to ride transitions and some 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 some of the existing sites and strategically locating new local and district facilities around the key population centres facilities to serve the developing urban environment. 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. **Equitable distribution of central, social and easy to get to facilities**
2. **Facilities designed, constructed and managed so they are in line with best practice**
3. **Programs, events and competitions at suitable venues**
4. **One or more sustainable cycle clubs**

Equitable distribution of central, social 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 3000-6000² skaters. 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. (Suggested location for the ten skate facilities and four cycle sports hubs are highlighted in Map 1 Page 10.)

The preferred hierarchy of cycle sport and skate facilities includes three levels: local, district, and regional. All new skate facilities 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

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

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

Proposed cycle sport and skate developments

Proposed cycle sport and skate / scooter developments including new facilities are listed in the following table.

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	Upgrade and extend trails proposed in this plan	MTB cross country	Regional
Sycamore Reserve	Asset renewal proposed 2015/6. Opportunity for cyclocross	BMX racing track and 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 10), shows the existing and the proposed distribution of cycling, skate and scooter facilities in relation to population centres.

Easy access to facilities

It will 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 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 young people to get to facilities safely and to skate, cycle and scooter around the neighbourhood
- c) Site and connect new facilities adjacent to train stations and major public transport routes, in social areas, and in hubs (or clusters of facilities for multiple disciplines)

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

- promote facilities
- encourage participation by riders
- allow social interaction with friends
- provide informal surveillance.

Sites for skate facilities should be perceived as safe and fun places to be for the whole family. Measures such as this attract a greater diversification of user including younger children and females. These sites 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 maximise use of the park.

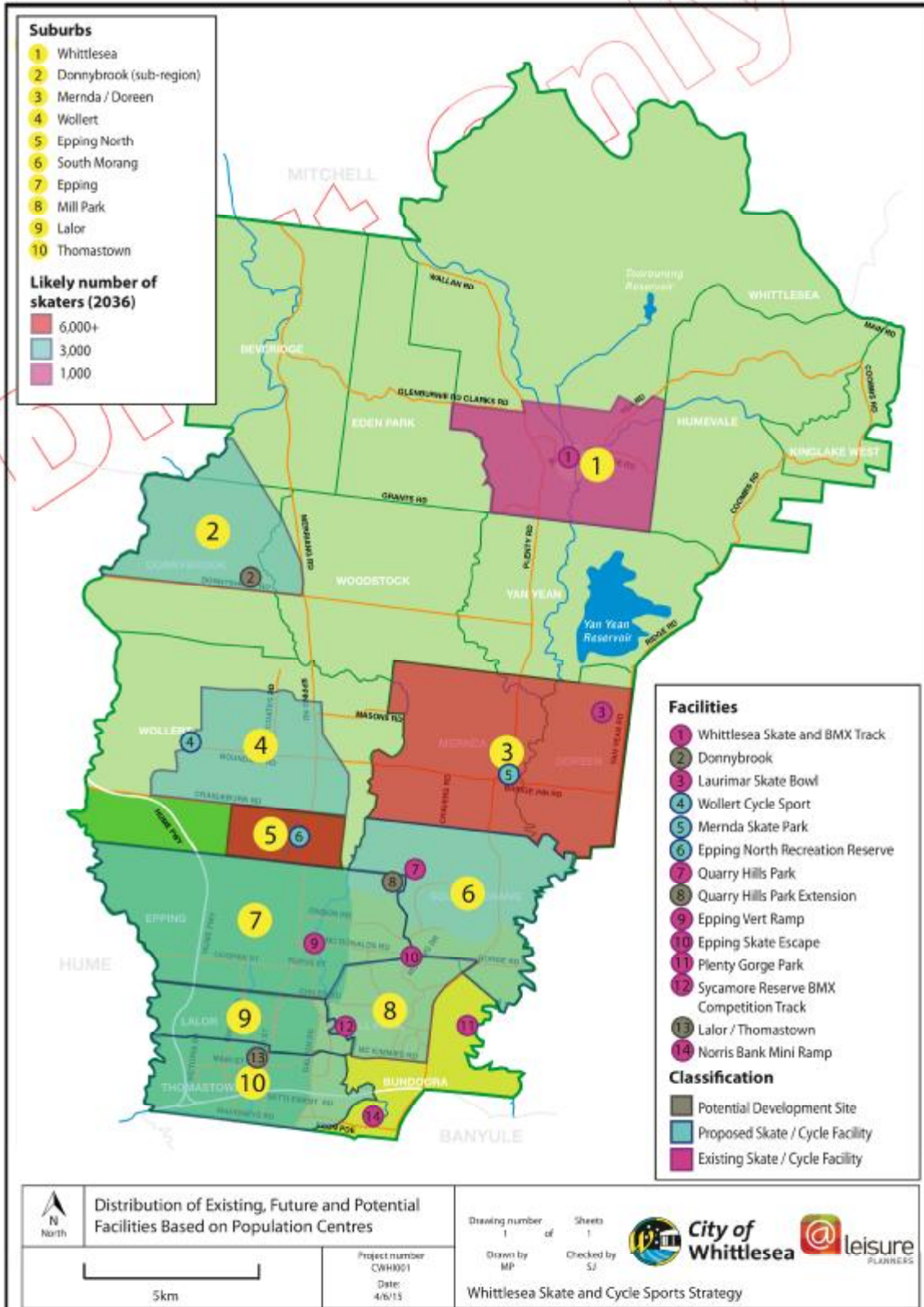
Another opportunity is to locate facilities adjacent to a community or other sport/leisure facilities that has a management presence. This offers a way of cost effectively providing direct customer, event management and surveillance. It is important that when locating a skate park adjacent to community 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 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.

