



City of Casey
Sport Cycling Strategy

Final Report

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1 Introduction

The City of Casey is located 35 kilometres south-east from Melbourne and is one of the fastest growing regions in Australia. Casey has been undergoing significant and rapid population expansion and the population is forecast to reach 450,000 by 2036.

In order to cater for this significant and rapid population growth Casey City Council has developed a number of strategic recreation planning documents to cater for its future population's needs.

1.1 Project Background

Council adopted its Leisure Facilities and Development Plan (LFDP) in 2009 to guide the provision of sporting infrastructure in Casey. The LFDP considered and recommended the development of a BMX track however it was not within the scope of the LFDP to consider the other sport cycling disciplines.

The Casey Sport Cycling Strategy will provide Council with a strategic direction to guide its infrastructure provision and hosting of sport cycling events across the following five sport disciplines:

- BMX racing.
- Mountain bike racing.
- Road racing.
- Track cycling.
- Triathlon.

Opportunities for emerging sport cycling disciplines have also been considered and analysed on the basis of local evidence for growth and market share.

Council's Paths and Trails Strategy 2011 provides direction on recreational and commuter based cycling and walking links throughout the municipality. The Paths and Trails Strategy is complimentary to the Sport Cycling Strategy as it identifies a number of on road and off road cycle paths throughout the municipality.

1.2 Project Aims and Objectives

The aim of the study was:

To provide Council with strategic direction to guide its provision of sport cycling facilities to meet the needs of its current and future residents.

The objectives of the study included:

- Provide an outline supply assessment of existing sport cycling facilities throughout Metropolitan Melbourne and Regional Victoria. Facilities to be listed will include track cycling, BMX racing tracks, mountain bike and triathlon courses and designated road racing courses.
- Provide an outline of the event hosting opportunities and requirements across the sport cycling disciplines for regional, state, national and international level events.
- Undertake consultation to identify participation characteristics of sports cyclists in Casey including demographics, rates in local participation, identify where local participants race, train including the main issues and trends.
- Identify the current and projected demand for sport cycling in Casey across the various sport cycling disciplines.

- Provide advice and recommend an appropriate level of facility provision and suitable locations to address the demand for the various sport cycling disciplines including ancillary infrastructure requirements (car parking, lighting, pavilions, track surface, etc). Consideration should be given to creating infrastructure efficiencies for co-locating sport cycling facilities together and / or with other sporting facilities.
- Taking into consideration population growth and projected demand for the various sport cycling disciplines over the next twenty years provide a timeframe (short, medium and long) for developing key infrastructure across the municipality.
- Identify land requirements to accommodate the recommended sports cycling facilities and estimate any costs for acquisition.
- Provide broad direction in relation to promotional and sport development requirements to support the development of sport cycling in Casey. This will include an outline of further strategic work to support the development of sport cycling facilities and the attraction of cycling events to Casey.

1.3 Acknowledgements

Corengal Sport and Leisure would like to acknowledge the contribution of various representatives of local sporting groups and other stakeholders for their input into the development of this Sport Cycling Strategy.

The research, consultation and recommendations contained in this report are based on the research undertaken by Corengal Sport and Leisure and TL Sports on behalf of the City of Casey.

1.4 Cycling Definitions

For the uninitiated, cycling can be a confusing sport with its various disciplines and events. The following provides an understanding of each discipline and its events; it excludes recreational riding pursuits:

1.4.1 Road Cycling

- **Road race** – conducted on roads and course varies in length, from 5km – 260km.
- **Criterion** – event conducted around a tight technical circuit which varies in length from 0.8km – 2.0 km
- **Individual time trial** – an individual event in which participants are given a specific start time and complete the distance in as short a time as possible.
- **Multi stage races** – typically called tours (i.e. Tour de France) and have any number of stages and / or days.

1.4.2 Track Cycling

- **Time Trial** – conducted over 500m – 1,000m and completed in as short a time as possible.
- **Points race** – points are accumulated by riders through a series of sprints.
- **Individual pursuit** – two riders start on opposite sides of the track and attempt to catch one another over a distance of 2.0 km – 4.0 km.
- **Teams pursuit** – similar to the individual pursuit but raced in teams of four.
- **Madison** – two riders compete in a team
- **Handicap races** – usually run over 2.0 km and as the name implies riders are given a ‘head start’ depending on their ability.
- **Scratch race** – riders commence from the same starting point and event is typically 5.0 km – 20.0 km in length.

- **Team Sprint** – involves two teams of three cyclists competing over three laps of the track and the teams start on opposite sides of the track.

1.4.3 BMX (Bicycle Moto Cross)

- **Freestyle** – riders utilise skate parks, half pipes, dirt jumps and flat smooth surfaces for performing tricks.
- **Track racing** – There is no single standard design for a track. Each race is started with a group of 8 or less competitors, generally matched by age or ability.

1.4.4 Mountain Biking

- **Downhill** – is a time trial event in which riders descend as quickly as possible down a designated trail. Within the Downhill category there are a number of different events that include Individual Downhill, Mass Downhill, Four Cross and Dual Slalom.
- **Cross Country** – There are timed downhills and untimed uphills, with racing conducted over a series of special stages and whoever has the fastest combined time after those stages wins. Within the Cross Country category there are a number of different events that include Cross Country Olympic, Marathon, Point to Point, Short Track, Time Trial and Team Relay.

1.4.5 Cyclo-cross

Combines a number of elements from mountain biking, cross country cycling and criterium racing. Races are conducted over a number of laps of a circuit. The circuit combines a number of different elements such as short steep ascents where the cyclist carries the bicycle, bitumen track, grass track and mud.

The course must form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable. Due to the nature of Cyclo-cross there is no prescriptive type or number of obstacles for a circuit. Often demountable obstacles are created for events that can be easily removed after the event has finished. An example is where temporary steps are developed and incorporated as part of the circuit.

1.4.6 Human Powered Vehicles¹

Any form of human powered vehicle (HPV), including those that may lose the status of bicycle under the International Cycling Union. An example of a HPV is a recumbent bicycle.

HPV's are also used to showcase innovation in technologies that reduce fossil fuel energy consumption. An example of this is the RACV Energy Breakthrough that is held each year in Maryborough, Victoria. With this event students, teachers, parents and local industry work together to design and construct a vehicle, a machine or innovation in technology that will represent an energy breakthrough.

- **Challenge** – consists of a series of events designed to test the functionality and performance of a HPV.
- **Other events** – conduct events that are similar to road racing and BMX events (track racing).

¹ Information on Human Powered Vehicles sourced from the peak association www.OzHPV.org.au.

2 Social and Policy Context

2.1 Policy Context

The following provides an overview of the main plans and policies relevant to and the implications of these plans and policies for this study.

Policy / Plan	Relevance to Current Study
Casey C21 – Building a Great City (Ver. 1.1)	<p>Is Council's long term strategic planning document and presents an overview of Council's long-term blueprint for shaping the City of Casey's future.</p> <ul style="list-style-type: none"> • 7.1 Jobs for a Knowledge Economy – Objective 7 is to build on the strength of Casey's sports and leisure profile to grow this sector as one of the City's key employment growth areas. • 8.2 A Casey Identity – Objective 6 is to promote an active and healthy lifestyle based on sport and leisure facilities which gives Casey a metropolitan profile. • 8.3 Building on Casey's Advantages – Objective 11 is to build on the outstanding range of sports and leisure facilities to develop Casey as a centre of sporting excellence for Victoria. <p><u>Implications for this report</u></p> <p>Council has identified one of its strengths and key strategic advantages are the breadth and standard of sporting and leisure facilities. Council is looking to further develop this strength through building on the range of sporting and leisure facilities and the creation of local jobs.</p>
Municipal Health and Well Being Plan 2013 – 2017	<p>Council has an important role in promoting and supporting the health and wellbeing of Casey residents.</p> <p>The role of Council in public health has expanded beyond protecting the community from infectious disease and preventable illness, to the prevention of chronic disease and injuries.</p> <p>Council has identified 'Active Living' as a core priority. Physical activity is important to maintaining and protecting good physical, social and mental health across the lifespan. Regular physical activity reduces the risk of premature mortality and chronic diseases such as Type 2 diabetes, heart disease, depressions, osteoporosis, stroke and some cancers.</p> <p>Council is committed to increasing the participation of Casey's residents in physical activity by increasing active recreation opportunities and participation; and increase participation in sports, particularly for girls, women and CALD communities.</p> <p><u>Implications for this report</u></p> <p>The study is to consider sport cycling opportunities in which all Casey residents can participate and provides opportunities to enhance social connectedness through club structures and volunteerism.</p>
Leisure Facilities and Development Plan	<p>A Bicycle Motocross (BMX) racing facility was one of fourteen (14) sports investigated in Casey as part of Council's Leisure Facilities & Development Plan (2009) (LFDP). The LFDP recommended the</p>

Policy / Plan	Relevance to Current Study
(Ver. 2.1)	<p>provision of a BMX competition racing track to address the current and projected level of interest in BMX. The LFDP recommended that a centralised location is appropriate for such a facility to ensure accessibility for the entire municipality.</p> <p>Casey's has a high population of young people, aged 5 to 24 years which represents the core BMX participation ages. In 2011, Casey had over 75,000 young people, representing 30 per cent of Casey's entire population. This is projected to grow to over 133,000 young people by 2036 demonstrating a considerable existing and potential future demand for the sport.</p> <p><u>Implications for this report</u></p> <p>Consideration is given to development of a BMX racing facility subject to ongoing demonstrated need / demand.</p>
Open Space Strategy (October 2011)	<p>Fifty percent of householder survey respondents said they would like more local parks, playgrounds, and cycling or walking trails.</p> <p>Circuits of shared paths in every precinct to encourage exercise typically would be trails that link community facilities and parks, and interconnect to provide exercise circuits through open space for walking, running cycling and dog walking, within 400m of all residents.</p> <p>Accommodation of a range of specific activities and users (includes cycling)</p> <p><u>Implications for this report</u></p> <p>Whilst not within the remit of this study, the provision of bicycle paths are important for providing safe off-road riding opportunities for cyclists which in turn may lead to increase in sport cycling participation.</p>
Paths and Trails Strategy (May 2012)	<p>The Casey Paths and Trails Network is comprised of a generous Shared Use Path (SUP) network. There are in the order of 230km of existing SUPs, limited on-road cycle lanes and an equestrian trail network. Casey has a good provision of SUPs within the urban areas. Generally older urban areas have some facilities retro-fitted in response to increasing demand. Whilst there are some on-road cycling facilities within Casey these are not currently the dominant component of the network. Casey currently makes good use of existing open spaces, including opportunities along linear reserves such as waterways, for walking and cycling trails and this is an area that can be developed upon as important recreation destinations within the network.</p> <p><u>Implications for this report</u></p> <p>A shared user path has been identified for Casey Fields that connects to the broader paths and trails network.</p>
Cycling into the Future 2013 – 23 (Victoria's Cycling Strategy)	<p>Cycling into the Future 2013–23 aims to grow and support cycling in Victoria. It aims to make it easier for more people to cycle and to make it safer for people who already ride.</p> <p>Six directions are identified of which three are relevant to this study:</p>

Policy / Plan	Relevance to Current Study
	<ul style="list-style-type: none"> • Encourage cycling – help Victorians feel more confident about cycling and make cycling more attractive. • Grow the cycling economy – support opportunities to grow and diversify Victoria’s economy through cycling. • Plan networks and prioritise investment – plan urban cycling networks to improve connectivity and better target investment in urban networks, regional trails and specialist cycle sport infrastructure. <p><u>Implications for this report</u></p> <p>The Victorian state government has identified the importance of providing specialist cycle sport infrastructure for a sport with rapidly increasing participation rates.</p>
<p>Cycling Victoria Strategic Plan 2013 – 2016</p>	<p>Cycling Victoria’s Strategic Plan has been developed around three pillars. The pillar most relevant to this study is membership and the two key objectives relevant to this study are:</p> <ul style="list-style-type: none"> • Improve access to facilities to enhance participation opportunities – Two of the strategies linked to this objective are for Cycling Victoria to develop a state venues strategy for all disciplines of cycling and to develop a Melbourne inner city criterium facility. • Provide a comprehensive calendar of events – Two of the strategies linked to this objective are to enhance participation options for masters participation and to continue the development of Cyclo-Cross. <p><u>Implications for this report</u></p> <p>Cycling Victoria is in the process of developing a state facility strategy that would likely inform the location of cycle sport infrastructure.</p> <p>Casey has a criterium circuit, therefore Cycling Victoria’s desire to develop a Melbourne inner city criterium facility is likely to be met by a municipality closer to the CBD.</p> <p>Pending the outcomes of the facility development recommendations there are opportunities to develop masters and Cyclo-Cross events.</p>

2.2 Participation and Demographic Review

This section provides an overview of the key cycling participation data and demographic characteristics for the City of Casey. The characteristics assessed are those which impact (or have potential to impact) people’s participation patterns and involvement in cycling. The section concludes with an assessment of the implications from the demographic profile on cycling provision and participation. More detailed demographic information is provided in Appendix 1.

The demographic and participation data reported below has been obtained from the following sources:

- Casey Population and Housing Forecasts (www.casey.vic.gov.au/demographics/).
- Participation in Sport and Physical Recreation Australia 2011 – 2012 (www.abs.gov.au).

- Exercise Recreation and Sport Survey (ERASS) 2008 – 2010.
- Children's Participation in Cultural and Leisure Activities, Australia, April 2012 (www.abs.gov.au).
- BMX Victoria
- Participant Survey Results from USM² Events.
- Australian Cycling Participation – Results of the 2011 National Cycling Participation Survey (Austroads).

2.2.1 Cycling Participation

Cycling is a very popular activity in Australia and more so in Victoria. Key highlights of cycling participation are:

- An estimated 1.36M persons participate in cycling across Australia.
- Victoria has the largest number of cycling participants (260,000) as compared to the other states and territories.
- In Australia cycling is the 4th most regularly participated sport with 320,000 people (aged 15+) riding two or more times a week.
- Bike riding is a popular recreational activity for persons aged U15, with approximately 1.77M children participating. In Victoria approximately 436,000 children ride a bike for recreation.

Table 1 – Top Five Activities in Victoria 2008 – 2011 for Persons Aged 15+ years

		Participation Rate			
	Activity	2011	2010	2009	2008
1	Walking (other)	24.3	36.6	35.9	38.8
2	Aerobics/fitness	17.6	24.7	23.5	24.2
3	Swimming	8.8	13.5	13.9	13.2
4	Cycling	7.7	12.7	12.8	13.8
5	Running	4.6	12.7	11.7	10.1
45	Triathlon	Not available	*0.3	0.4	0.2

Note: From 2011 the participation survey has been undertaken by the ABS and there are methodological differences with the ERASS surveys which does not allow for comparison with surveys undertaken from 2008 - 2010. However the historical data is useful for some broader trend comparisons.

- The above table shows the popularity of cycling in Victoria and demonstrates cycling has consistently been one of the top five activities in Victoria.
- The above table shows triathlon has historically had a low participation base as compared to other activities.

2.2.2 Profile of a Sport Cyclist

The following information provides an overview of the demographic profile of a cyclist.

- Cycling participation gender split: Male 64% / Female 36%
- Participation is strong across all age groups from 15 years to 65+years. Participation is particularly strong across the 25 – 64 age cohort.
- Cyclists are well-educated (69% have bachelor or post-graduate degree).

² USM Events is an event management company who manages some of Australia's largest mass participation events.

- Majority of cyclists are professionals (56% of Audax³ participants were professionals).
- Road cyclists have a high income (38.5% earn more than \$93,600 per annum) and typically own two bikes on average valued at \$4,000 each.
- Approximately 1 in 5 persons in Victoria cycled in the week prior to the National Cycling Participation Survey (March – April 2011). For those who had cycled in the week prior to the survey, 72% cited the reason for cycling was recreation purposes (includes sport and leisure).

2.2.3 Profile of a BMX Rider⁴

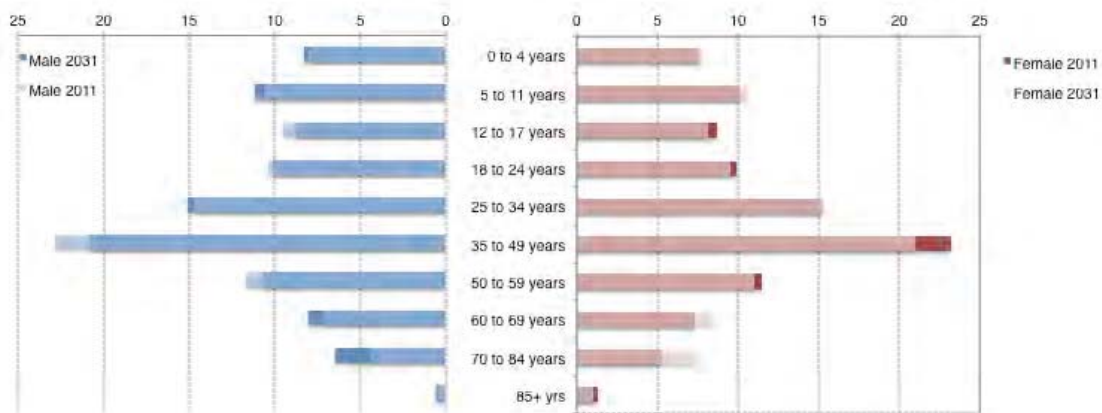
The following information provides an overview of a BMX rider:

- Predominantly male (Male 80%:Female 20%).
- Younger age groups (U16 comprise approximately 69% of members).
- Sport that provides and encourages the whole family to be involved (22% of registered members are aged 30+, which is likely to be parents of junior members).

2.2.4 Selected Casey Demographic Characteristics⁵

In 2011 the City of Casey’s population was 260,404 people. This is forecast to increase by 143,638, to a total forecast population of 404,042 in 2031.

Figure 1 – City of Casey Forecast Population Change, by Gender and Age Structure



As shown in the above figure:

- There are slightly more females than males and this trend is forecast to continue from 50.1% of the population being female in 2011 to 50.4% in 2031.
- The population is ageing. The proportion of the population aged 60+ is forecast to increase, from 13.2% of the population in 2011 to 16% in 2031.
- The most populous age group in the City of Casey in 2011 was the 35 – 39 year age group. This trend will continue, with the 35 – 49 year age group representing 21% of the population in 2031.
- In 2011 the second most populous age group was the 25 – 34 year are group, at 14.9%. This trend will also continue through to 2031.

³ Audax is a non-competitive long distance bicycle ride.

⁴ The demographic profile of a BMX rider is sourced from competition riders registered with Victorian BMX and is limited by the small sample size.

⁵ Casey Population and Housing Forecasts (www.casey.vic.gov.au/demographics/).

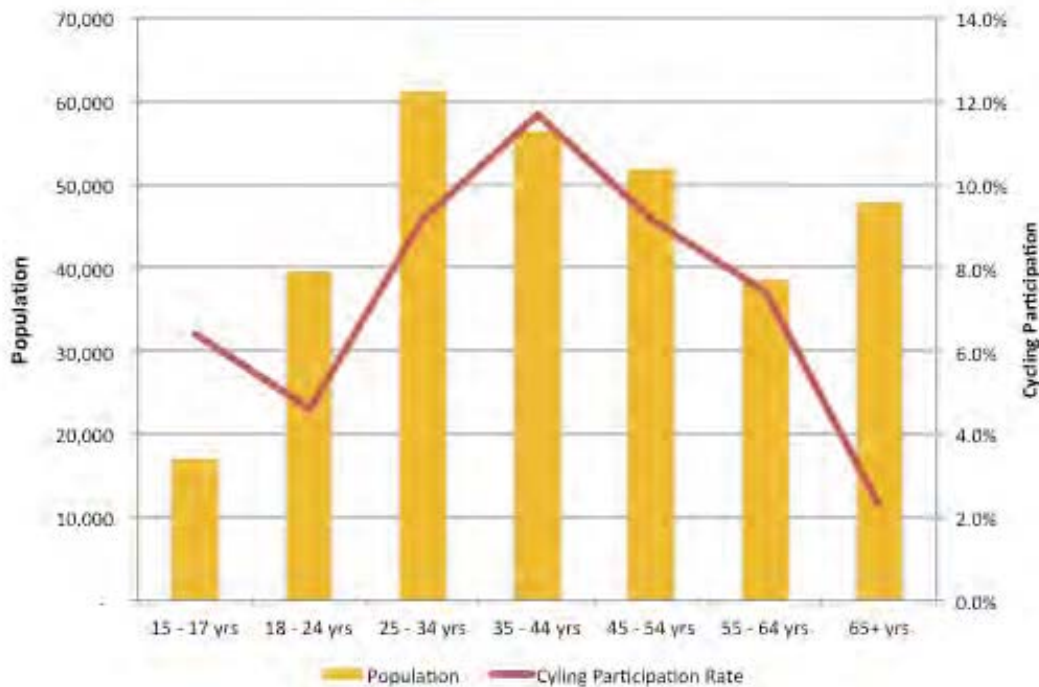
- Approximately 30% of the Casey population in 2031 will be aged between 5 – 24 years.

Other relevant Casey cycling demographic characteristics include:

- In 2006, 16.3% of Casey's population had a tertiary qualification. This increased to 21.4% of the population in 2011. It is assumed this trend will continue so potentially 42.2% of the work-age population in 2031 may hold a tertiary level qualification.
- In 2011, 8.0% (15,494) of Casey residents earned more than \$78,000 per annum. Assuming this trends remains the same, in 2031, 32,323 people will be earning more than \$78,000 per annum.
- In 2011, 23.7% of employed people within Casey worked in managerial or professional roles.

Figure 2 – Forecast Casey 2031 Population for Persons Aged 15+ years by Cycling Participation Rate

The following figure shows Casey's forecast 2031 population with the cycling participation rate in selected age cohorts. What is evident in the following figure is the popularity of cycling across the 25 – 64 year age cohort.



2.3 Implications

The key implications from the demographic profile in relation to the provision of sport cycling facilities include:

- Casey's population increase by 143,638, to a total forecast population of 404,042 in 2031.
- The most populous age group in the City of Casey in 2011 was the 35 – 39 year age group. This trend will continue, with the 35 – 49 year age group representing 21% of the population in 2031.
- In 2011 the second most populous age group was the 25 – 34 year are group, at 14.9%. This trend will also continue through to 2031.