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



Facilities designed, constructed and managed so they are in line with best practise

The specialist nature of skate and cycle facilities warrants specialist facility design, construction and maintenance processes to ensure facilities are fit for purpose for each discipline and provide maximum opportunities 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 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 facilities. Council can provide professional advice from experienced personal to support clubs in the maintenance of the facility.

Design

Skate park design should ensure a full range of skate and scooter activities are provided for. In addition, they should provide: for multiple age groups and proficiencies, graded challenges for local children to grow skills locally, flow between elements and smooth surfaces.

Individual skate and cycle sport parks should be designed as a network of integrated facilities that complement each other, whilst each provides 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, these elements typically 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 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. Sycamore Reserve could provide a clubroom for such an opportunity. A collaborative environment could be fostered through a potential colocation arrangement with the Plenty Gorge MTB club and Northern Park BMX Club at Sycamore Reserve.

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 at 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 in line with best practice**
- 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 (Appendix One). These actions have been 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.

Before any works are referred to Council's new works schedule they will be subject to the Project Management Excellence process.

Appendix One

Key Direction #1 - *Equitably distributed, central, social and easy to get to skate and cycle facilities*

No.#	Action	Type	Commence	Cost	Lead Dept.
1.	Identify suitable site to construct a district level skate facility in Mernda: <ul style="list-style-type: none"> • Site should be adjacent to new railway line. • Site should consider the policy directions outlined in this strategy. • Site should facilitate event hosting. 	Planning	2015/16	Within existing resource	Strategic Planning and Design
2.	Where possible locate skate and cycle sport facilities: <ul style="list-style-type: none"> • In 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. 	Policy	On-going	Within existing resource	Strategic Planning and Design
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	Transport & Engineering / 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	Transport & Engineering
5.	Identify suitable site for a district level skate facility in Epping North that considers the policy directions outlined in this strategy.	Planning	2016/17	Within existing resources	Strategic Planning and Design / Leisure & Community Inclusion
6.	Identify suitable site for a district level skate facility in Donnybrook that considers the policy directions outlined in this strategy.	Planning	2016/17	Within existing resources	Strategic Planning and Design / Leisure & Community Inclusion
7.	Conduct feasibility on constructing a district level skate park in Thomastown or Lalor.	Planning	2017/18	\$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.
8.	<p>Work with BMX Victoria and the Northern Park BMX Club, to redesign and redevelop the Sycamore Reserve BMX to a regional competition standard, including:</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) Reconstruct the dirt jumps adjacent to the BMX track to alleviate risk management issues. Refurbish the pavilion for use by multiple cycling clubs. 	New Works	2015/16	\$500,000 (PID 2052 & 2053)	Major Projects / Leisure & Community Inclusion
9.	<p>In collaboration with user groups, review and update the existing maintenance and asset management plans for all skate and cycle sport facilities in the City of Whittlesea 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	2015/16	Within existing resources	Parks & Open Space / Leisure and Community Inclusion