- Forecast increase in the number of Casey residents with a tertiary qualification, working in managerial / professional roles.
- Approximately 30% of the Casey population in 2031 will be aged between 5 – 24 years.
- Based on the highest and lowest Victorian cycling participation rates over the past four years, it is likely there will be 31,100 – 55,700 cyclists in Casey by 2031.

Implication: The demand for sport cycling facilities is likely to increase in the future given the significant population growth forecast for Casey, particularly if cycling continues to be one of the top four participation sports. It is likely there will be 31-100 – 55,700 cyclists in Casey by 2031.

The two age cohorts with the highest cycling participation rate are the 25 – 34 and 35 – 44 year groups, which are forecast to be the two most populous age cohorts in Casey by 2031.

Casey's forecast 117,500 high population of young people, aged 5 to 24 years, demonstrating a considerable future demand for a BMX facility.

3 Facility Review

The following section provides an overview of the main cycling facilities in Metropolitan Melbourne and Regional Victoria as well as a review of facility standards for sport cycling. A more detailed review of the facilities is attached in Appendix 2.

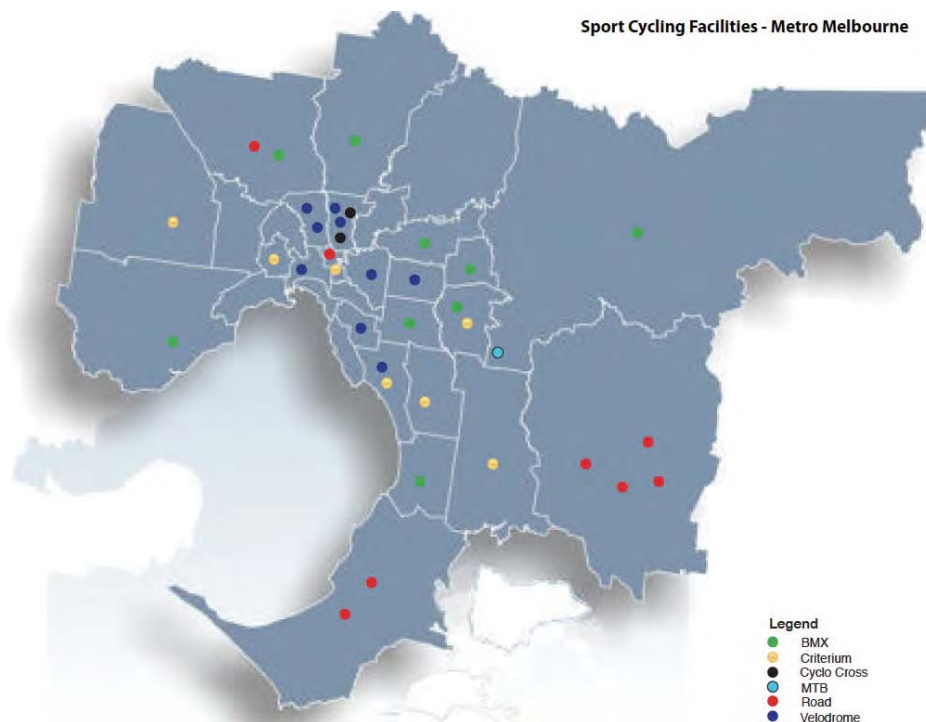
3.1 Metropolitan Melbourne Cycling Facilities

There are a total of 35 sport cycling facilities in Metropolitan Melbourne with the number of facilities per discipline as follows:

- Nine BMX tracks.
- Six criterium circuits.
- Two cyclo-cross circuits⁶.
- Two indoor velodromes.
- One mountain bike course (Lysterfield).
- Seven outdoor velodromes.
- Seven road circuits⁷.
- One time trial circuit (included with the road circuits).

Figure 2 maps the distribution of sport cycling facilities in Metropolitan Melbourne. Note the map shows the location of the dedicated sport cycling facilities and provides a representation of the location of the non-dedicated sport cycling facilities (e.g. road and time trial circuits).

Figure 3 – Metropolitan Melbourne Sport Cycling Facilities



⁶ Note these are circuits that have conducted events.

⁷ These are circuits that have been used to conduct events. Due to the nature of cycling, circuits can be developed utilising the existing road network.

Given the popularity of cycling as an activity it would appear there is an under provision of cycling specific facilities in Metropolitan Melbourne as compared with the number of facilities in regional areas. The number of sport cycling facilities in Regional Victoria is discussed in the following section.

On a comparative basis the number of sport cycling facilities per head of population⁸ aged 15 – 64 years is:

Facility Type	Metropolitan Provision	Regional Provision
BMX track	1:423,500	1:119,150
Criterium Circuit	1:635,300	1:119,150
Cyclo-cross	1:1,906,000	No facility
Mountain Bike	1:3,812,000	1:317,700
Outdoor velodrome	1:544,560	1:63,550

Indoor velodromes, road and time trial circuits have not been compared because road and time trial circuits utilise the existing road network so these facilities are not necessarily cycling specific. Indoor velodromes have not been included because these facilities would be classified as state level facilities and are usually located in metropolitan areas.

3.2 Regional Victoria Sport Cycling Facilities

There are a total of 125 sport cycling facilities in Regional Victoria with the number of facilities per discipline as follows:

- Eight BMX tracks.
- Eight criterium circuits.
- Three mountain bike courses.
- 15 outdoor velodromes (there are no indoor velodromes in Regional Victoria).
- 84 road circuits.
- Seven time trail circuits.

⁸ Population figures sourced from *Victoria in Future 2012*, Department of Transport, Planning and Local Infrastructure.

Figure 4 – Regional Victoria Sport Cycling Facilities

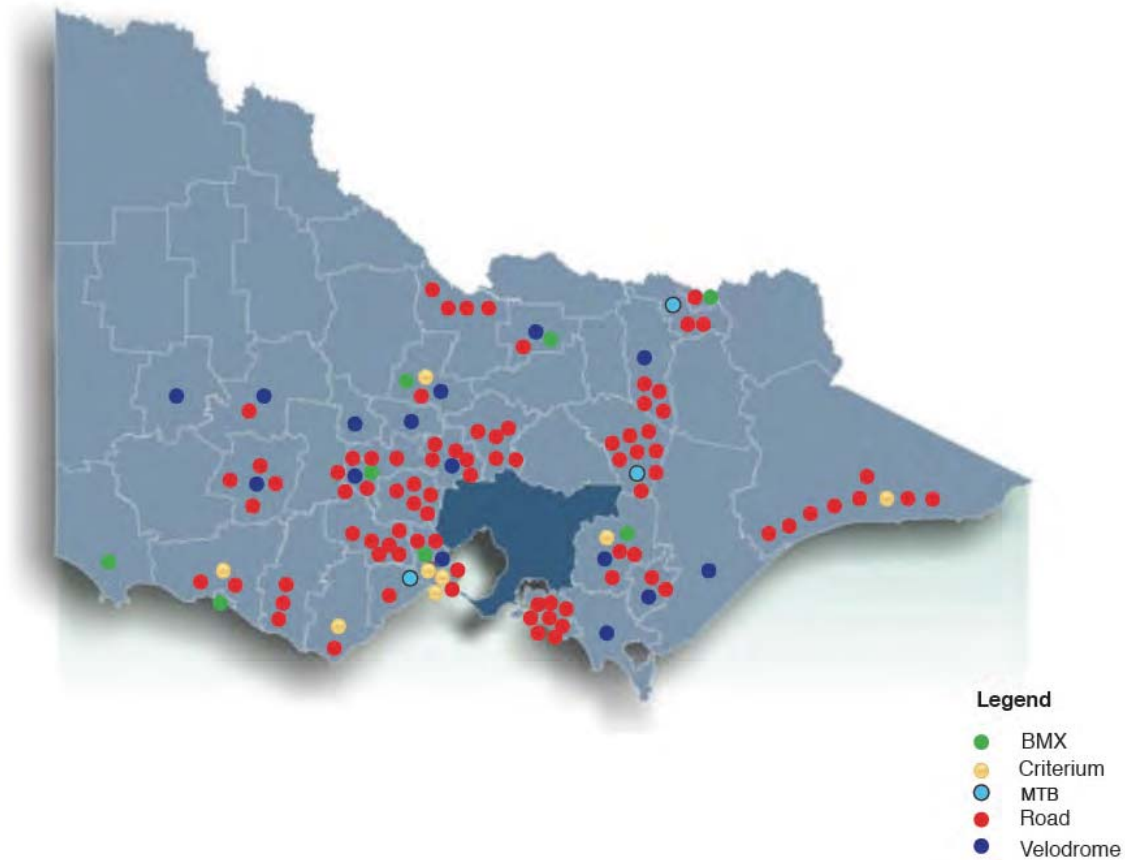


Figure 4 maps the distribution of sport cycling facilities in Regional Victoria. Note the map shows the location of the dedicated sport cycling facilities and provides a representation of the location of the non-dedicated sport cycling facilities (e.g. road and time trial circuits). The high number of road circuits predominantly in the urban fringe municipalities is reflective of the sport’s use of the existing road network for events, particularly roads with lower traffic volumes.

Comparatively there are a large number of velodromes in Regional Victoria. It is not known for certain why there are 15 outdoor velodromes however it is likely some historical factors will have impacted on the level of provision. These factors include the historical popularity of track cycling in Victoria⁹ and the fact Victoria has produced some of Australia’s greatest track cyclists, including Sir Hubert Opperman, Russell Mockridge and Kathy Watts.

⁹ The Austral Wheel Race is the oldest track bicycle race in the world still in existence and is an event that is owned by Cycling Victoria.

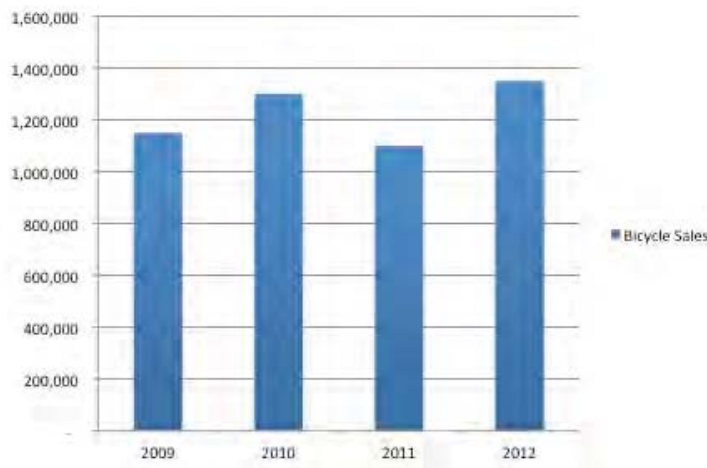
4 Industry Review

This section reviews the sales of bicycles in Australia, the number of bicycle sales within the Casey municipality and sport cycling membership.

4.1 Bicycle Sales in Australia¹⁰

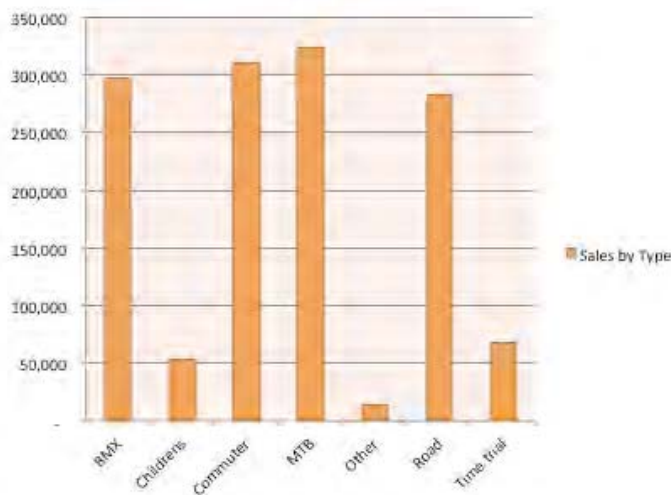
As shown in the figure hereunder, bicycle sales in Australia have ranged between 1.10M – 1.35M units per annum for the past four years. The industry believes it has emerged from the Global Financial Crisis, which is reflected by the increase in bicycle sales in 2012.

Figure 5 – Australian Bicycle Sales 2009 - 2012



The figure hereunder shows the number of bicycle sales in Australia in 2012 by type.

Figure 6 – Australian 2012 Bicycle Sales by Type



As shown in Figure 5:

- Leading sales categories are BMX, commuter, MTB and road.

¹⁰ Sales figures provided by Bicycle Industries Australia.

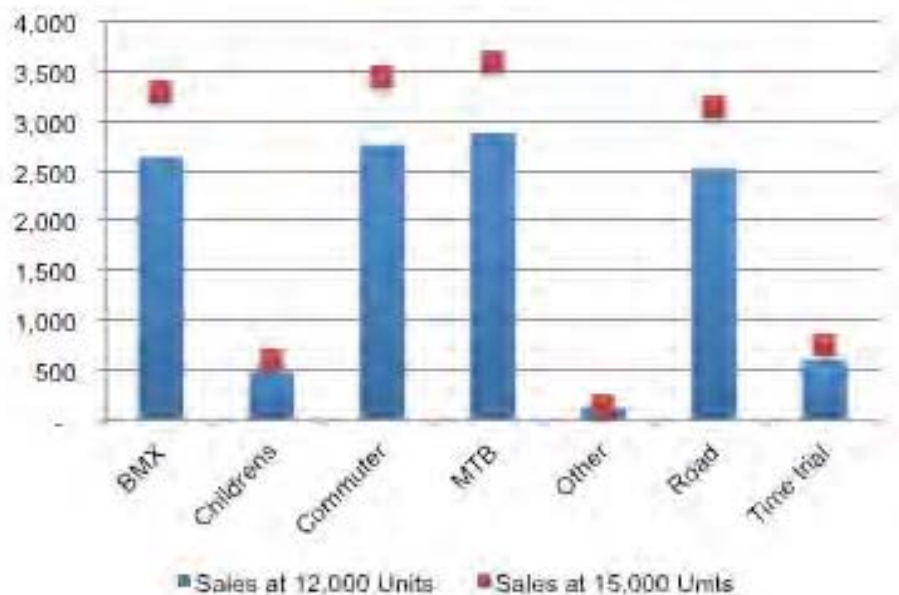
- Comparative small sales of time trail and other (includes track).
- There are comparatively small sales of children’s bicycles (50,000 units).

4.2 Casey Bicycle Sales in 2012

The consulting team extrapolated the bicycle sales in Casey in 2012 utilising the sales of bicycles by type data and combined this with the number of bicycle stores in Casey. Note the figures do not include sales from large adventure retail stores.

Figure 7 –Casey Bicycle Sales in 2012

The following figure shows the number of bicycles sold by type in Casey in 2012. Due to the nature of the data collection it is estimated there were between 12,000 – 15,000 bicycles sold in Casey in 2012. The figure hereunder shows bicycle sales at 12,000 units (bar columns) and sales at 15,000 units (red points)



As shown in the above figure:

- There are nine specialist bicycle stores within Casey, with total sales of 12,000 – 15,000 units per annum.
- Most popular categories are BMX, commuter, MTB and road.

4.3 Sport Cycling Membership

Cycling Victoria advised there are just over 7,000 registered cyclists in the state, which is approximately 2.7% of the number of persons who participate in cycling in Victoria (refer to Section 2.2.1).

In terms of the local Casey clubs the membership numbers are as follows:

- Southern Masters – 399 members.
- Casey Cardinia HPV Cycling Club – 85 members.
- There are 96 riders in Casey who are registered BMX riders. This represents approximately 8.8% of the registered BMX riders in Victoria.

Based on membership numbers Southern Masters Cycling Club is one of the five largest cycling clubs in Victoria. The club doesn't have a geographical boundary; membership is open to all Melbourne sport cyclists aged 30+ years.

5 Consultation

A targeted approach to stakeholder consultation was adopted to ensure that the views of relevant parties were considered. A range of consultation processes was employed including meetings and interviews. The outcomes of the consultation are noted below.

Date	Group	Consultative Technique
30 April 2013	BASE / Southern Masters	Interview / meeting
2 May 2013	Bicycle Industries Australia	Interview / meeting
3 – 30 July 2013	Members of Casey cycling clubs	Online self completed survey
8 July 2013	Casey Cardinia HPV Cycling Club	Interview / meeting
Various	Local Government Authorities	Interviews
Various	Cycling Victoria	Interview / meeting
Various	Cycling Australia	Interview / meeting

5.1 Southern Masters Cycling Club

A meeting was conducted with the Secretary of the Southern Masters Cycling Club (who are based at Casey Fields) and the following is a summary of the key information provided:

- Club conducts road and criterium events.
- Some examples of criterium circuits that don't work as well are:
 - Geelong is too narrow.
 - Nerang (Queensland) has a hill in the circuit.
 - Circuits shared with automotive programs don't work as the vehicles leak oil onto the circuit.

Issues	Opportunities
<p>Current criterium circuit has large cracks in it and there are gaps between the edge of the circuit and the ground it is situated upon.</p> <p>Criterium racing has taken some of the market away from track cycling.</p>	<p>Fix the criterium circuit.</p> <p>Develop facilities to support the function of the circuit for cycling such as change rooms, toilets, administration area, ergo / gymnasium room and make provision for lighting the circuit.</p> <p>Cycling Victoria's BREEZE Program is aimed at increasing female participation in cycle racing.</p> <p>Activate the local schools and get them involved in cycling.</p> <p>Cycling has targeted programs for hand cyclists and blind cyclists.</p>

- Priorities for facility development should be:
 - Fix the criterium circuit.
 - Develop a club house / pavilion for the criterium circuit.
 - Develop an area for clubs to train indoors.
 - Make provision for lights at the criterium circuit.

5.2 Casey Cardinia Human Powered Vehicle Cycling Club (CCHPVCC)

A meeting and follow up interviews were conducted with the President and Secretary of the CCHPVCC (who are based at Casey Fields) and the following is a summary of the key information provided:

- Club uses criterium circuits at Casey Fields for criterium and HPV events.
- Club members currently travel to Blackburn or Carnegie to access the velodromes located there as they are looking for access to better coaching and services.
- Casey Fields criterium circuit hosts the biggest competitor field (500 – 600 entrants) for Cycling Victoria’s Victorian Schools Cycling Championships.
- HPV hosts events that attract 800 – 1,000 persons. The club usually lodges a request with Council seeking permission to allow camping on the infield of the criterium track for the duration of this event.
- CCHPVCC hosts two events per year, one in February and one in October. Also conduct training on Saturday mornings.
- There is no set national or state body for HPV events. Each club conducts it’s own events.
- Safety is the first priority for any of the club’s events. The club recently ran a trial 24 hour event and hired six portable light towers for the event, however following a post event review the club determined that six light towers didn’t provide enough light. Other clubs conduct their events on the existing road network and utilise street lighting.

Issues	Opportunities
<p>Current criterium circuit has large cracks in it and there are gaps between the edge of the circuit and the ground it is situated upon.</p> <p>Criterium circuit is not wide enough for HPV needs. The camber of the track runs the wrong way and is a hazard for HPV events. To rectify this HPV events ride in the opposite direction to the criterium riders, however this puts the pit areas on the wrong side of the track.</p> <p>There is limited connectivity of Casey Fields to external cycle ways and paths.</p> <p>Current facility at criterium circuit only has one external tap.</p> <p>For its largest event the club seeks permission from Council for event attendees to camp at the criterium track.</p>	<p>Fix the criterium circuit.</p> <p>Develop facilities to support the function of the circuit for cycling such as change rooms, toilets, taps, administration area, ergo / gymnasium room and light the circuit.</p> <p>Develop a velodrome and a good BMX track. If these facilities are there Casey Fields can cater for a broader cycling market.</p> <p>Surface the car park.</p> <p>Provide shading for competitors.</p> <p>Provide bike stands to store bikes.</p>

Priorities for facility development should be:

- Fix the criterium circuit.
- Provide a clubhouse that includes administration area, toilets, showers, storage, provides shading for competitors and has a second storey control tower.
- Develop an indoor velodrome track.
- Develop a BMX track.

5.3 Casey Cycling Club Members – Online Survey

As part of the consultation process an online survey was undertaken. The survey was available online from 3 July 2013 to 30 July 2013 and was distributed to members of Casey cycling clubs. The main purpose of the survey was to gain a better understanding of the facilities used by cycling club members. following a public awareness campaign. A total of 225 persons started the survey and 202 persons fully completed the survey. Partial responses have been included in the survey results.

The following is a summary of the key outcomes from the online survey, a more detailed copy is attached in Appendix 3.

- Not surprisingly the majority of respondents (91%) rode a bicycle within the last seven days from them completing the survey.
- The majority of respondents (96%) rode daily (63%) or weekly (33%).
- The most popular cycling sports respondents participated in are (multiple responses allowed):
 - Road cycling (96.5%).
 - Track cycling (14.5%).
 - Criterium cycling (70%).
 - Mountain biking (36%).
- Respondents showed they are willing to travel a long way to access BMX tracks, mountain bike trails or velodromes Other cycling facilities used include:
 - Velodromes – Carnegie, Darebin Indoor Sports Centre (DISC), Hawthorn, Brunswick, Edithvale, Northcote,
 - Mountain Bike (MTB) – Lysterfield, Dallas Brooks Scout Park Beaconsfield, You Yangs, Mount Buller, Red Hill, Jells Park Yarra River, Silvan Dam, Westgate Park.
 - BMX – Seaford

5.4 Cycling Victoria

A meeting was conducted with the CEO of Cycling Victoria (CV) and the following is a summary of the key outcomes of the discussions:

- Cycling Victoria is the peak state cycling body that caters for road, track, BMX, recreational and cyclo-cross disciplines.

Issues	Opportunities
<p>Criterium – there is issues with the layout of a number of facilities which makes them unusable (surface or width).</p> <p>BMX – overall upkeep and design are important. Tracks are often not built to meet national and state standards.</p>	<p>Clubs – developing capacity in clubs.</p> <p>Integration – integrating the cycling disciplines into one club or unit.</p> <p>On road signage and training routes marked out for training cyclists</p> <p>Develop a dedicated Cyclo-Cross Course</p> <p>Develop a BMX track capable of hosting national and state events. State BMX events</p>

	<p>attract 200+ entrants and 500+ spectators.</p> <p>CV would consider having coaching and event program staff located at Casey Fields.</p> <p>Biggest membership base for BMX is in the south east of Melbourne.</p> <p>New sport cycling facilities can have programs provided by CV.</p>
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Priorities for facility development should be:

- On Road training and racing facilities with permanent signage.
- BMX – require more elite level facilities.
- Cyclo-Cross – no dedicated facilities in the state.