10.	<p>Review the Quarry Hills Master Plan with the possibility of accommodating MTB as a an activity focus, including:</p> <ul style="list-style-type: none"> Providing a network of differently graded trails Multiple suitable access points (and trail heads) Update signage (e.g. user behaviour and guidelines) Integrate a major tree planting program around the MTB trails. 	Planning	2015/16	Within existing resources	Parks & Open Space
11.	<p>Undertake asset renewal works to Whittlesea Skate and BMX Park to address ongoing maintenance issues.</p>	Maintenance	2016/17	Within existing Services Contract.	Parks & Open Space
12.	<p>Upgrade Epping Skate Escape including:</p> <ul style="list-style-type: none"> Asset renewal work Additional street plaza elements Greater focus on graded challenges Improved social amenities. 	New Works	2016/17	\$220,000 (PID 632)	Major Projects
13.	<p>Extend Laurimar skate park to provide additional street plaza elements.</p>	New Works	2018/19	\$220,000 (PID 632)	Major Projects

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

No.#	Action	Type	Commence	Cost	Lead Dept.
14.	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	2019/20	\$10,000 (Budget allocation required)	Marketing & Comms / Baseline Youth Services
15.	Design and construct a district level skate facility in Mernda.	New Works	2021/22	\$440,000 (PID 632 – additional \$220,000 required)	Major Projects
16.	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	2021/22	\$20,000 (Budget allocation required)	Leisure & Community Inclusion
17.	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	Outside 10 year period	Within existing resources	Major Projects
18.	Ensure future skate parks provide for a range of graded challenges for skate and scooter riders of different levels of proficiency.	Policy	On-going	Within existing resources	Leisure & Community Inclusion
19.	Ensure design and programming of all skate and cycle facilities encourage participation by females – including the design of social amenity.	Policy	On-going	Within existing resources	Strategic Planning and Design
20.	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
21.	Continue to implement cleaning and surface enhancements to Plenty Road in recognition of its role as regional cycle route.	Maintenance	On-going	Within existing	Transport & Engineering
22.	Work with Parks Victoria and the Plenty Gorge mountain bike riders to enhance access to the MTB trails in Plenty Gorge Park, provide suitable trail head 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.
23.	Work with other providers to offer a regular program of clinics, demos and other activities at Council skate parks.	Planning	On-going	\$4,000 p.a. (Budget allocation required)	Baseline Youth Services
24.	Encourage other providers to develop and deliver cycle sport and skate events in the City of Whittlesea.	Planning	On-going	Within existing resources	Leisure & Community Inclusion
25.	Work with community groups (i.e. YMCA), clubs and state associations to develop opportunities for young children and females to learn skate, scooter and cycle skills to develop techniques, fitness, safe practices and equipment maintenance.	Planning	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.
26.	Work with Cycling Victoria/BMX Victoria to re-establish a club at Sycamore Reserve – that can support multiple cycle sport disciplines, manage the BMX track, run BMX competitions and other events such as cyclo-cross in the reserve.	Planning	2015/16	Within existing resources	Leisure & Community Inclusion
27.	Prepare a new occupancy agreement with the club at Sycamore Reserve to guide the management/maintenance of the track, program development, club development and events.	Planning	201/16	Within existing resources	Leisure & Community Inclusion

Appendix Two Glossary of Terms

Road/ Track Cycling

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

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

<p>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.</p>	
<p>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.</p>	
<p>Vert Skating: This type of skating uses a half pipe ramp that extends beyond vertical.</p>	
<p>Long Board/Downhill: This type of skating is road-based speed skating using a long board and is conducted downhill.</p>	

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 skateboarders.