5.5 Cycling Australia

A meeting was conducted with a representative from Cycling Australia and the following is a summary of the key information provided:

- Cycling Australia is the peak national body that caters for road cycling, track cycling, BMX, MTB and cyclo-cross.
- Future needs from a national perspective are:
 - Enhanced facilities across disciplines.
 - Provision for road and criterium racing circuits.
 - Member facilities such as clubhouses.

Issues	Opportunities
<p>Ongoing maintenance and ownership needs to be considered.</p> <p>Venues need to be sustainable for user groups.</p> <p>Cooperation between groups at mixed use facilities. Consideration needs to be given to compatibility of user groups in order to minimise user group conflict.</p> <p>Venues need to be located in an area that is accessible to as large a population base as possible.</p> <p>The venue needs to provide universal access as cycling has developed a number of programs targeted at disadvantaged groups.</p>	<p>Recreational cycling – more engagement with recreational cyclists.</p> <p>Development of integrated facilities for sport cycling that provide for the different cycling disciplines.</p> <p>Create cycling hubs that can be a focus for participation and social activities (pavilion).</p> <p>Improve safety programs and measures for on road cyclists.</p> <p>Develop more criterium circuits.</p> <p>More emphasis in planning should be made on providing for active transport (bike lanes).</p>

Priorities for facility development should be:

- Criterium venues.
- Cyclo-cross venues.
- Road race circuits.
- Clubhouse facilities to support venues.

5.6 Bicycle Network Victoria

A meeting was conducted with representatives from Bicycle Network Victoria (BNV) and the following is a summary of the key information provided:

- BNV is supportive of any cycling facility development but their chief remit is around cycling rights and infrastructure on the road and ensuring safe and well-resourced cycling facilities to meet their mission of ‘more people cycling more often’.
- As a result while they are not opposed to any such facility at all, they would be more engaged in a process and planning for cycling facilities that are more aligned with active transport such as bike lanes and paths.

5.7 Local Government Authorities

Interviews were conducted with representatives from the leisure and recreation unit in a number of local government authorities; including councils that border the Casey municipality, councils undertaking cycling related studies and selected councils that have velodromes. The following is a summary of the key information provided.

5.7.1 Neighbouring Councils

A number of telephone interviews were conducted with a representative from the recreation unit of municipalities adjacent to Casey that have high local cycling participation rates:

- **Greater Dandenong** – Sports Participation Study (2011) identified cycling participation is very strong in the municipality, however study didn’t distinguish between recreational / sport cycling. Cyclists use Sandown Park for events and Greater Dandenong has a local level BMX jumps track. No current plans to develop sport cycling facilities.
- **Knox** – Leisure Plan survey identified cycling participation is high in the municipality, however didn’t distinguish between recreational / sport cycling. Knox has a BMX and a skate / BMX park. No current plans to develop sport cycling facilities.
- **Latrobe** – Have a high cycling participation rate, identified through previous recreation / leisure studies. Currently undertaking a feasibility study for a shared pathway between Morwell / Traralgon. No current plans to develop sport cycling facilities.
- **Mornington Peninsula** – Recreation Plan recommends Council undertake a feasibility study for a velodrome on the Mornington Peninsula.

5.7.2 Other Metropolitan Councils Undertaking Cycling Studies

- **Hume** – Currently undertaking a Cycling Strategy that is primarily focused on the feasibility of a criterium circuit at a state / regional level. Hume has a BMX facility.
- **Nillumbik / Hobsons Bay** – currently undertaking a joint trails strategy.
- **Darebin** – currently undertaking a recreational / sport cycling strategy.

5.7.3 Selected Councils with Velodromes

- **Glen Eira** – cycling club has a seasonal allocation for the velodrome. Club uses the velodrome 3 – 4 days per week and is seeking to increase their time allocation for the velodrome as they want to conduct some programs.
- **Kingston** – Velodrome is used on Saturday’s for training, outside of this believes the velodrome has little utilisation.
- **Baw Baw** – Council has minimal involvement in the velodrome. Local cycling club is very active and undertakes all the bookings for the velodrome.
- **Moreland** – has two velodromes and both are leased to the local cycling club. Believes Brunswick velodrome is used a lot and the Coburg velodrome is open to the community.

- **Darebin** – has one indoor (State Cycling Centre) and one outdoor velodrome. Estimates the outdoor velodrome is used for approximately 4 hours during the week. The local cycling club undertakes all the bookings for the velodrome.
- **Whitehorse** – the local cycling club has a lease for the velodrome and undertakes all the bookings. Council has very little involvement.

5.8 Sport and Recreation Victoria

A telephone interview was conducted with a representative from Sport and Recreation Victoria's Community Facility Unit and the following is a summary of the key information provided:

- SRV are not aware of many sport cycling facility studies being undertaken.
- Cycling Victoria has received funding to undertake a facility strategy.

5.9 Summary

In summary the findings of the consultation are:

- Criterium racing has taken some of the market away from track racing.
- At the time of writing this report Cycling Victoria does not have a cohesive facility plan.
- There is no dedicated cyclo-cross course in Melbourne.
- There is an opportunity to develop a BMX track capable of hosting national and state events.
- Cycling Victoria is keen to implement programs at sport cycling facilities.
- The Casey cycling clubs priorities for facility development are:
 - Fix the Casey Fields criterium circuit.
 - Develop club rooms at the criterium circuit (administration area, toilets, showers, storage, provides shading for competitors and has a second storey control tower).
 - Make provision for lighting the criterium circuit.
 - Develop an indoor velodrome.
 - Develop a BMX racing track.
- Cycling Victoria would like to see the following facilities developed:
 - On Road training and racing facilities with permanent signage.
 - BMX – require more elite level facilities.
 - Cyclo-Cross – no dedicated facilities in the state.
- Most of the cycling planning being undertaken by Victorian local governments is focused on trails and paths.
- City of Hume is undertaking a feasibility study for the development of a regional / state level criterium circuit.
- Mornington Peninsula Shire's Recreation Plan recommends undertaking a feasibility study for the development of a velodrome on the Mornington Peninsula.
- Only one Council reported any increase in use of their velodrome. The majority of Councils have a very limited role in the management of their velodromes.
- Further development of the infield of the Casey Fields criterium track may impact on how CCHPVCC utilise the infield for their larger events. CCHPVCC have recently requested permission from Council to allow participants / spectators to camp on the infield for the duration of the event. It is unlikely this type of use was envisaged when the criterium track was designed. It is important to consider the functional use of current and proposed future facilities in future developments.

6 Demand / Need Assessment

The following section contains an assessment of the demand based on the consultation undertaken and discussed in the previous section, a review of relevant cycling trends, a review of demographics, and a review of existing facilities.

6.1 Discussion

Cycling is the 4th most regularly participated sport in Australia with 320,000 people (aged 15+) riding two or more times per week. Victoria has the largest number of cycling participants (260,000) as compared to the other states and territories. Cycling is also a very popular activity amongst children, with approximately 436,000 Victorian children (U15 years) riding a bike for recreation.

Information and data provided on cycle participants and registered cyclists is useful to build a profile of cycling demand – however this data does not provide a complete picture of ‘demand’ due to the nature of the information that can be collected. Current research on cycling participation does not distinguish between cyclists who ride for commuting, recreation or sport purposes therefore it is not possible to accurately assess the number of sport cyclists.

Balanced against this is the bicycle industry sales data that demonstrates the popularity of BMX, commuter, MTB and road bicycles. It can be concluded that corresponding to the significant sales in BMX, MTB and road bicycles (which are relevant to this study) there is likely to be a corresponding increase in demand for facilities at which these bicycles can be used.

6.2 Existing Demand

Based on the number of registered cyclists in Casey and consultation with the Casey cycling clubs it appears the current criterium circuit at Casey Fields is able to meet the current demand, albeit some redevelopment is required. If the criterium circuit is to be used for larger events, particularly HPV events, then significant development will be required.

Cycling Victoria identified a need for a BMX racing facility. In addition to this identified need the large number of young persons aged 5 – 24 years in Casey combined with the disproportionate number of registered BMX riders who reside in Casey (8.8% of BMX registrations are Casey residents as compared to Casey residents comprising 4.9% of Victoria’s population) would indicate there is demand for a BMX racing facility.

6.3 Projected Future Demand

One of the inputs into assessing projected future demand is utilising the Victorian participation rate for that sport and the projected final population for Casey in 2031. Due to the information obtained from participation surveys not distinguishing between recreational and sport cycling the consulting team have not used this methodology to forecast future demand.

The table on the following page considers the drivers of demand, what sport cycling facilities are available within Casey and / or the region and includes a discussion against the key issues.



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
BMX	<p>Forecast population of 117,500 persons aged 5 – 24 years living in Casey by 2031.</p> <p>Disproportionate number of Casey residents who are members of BMX Victoria.</p> <p>Sales of BMX bicycles are one of the leading sales categories of bicycles sold in Australia in 2012.</p> <p>Approximately 2,600 – 3,250 BMX bicycles were sold in Casey in 2012.</p> <p>Continued inclusion of BMX as an Olympic sport and the recent success of an Australian female winning the 2013 World BMX Championships.</p> <p>Based on the current rate of BMX sales, the number of registered BMX cyclists in Casey and the significant increase in the number of 5 – 24 year olds living in Casey by 2031 there could potentially be up to 2,000 registered BMX cyclists in Casey by 2031.</p> <p>Between 2012 and 2031 it is conservatively estimated there will be 52,000 BMX bicycles sold in Casey.</p>	<p>No recognised BMX racing track in Casey.</p> <p>Three BMX tracks are located in municipalities abutting Casey (Frankston, Knox and Yarra Ranges).</p> <p>The number of registered BMX riders in the clubs at Yarra Ranges, Knox and Frankston are:</p> <ul style="list-style-type: none"> • Yarra Ranges – 116. • Knox – 94. • Frankston – 32. 	<p>There is no BMX racing track located in Casey despite the significant number of young persons living in the municipality.</p> <p>Cycling Victoria have identified they would like to see a BMX track developed that is capable of hosting state and national events.</p> <p>The development of a state level BMX facility in Casey would deliver significant economic benefits to Casey. State level BMX events attract approximately 200+ entrants and 500+ spectators.</p> <p>The Casey LFDP identified the need for a BMX racing track and recommended the provision of a regional level facility be developed in the medium term. The LFDP recommended that the Hallam Valley Wetlands site as the preferred location for such a facility.</p> <p>The findings of this study support the findings of the LFDP and note the following indicators support the development of a BMX facility:</p> <ul style="list-style-type: none"> • Forecast 117,500 persons aged 5 – 24 living in Casey by 2031. • Disproportionate number of Casey residents who are registered members of BMX Victoria.



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
			<ul style="list-style-type: none"> BMX is one of the leading sales categories of bicycles sold in Casey in 2013. Continued inclusion of BMX as an Olympic sport and the recent success of Australia in the 2013 BMX World Championships will continue to drive and increase interest in the sport. <p><u>Recommendations</u> That a BMX racing track be developed which can cater for state level events. The BMX track is situated at Casey Fields on the infield of the criterium track. Note this will have an affect on how CCHPVCC utilise the infield of the track during the conduct of their events. In addition it is recommended that a shared use pavilion be developed for the BMX track and the cycling clubs at Casey Fields. The standard of pavilion should be in line with the recommendations in Council's LFDP.</p>
Mountain Bike	<p>MTB bicycles are the leading sales category of bicycles sold in Australia in 2012. Approximately 2,900 – 3,500 MTB bicycles were sold in Casey in 2012.</p>	<p>State Mountain Bike Course is located in Lysterfield Park. The municipalities of Casey, Knox and Yarra Ranges encompass the course.</p>	<p>MTB racing facilities require topography with moderate / steep inclines and declines. With the exception of the northern region of Casey (foothills of the Dandenongs) the majority of the topography in Casey is not suitable for a MTB racing facility. Respondents to the online survey advised they access the State Mountain Bike</p>



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
Road	<p>By 2031 the 25 – 49 year age cohort will be the most populous in Casey (145,000 people). Participation in cycling is particularly strong across this age cohort.</p> <p>Forecast population trends for Casey residents being more qualified, earning more and working in managerial or professional roles are key indicators for increased participation in cycling.</p> <p>Sales of road bicycles are one of the leading sales categories of bicycles sold in Australia in 2012.</p> <p>Approximately 2,500 – 3,100 road bicycles were sold in Casey in 2012.</p> <p>Casey is home to two cycling clubs, one of which (Southern Masters Cycling Clubs) is one of the five largest cycling clubs in Victoria.</p>	<p>One criterium circuit in Casey.</p> <p>Two road racing circuits in Mornington Peninsula and four road racing circuits in Cardinia.</p>	<p>Course in Lysterfield Park.</p> <p>Given the proximity of the State Mountain Bike Course to Casey and MTB enthusiasts being able to readily access Lysterfield it is recommended that a MTB racing facility not be developed.</p> <p><u>Recommendation</u></p> <p>That Casey does not develop a further MTB racing facility.</p>
			<p>Casey's Paths and Trails Strategy is complimentary to the Sport Cycling Strategy as it identifies a number of on road and off road cycle paths throughout the municipality.</p> <p>The road system presents opportunities for road cyclists however this presents some challenges. Cycling on the road is both a legitimate use and potential conflict that presents some safety issues if planning for the road network does not consider bicycle use.</p> <p>The criterium circuit at Casey Fields provides safe off road riding opportunities however for road racing events and training rides cyclists need a longer course.</p> <p>CCHPVCC conduct an event that attracts 800 – 1,000 persons and the infield of the criterium circuit is used as a camping area during the event. It is unlikely this type of use would have been envisaged when the</p>



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
			<p>criterium circuit was designed.</p> <p>Casey's criterium circuit is host to the southern metro zone qualifying for the Victorian Schools Cycling Championships.</p> <p>The criterium circuit at Casey Fields has cracks through it and gaps have developed between the edge of the track and the ground. These cracks are wide enough for a bicycle wheel to fall into.</p> <p>Cycling Victoria have identified an opportunity for on road signage to be improved alerting drivers that cyclists are on the road and that training routes can be marked out for cyclists. This would provide Casey with the opportunity to 'contain' on road cycle training to designated routes.</p> <p><u>Recommendation</u></p> <p>An assessment of the criterium circuit at Casey fields is undertaken to determine whether it can be refurbished and improved or needs to be replaced. This assessment needs to be conducted in conjunction with Southern Masters Cycling Club and CCHPVCC.</p> <p>An assessment of the designated on road cycle routes in Casey's Paths and Trails Strategy is undertaken to determine some routes that can be used as a training ride.</p> <p>Following the identification of the on road cycling training routes the routes are</p>



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
Track	<p>Casey is home to two cycling clubs, CCHPVCC and Southern Masters Cycling Clubs (one of the five largest cycling clubs in Victoria).</p> <p>No specific sales category for track bikes, these figures are included in time trail category. Sales of time trail bicycles are comparatively low with approximately 600 – 1,200 time trial bicycles sold in Casey in 2012.</p>	<p>No velodromes in Casey. Nearest velodromes are in Kingston and Glen Eira.</p>	<p>appropriately signed to alert drivers to the presence of cyclists and the routes are promoted to cyclists.</p> <p>Consultations with Metropolitan Melbourne councils who have an outdoor velodrome have indicated that only one of the seven facilities has any significant utilisation. Six councils indicated the outdoor velodromes had little use.</p> <p>Casey cycling club members travel widely to access a velodrome with survey respondents advising they travel to Carnegie, DISC, Hawthorn, Brunswick, Edithvale and Northcote.</p> <p>Criterion racing has taken some of the market away from track racing.</p> <p>Riding around a velodrome provides a safe off-road riding opportunity for cyclists, however this need is met with the criterium circuit at Casey Fields.</p> <p>Cycling Victoria does not see the provision of velodromes as a strategic priority for development.</p> <p><u>Recommendation</u></p> <p>Whilst Casey cyclists travel widely to access a velodrome the findings of this study have not identified any significant demand for a velodrome.</p> <p>The comparatively low use of a velodrome</p>



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
Triathlon	Projected 12,100 ¹¹ triathlon participants in Casey by 2031.	Not applicable.	<p>and Cycling Victoria not having identified the development of a velodrome a strategic priority supports this view.</p> <p>Triathlon differs from other sports in that it has no requirement for purpose built facilities; it is a sport that utilises existing resources such as natural bodies of water and the road network.</p> <p>Casey has a number of facilities that can be used by triathlon participants for training including Casey RACE, Casey ARC, criterium circuit and paths and trails.</p> <p>Triathlon is traditionally a summer sport with duathlon (run, bike, run) being the winter sport.</p> <p>If Casey was seeking to attract a triathlon event, Council would need to work with a local club and the state association to secure an event.</p> <p><u>Recommendation</u> Council assess events against Council's Event policy and the proposed Event Development and Attraction Strategy (discussed in the following section).</p>
Cyclo-cross	An emerging discipline within cycling that appeals to a broad cross section of participants.	No cyclo-cross course in Casey. The only two cyclo-cross courses in Victoria are located in	Cyclo-cross combines a number of elements from mountain biking, cross country cycling and criterium racing which would broaden the participant base for the

¹¹ Figure obtained by multiplying participation rate of 0.03% by the forecast population in 2031.



Cycling Discipline	Drivers of Demand	Facility provision	Discussion
		<p>Darebin.</p>	<p>use of the proposed sport cycling facilities to be developed at Casey Fields.</p> <p>The inclusion of a Cyclo-cross track would not come at any significant additional cost, the only cost would be the development of small demountable course infrastructure (e.g. steps).</p> <p>The incorporation of a Cyclo-cross track would diversify the number and type of cycling events which could be conducted at Casey Fields.</p> <p><u>Recommendation</u></p> <p>Assuming Council develops a BMX racing track the design should also consider the incorporation of cyclo-cross track that traverse the BMX track and criterium circuit.</p>

6.4 Facility Recommendations

Based on the assessment of sport cycling facilities discussed in the previous section it is recommended that:

1. That a BMX racing track be developed which can cater for state level events. A Functional Design Brief for the proposed BMX track and shared use pavilion is attached in Appendix 4.
2. The BMX track is situated at Casey Fields on the infield of the criterium track. Note this will have implications on how CCHPVCC currently utilise the infield during their largest event.
3. That a shared use pavilion be developed for the BMX track and the cycling clubs at Casey Fields. The standard of pavilion should be comparable with the recommendations in Council's LFDP.
4. Council work with Cycling Victoria to develop programs to be conducted at the proposed BMX racing track.
5. Council work with Cycling Victoria to establish a BMX club at the proposed BMX racing track.
6. That Casey does not develop a further MTB racing facility.
7. An assessment of the criterium circuit at Casey fields is undertaken to determine whether it can be refurbished or needs to be replaced. This assessment is undertaken in conjunction with Southern Masters Cycling Club and CCHPVCC and is to consider the functional use of the criterium circuit. The assessment is to also consider making provision for lighting the criterium circuit.
8. An assessment of the designated on road cycle routes in Casey's Paths and Trails Strategy is undertaken to determine some routes that can be used as a training ride.
9. Following the identification of the on road cycling training routes the routes are appropriately signed to alert drivers to the presence of cyclists and the routes are promoted to cyclists.
10. That Casey does not develop a velodrome.
11. Council assess cycling related events against Council's event policy and the proposed Event Development and Attraction Strategy (discussed in the following section).
12. Assuming Council develops a BMX racing track the design should also consider the incorporation of cyclo-cross track that traverses the BMX track and criterium circuit. This would diversify the type and number of cycling events Casey Fields could host.

6.5 Recommended Facility Standards

The international body responsible for governing sports cycling is the Union Cycliste Internationale (UCI) and it is this body that is responsible for specifying sports cycling facility standards. It should be noted that due to the nature of sports cycling, facility standards are not as prescriptive as other sports and standards are open to 'design interpretation'.

The following standards are those prescribed by the UCI.

6.5.1 BMX track

The track must be of a compact, closed looped design, forming a circuit where length measured along its centre line is not less than 300 metres nor greater than 400 metres.

The track must be a minimum of 10 metres wide at its start and may not taper to a width of less than 5 metres at any point along its track.

Starting hill

The starting hill must accommodate a track width of at least 10 metres and be at an elevation at least 1.5 metres, preferably 2.5 metres above the grade of the first straight. The initial incline extending from the starting gate to level grade must be at least 12 metres in length.

Starting gate

The starting gate shall be a minimum of 8 metres in width for BMX events on the UCI BMX calendar. The gate shall have a height of at least 50 cm, with an angle no greater than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position.

Initial straight

The initial straight shall be a minimum of 40 metres in length. It is recommended that the bottom of the front side of the first obstacle in the initial straight shall be located not less than 35 metres from the starting gate nor less than 20 metres from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter.

First turn

The first turn may go in either direction and shall be banked to a degree which allows safe entry and exit for riders of all ages at race speeds.

At the first turn, the track shall be a minimum of 6 metres wide measured along a straight line extending from its surface at the inner radius to the top of the berm at its outer radius.

Turns and obstacles

The track shall have a minimum of 3 turns. The track shall be a minimum of 5 metres wide throughout each turn.

On the first straight the minimum distance between two obstacles shall be 10 metres. An obstacle is defined by its front and back slope and can be a single obstacle, double, triple or multi-jump as well as a 4-pack, 5-pack or multi-pack.

6.5.2 Criterium

Distances

The circuit shall measure between 800 and 10,000 metres with the maximum distance for the race as follows:

Length of circuit	Maximum distance
800 m – 1,599 m	80 km
1,600 m – 2,999 m	110 km
3,000 m – 3,999 m	132 km
4,000 m – 10, 000 m	150 km

For any aspect not covered below, the general provisions as well as the special provisions for one-day races shall apply by analogy.

A zone of at least 150 metres before and 50 metres after the finish line will be protected by barriers (these are an event overlay cost). It will be accessible only to those working for the organisation, the riders, the paramedical assistants, the sports directors and accredited press.