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

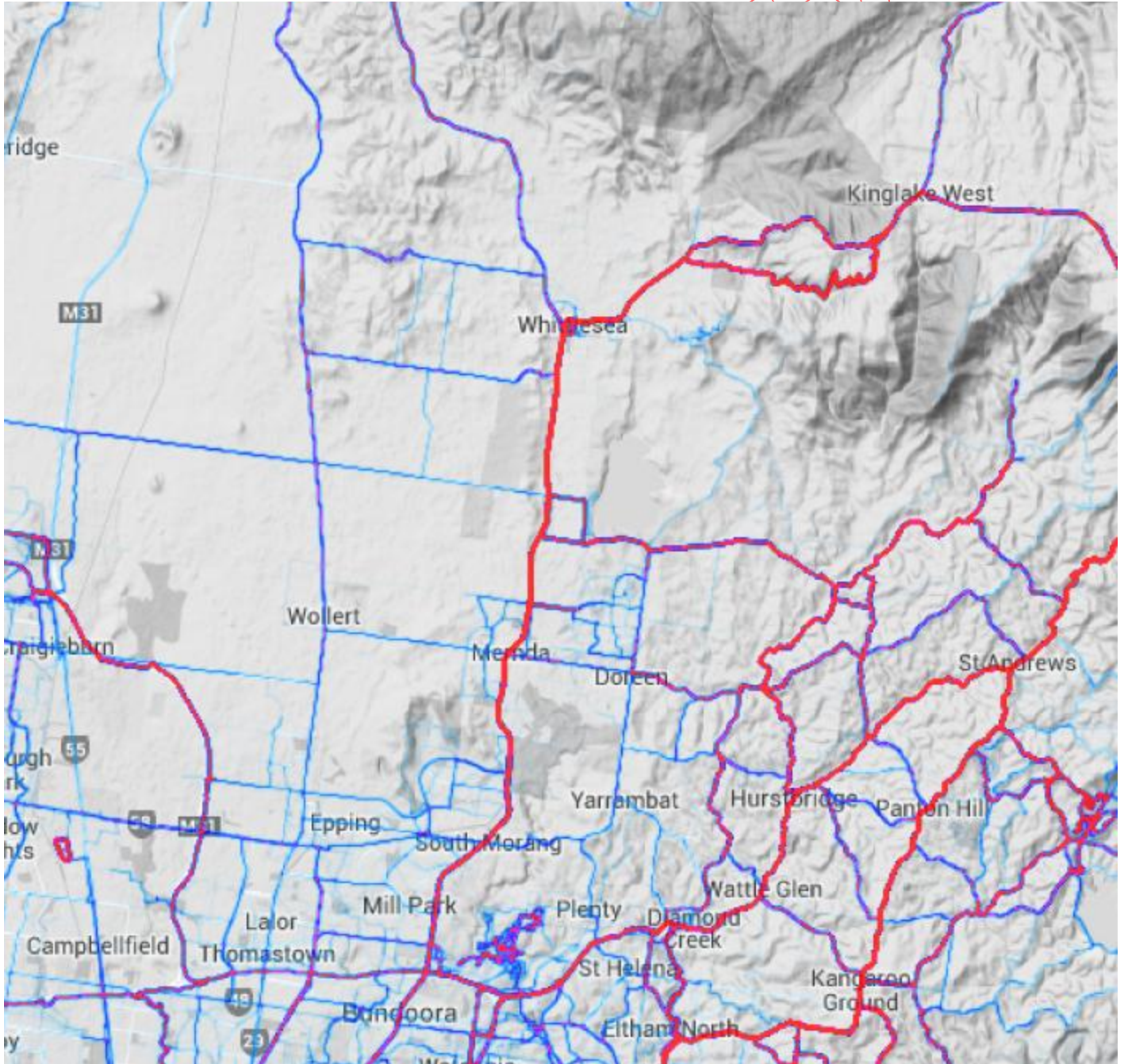
This discipline uses roller skates (wheels in a quad format rather than in line). This is conducted as freestyle on parks and paths, as well as in Roller Derby- an indoor sport.




Scooter riding

Street/Plaza: This type of scooter riding focuses on elements without ramps and transitions using boxes and rails and other elements 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 Three - 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.