The zone before the finish line will be protected by barriers from the beginning of the final corner, if the length of the finishing straight is less than 300 metres.

The organiser must provide changing rooms for the riders.

6.5.3 Cyclo-cross

Course

A cyclo-cross course shall include road, country and forest paths and meadowland alternating in such a way as to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.

The course shall be usable in all circumstances, whatever the weather conditions. Clay or easily flooded areas and agricultural land should be avoided.

The course must form a closed circuit of a minimum length of 2.5 km and maximum 3.5 km, of which at least 90% shall be rideable.

The course must be at least 3 metres wide throughout and clearly marked and protected on both sides.

Start section

The start section must be on firm ground, and preferably on surfaced road. It must have a length of at least 200 metres and a width of at least 6 metres. It must be as straight as possible and not include any descent. The first narrowing or obstacle after the start section may not be abrupt, it must be such as to allow all the riders to pass easily. The angle of the first corner must be greater than 90 degrees.

Finish section

The finish section must run straight for at least 100 metres. The width must be at least 6 metres for UCI world championships, UCI world cup events, continental championships and events in class 1, and at least 4 metres for other events. The section must be flat or uphill.

The course may include no more than six man made obstacles. Obstacle shall mean any part of the course where riders are likely (but not required) to dismount.

A section of planks must be considered as one of these obstacles. This obstacle must consist of two planks placed minimum 4 metres and maximum 6 metres apart. The planks must be solid for their entire height, without sharp edges and not made of metal. They must have a maximum height of 40 cm and extend the entire width of the course.

The length of an obstacle may not exceed 80 metres and the height may not exceed 40 cm. The total length of obstacles may not exceed 10% of the course.

Non-natural sand pits should be minimum 40 metres, maximum 80 metres long and minimum 6 metres wide. The sand pit should be located on a straight section and requests a level entrance and exit.

Descents of flights of steps may not be used.

The course may pass over bridges or footbridges as long as they are at least 3 metres wide and have protective barriers on both sides. Bridges or footbridges shall be covered with an anti-slip surface (matting, mesh or anti-slip paint).

In addition a separate footbridge for spectators must be provided.

Pit areas

The pit area is the part of the course where riders can change wheels or bicycles.

The pit areas must be straight and may not include any obstacle. They must be located on a part of the course where the speed is not high, excluding gravelled sections and descents.

The double pit area is compulsory for UCI world championships, UCI world cup events, continental championships, national championships and events in class 1.

The double pit area must be set up in an area where two sections of the course are close enough together and the distance along the course between the successive pits is more or less equal each way.

In double pit areas provision must be made for a water supply for cleaning of equipment. For single pit areas the water supply must be in the immediate proximity such that mechanics do not have to cross the course to access it.

If a water tank or connections for high pressure cleaning apparatus are provided, they must be made freely available.

6.5.4 HPV Facility Requirements

There is no standard for HPV events. A track that is 1.5 – 2 kms in length is preferred, however the width of track, length of straight and positioning / number of pits, are dependant on the number of persons competing in the event.

In the absence of a minimum track width for HPV events, a review of the circuit used by the Wonthaggi HPV Grand Prix event revealed the circuit utilises a number of two lane local roads. The minimum width of these two lane roads is approximately 7.5 – 8.0 m.

6.6 Lighting Standards for Sport Cycling Facilities

The Australian Standard for Sports Lighting (AS2560) does not identify lighting standards for sport cycling facilities. The only identified standard for sport cycling facilities is the British Standard (BS EN12193) Light and lighting – Sport Lighting that identifies the following lux levels for an outdoor velodrome:

- 300 lux for Class I (national and international competition)
- 200 lux for Class II (regional level competition).
- 100 lux for Class III (local, training and recreation/school sports competition).

BMX Australia has developed a lighting policy for clubs seeking to host BMX events with races conducted outside of daylight hours. Currently BMX Australia require an average of 100 lux however they are proposing to increase this requirement to 200 lux.

Other guidelines that should be considered for the lighting of the criterium circuit and the proposed BMX track are the Austroads Guide to Road Design that refer to lighting of bicycle paths. These guidelines recommend lighting levels of between 5 – 20 lux, dependant on the level of activity and the number of hazards.

In the absence of any specific guidance for lighting criterium tracks, Council should refer to the Austroads Guide to Road Design for the lighting of bicycle paths. Council should implement the higher lux level as this would allow for a greater number of users to use the criterium track for training purposes.

Any need for increased levels of lighting, such as for events, should be viewed as an event overlay cost with supplementary lighting temporarily hired for the event.

7 Casey Event Development and Attraction Strategy

7.1 Casey Event Policy

The following is an excerpt for Council's event policy.

Council's events goal is to support a diverse range of events which contribute to community development, enhance the quality of life of residents, provide cultural and economic opportunities and are accessible and safe for the broader community.

7.1.1 Event Objectives

To achieve the Events Goal the following six objectives have been developed:

Objective 1: Participation, Partnerships and Access

Support events that bring communities together, encourage partnerships and promote participation in the community.

Objective 2: Vitality and Celebrating Diversity

Encourage, support and manage events that enhance the liveability and celebrate the diversity within Casey.

Objective 3: Community Safety

Facilitate and work with event organisers to ensure events are compliant with Council and other authorities' legislative requirements, and have positive impacts on the community and the environment.

Objective 4: Capacity Building

Undertake activities to support event sustainability, help build the capacity and capabilities of event organisers and enhance the quality of events within Casey.

Objective 5: Community Development and Economic Vitality

Identify and support event opportunities which assist in developing the community and/or bring economic or tourism benefits to Casey.

Objective 6: Inclusiveness in Planning

Actively engage the community in event planning and consult with event organisers in the identification of their skill development and support needs.

7.1.2 The Role of Council

Council's role in events can be separated into two broad areas: Support and Delivery.

Support

- Overall Support - provide support, advice and information to organisers of Casey events.
- Event Sustainability - facilitate training and development opportunities to assist event organisers to deliver well managed, safer, accessible, more creative and innovative events that are responsive to community needs.

- Marketing and Research - promote Council and community events through various mediums. Conduct market research where necessary to ensure a continuous improvement approach.

Delivery

- Approval and Compliance - co-ordination and facilitation of the event approval process to ensure events meet the legislative requirements of Council and other authorities.
- Event Delivery and Management - Council will deliver a variety of events for the Casey community including annual and one-off events.
- Provide Grants, Sponsorships and Event Equipment Loans - promote and encourage community event organisers to apply for appropriate event related Grants and Sponsorship opportunities. Council will provide event specific equipment loans to community event organisers who meet the eligibility criteria. Provision of equipment is subject to availability.
- Advocacy and Advice - provide input into Council and community events at the planning stage to assist with delivering best practice planning and management.
- Event Attraction and Bidding - where there are significant community, social, cultural or commercial/economic benefits, assistance will be provided in bidding for events. Given the current limited accommodation within the municipality, Council will only bid for events where there are significant community benefits.

7.2 Proposed Event Development and Attraction Strategy

A key objective of this study is the development of sport cycling facilities and the attraction of cycling events to Casey. In light of the recommended facility developments the consulting team have developed an Event Development and Attraction Strategy for Casey.

The Event Development and Attraction Strategy seeks to maximise the contribution that events make to the community, infrastructure usage and visitation to Casey.

The Strategy primarily seeks to:

1. Create positive community activity outcomes through facility and event participation for the Casey

Develop and support facilities and events which encourage enhanced participation and engagement in cycling for health and fitness.

2. Create positive economic outcomes through visitation to Casey

Support events generating significant intrastate, interstate and/or international visitation.

3. Contribute to the brand enhancement of the Casey as a vibrant and positive destination

Enhance perceptions of Casey's as a vibrant and fast growing metropolis within Melbourne. Through the media exposure generated by events, raise the profile and positively change perceptions of Casey.

4. Encourage utilisation and development of the Casey's assets and infrastructure

Enhance the usage of Casey's sporting venues and infrastructure, create a stimulus for investment in cycling participation and event infrastructure development and services and provide beneficial legacies for the Casey community.

5. Provide beneficial social outcomes

Provide the Casey community with a diverse range of accessible cycling activities, new event experiences and make Casey a better place to live.

7.3 Event Development and Attraction Strategy Aims

The Casey Event Development and Attraction Strategy aims to improve participation and visitation outcomes primarily through a combination of facility development, event attraction, support and development.

- **Develop cycling infrastructure in Casey**

Identify suitable facilities for development within Casey across the spectrum of cycling that will attract local participation and service a statewide catchment area through unique and appealing facilities.

- **Attract new cycling events to the Casey**

Acquire and/or develop new cycling events on behalf of the Casey government or through supporting other local organisations bid for and attract events to Casey. Preference should be provided to events that can be annual and/or permanently located in Casey, fit with the Casey infrastructure capabilities and the Casey brand.

The table on the following page lists the type of events from World Championships to local club events for BMX, cyclo-cross, MTB and road cycling disciplines. It lists the event owner, facility requirements, anticipated participant and spectator numbers and provides some commentary on the suitability of the event for Casey.

It should be noted that HPV events are conducted and owned by local clubs, there are no formally recognised state or national events, as discussed earlier in this report. For this reason HPV events are not listed in the table on the following page.

Potential target events for Casey as part of the development of the Sports Cycling strategy have been identified on the basis of a number of criteria which include:

- Alignment with the Casey's events strategy and its event objectives – The strategy sets out five key objectives for outcomes from events.
- Infrastructure and facility capabilities – The proposed developments discussed in the previous section and potential future development provide capacity to cater for a range of categories within cycling.
- Financial capability – The events in the target list have relatively low financial barriers and capacity to generate multiple revenue streams to offset costs.
- Organisational capability – Outside of World Championship level events, which would require significant State Government support and establish organising committees, the other events are largely within the capabilities of local clubs and organisations.

- **Support existing events to grow**

Identify and strategically support existing events seeking to grow their audiences and positively profile Casey. Select events that strengthen and support the Casey community.

In the short term, the focus should be on development of a cycling facility that works across cycling disciplines and can cater to primarily state and national level events. A few existing

events with potential to expand their tourism outcomes will be supported and efforts will be made to develop one new Casey owned event in the first three years.



Table 2 – Potential Cycling Events

Type	Discipline	Name of event	Status	Event owner	Process	Requirements	Participants	Spectators	Comments
World Championship	BMX	UCI BMX World Championships	Peripatetic, location varies	UCI	global bidding	UCI standard BMX track	approx 2,000	5,000+	One of the most accessible of the UCI level events, with less competition and lower rights fees
	MTB	UCI MTB World Championships	Peripatetic, location varies	UCI	global bidding	UCI standard MTB circuit	approx 1,500	5,000+	Held in Australia a number of times, including Cairns and Canberra
World Cup	Cybo-cross	UCI Cyclo-cross World Championships	Peripatetic, location varies	UCI	global bidding	UCI standard cyclocross circuit	150-200	5,000+	Never held in Australia, the timing as a winter event is not ideal. For a winter event to be held across the globe, fairly simple event to organise if venue and course up to standard, may be viable target
	BMX	UCI BMX Supercross World Cup	Five race series, Europe and America currently	UCI	global bidding	UCI standard BMX track	150-200	5000+	Never held in Australia, as with World Cup event in February may preclude
Oceania Championship	Cybo-cross	UCI Cyclo-cross World Cup	Seven race series, all currently in Europe	UCI	global bidding	UCI standard cyclocross circuit	200-300	5,000+	
	Road	Oceania Continental Road Championships	Peripatetic, location varies	UCI	national bidding	Cycling Australia standard circuit	100+	500+	Allocated by Oceania confederation, low costs
National Championship	Road	Australian Open Road Championships	Extended contract with City of Ballarat	Cycling Australia	national bidding	Cycling Australia standard circuit	300-400	20,000+	An ongoing contract between CA and City of Ballarat makes this event unavailable for the foreseeable future
	BMX	Australian BMX Championships	Peripatetic, location varies	Cycling Australia	national bidding	Cycling Australia standard circuit	400+	2,000+	Allocated by CA, appealing prospect with lower costs subject to appropriate venue
State Championship	MTB	Australian MTB Championships	Peripatetic, location varies	Cycling Australia	national bidding	Cycling Australia standard circuit	150+	500+	Allocated by CA, appealing prospect with lower costs subject to appropriate venue
	Road	State Championships	Peripatetic, location varies	Cycling Victoria	state bidding	Cycling Australia standard circuit	200+	1,000+	Cycling Victoria allocates
Club Championship	BMX	State Championships	Peripatetic, location varies	Cycling Victoria	state bidding	Cycling Australia standard circuit	200+	500+	Cycling Victoria allocates
	MTB	State Championships	Peripatetic, location varies	Cycling Victoria	state bidding	Cycling Australia standard circuit	150-200	500+	Cycling Victoria allocates
National Series	Cybo-cross	State Championships	Peripatetic, location varies	Cycling Victoria	state bidding	Cycling Australia standard circuit	150-200	500+	Cycling Victoria allocates
	Road	Club Championships	Club based	Club	informal	Cycling Australia standard circuit	100-200 (depends on club)	200+	Club based
	BMX	Club Championships	Club based	Club	informal	Cycling Australia standard circuit	100-200 (depends on club)	200+	Club based
	MTB	Club Championships	Club based	Club	informal	Cycling Australia standard circuit	100-200 (depends on club)	200+	Club based
State Series	Road	National road series	Multi-round series across Australia	Cycling Australia	CA application process	Cycling Australia standard circuit	120-180 per event	1,000+	Generally road race based rather than circuit
	BMX	National challenge, champbix and probix series	Multi-round series across Australia	BMX Australia	CA application process	Cycling Australia standard circuit	100-150 per event	500+	No current Victorian round, appealing target
Local series	Road	National cyclo-cross series	Multi-round series across Australia	Cycling Australia	CA application process	Cycling Australia standard circuit	100-150 per event	200+	No current Victorian round, appealing target
	Cybo-cross	State Road Series	Multi-round series across Australia	Cycling Victoria	CV application process	Cycling Australia standard circuit	100-150 per event	200+	Generally road race based rather than circuit
Local series	Road (criterium)	Meibourne Sprint Championships	St Kilda and potential additional locations	Club	informal	Informal	200+	200+	Current work between St Kilda CC and Southern Masters to secure a round in Casey
	Cybo-cross	Club events	Multi-round series	Club	informal	Informal	150-200 on average	200+	Easily organised and established, advise use local clubs

7.4 Potential Cycling Events for Casey to Target

The following lists of events are ones that Casey could target following the development of the proposed cycling facilities at Casey Fields. The basis for identifying these events is that it will enable Council and the local cycling clubs to further develop their event hosting capabilities and to develop their credentials for events.

The events that Council could initially target are:

- State BMX championships.
- State Cyclo-cross Championships.
- National BMX Championships.
- National Cyclo-cross Championships.

7.5 Proposed Signature Cycling Event for Casey

Based on the aims of the proposed Event Development and Attractions Strategy the consulting team would propose the development of a signature cycling event for Casey. The details of which are as follows:

The Vision

Create a signature annual cycling event for the city of Casey with the key objectives to:

- Promote the city
- Promote the cycling infrastructure at Casey Fields.
- Develop a hallmark event owned/set in the City.
- Encourage participation and activity for health and wellbeing outcomes.
- Develop skills and capabilities in the cycling clubs within Casey.

The Event

Casey Fields to host a cycling festival developed by the local clubs. The event would include:

- A full day of cycling activities with rides and races for all ages, genders and levels.
- Potential to attract Tour de France level riders and significant media impact.
- Run by and for the local clubs.
- Timing for the event would be in late December timing, with potential to commence immediately if support can be generated.



8 Implementation Plan

The following table provides an estimate of the costs to implement the findings of the Sport Cycling Strategy and a timeframe for the implementation for each recommendation.

8.1 Sports Cycling Strategy Implementation Plan

Recommendation	Estimated Cost \$	Time frame		
		Short	Medium	Long
Facility Developments				
A BMX racing track be developed which can cater for state level events. The BMX track is situated at Casey Fields on the infield of the criterium track.	\$700,000 ¹²	✓		
In addition it is recommended that a shared use pavilion be developed for the BMX track and the cycling clubs at Casey Fields. The standard of pavilion should be comparable with the recommendations in Council's LFDP.	\$750,000	✓		
Council provide lighting for the criterium circuit to enable it to be used for out of daylight hours for training purposes ¹³ .	\$350,000 ¹⁴	✓		
Council undertake a major redevelopment of the criterium circuit at Casey Fields ¹⁵ .	\$2.8M		✓	
An assessment of the designated on road cycle routes in Casey's Paths and Trails Strategy is undertaken to determine some routes that can be used as a training ride.	Nil – staff time		✓	

¹² High level estimate provided based on recently completed similar projects. More detailed design work is required to develop a more accurate costing.

¹³ High level estimate provided. More detailed design work is required to develop a more accurate costing.

¹⁴ High level estimate provided based on recently completed similar projects. More detailed design work is required to develop a more accurate costing.

¹⁵ Estimate provided by Council's Design Engineer.



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Recommendation	Estimated Cost \$	Time frame		
		Short	Medium	Long
Following the identification of the on road cycling training routes the routes are appropriately signed to alert drivers to the presence of cyclists and the routes are promoted to cyclists.	\$30,000		✓	
Council assess cycling related events against Council's event policy and the proposed Event Development and Attraction Strategy.	Nil – staff time	✓	✓	✓
Assuming Council develops a BMX racing track the design should also consider the incorporation of cyclo-cross track that traverse the BMX track and criterium circuit.	\$5,000	✓		
Policy				
Council review the proposed Event Development and Attraction Strategy, make any amendments as required and adopt the strategy.	Staff time	✓		
Council work with the Southern Masters Cycling Club to develop a signature cycling event for Casey.	Staff time + sponsorship	✓		
Council work with Cycling Victoria to develop programs to be conducted at the proposed BMX racing track.	Staff time	✓	✓	✓
Council work with Cycling Victoria to establish a BMX club at the proposed BMX racing track.	Staff time	✓	✓	✓
Council work with the resident cycling clubs to provide expanded cycling programs (e.g. safety, introductory and advanced).	Staff time	✓	✓	✓
Council regularly undertake a safety audit of the identified on road training routes.	Staff time	✓	✓	✓
Council advocate the State Government to support the State Mountain Bike Centre through the provision of funding for maintenance and refurbishment.	Staff time	✓		
TOTAL ESTIMATED COST		\$1.805M	\$2.83M	\$Nil

9 Conclusion

The *Casey Sport Cycling Strategy* has identified a number of projects for new and improved sport cycling facilities in Casey that closely aligned to Casey C21 – Building a Great City. The estimated combined capital cost of the recommended projects is approximately \$4.635M in 2013 dollars.

The Sports Cycling Strategy Implementation Plan provides Council and sport cycling stakeholder groups with the necessary planning direction for facility development and promotional and event requirements to support the development of sport cycling in Casey. The proposed *Casey Event Development and Attraction Strategy* builds upon Council's Event Policy. The proposed *Casey Event Development and Attraction Strategy* recommends in the short term, the focus should be on development of a cycling facility that works across cycling disciplines and can cater to primarily state and national level events. A few existing events with potential to expand their tourism outcomes will be supported and efforts will be made to develop one new Casey owned event in the first three years. The *Sports Cycling Strategy* proposes a signature cycling event for Casey that can easily be developed in the next one – two years and it has the support of the local cycling clubs and the State Association.

The *Casey Sport Cycling Strategy* recommends a comparatively modest investment for cycling facilities in Casey, which has the support of the local cycling groups and the state association, who have offered to deliver cycling programs at the proposed new BMX racing facility.

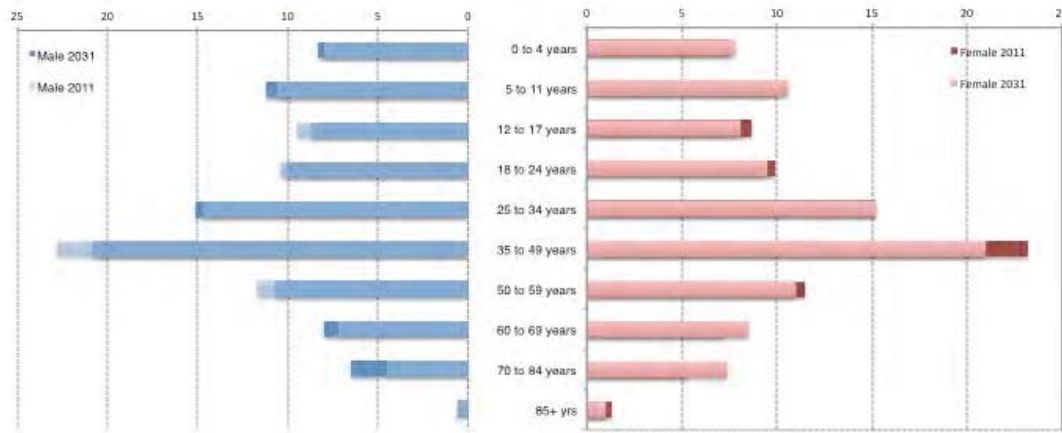
Appendix 1 – Indicators of Demand for Sport Cycling

Appendix 1. Indicators of Demand for Sports Cycling

A wide range of research studies and data sets provide information about cycling participation levels, participant demographics and potential demand within the City of Casey.

City of Casey Population Profile to 2031 (www.forecast2id.com.au and www.profileid.com.au)

Figure 1. City of Casey Forecast Population Change, by Gender and Age Structure



In 2011 the City of Casey's population was 260,404 people. This is forecast to increase by 143,638, to a total forecast population of 404,042 in 2031.

As shown in the above figure:

- There are slightly more females than males and this trend is forecast to continue from 50.1% of the population being female in 2011 to 50.4% in 2031.
- The population is ageing. The proportion of the population aged 60+ is forecast to increase, from 13.2% of the population in 2011 to 16% in 2031.
- The most populous age group in the City of Casey in 2011 was the 35 – 39 year age group. This trend will continue, with the 35 – 49 year age group representing 21% of the population in 2031.
- In 2011 the second most populous age group was the 25 – 34 year age group, at 14.9%. This trend will also continue through to 2031.

Other relevant demographic characteristics:

- In 2006, 16.3% of the City of Casey's population had a tertiary qualification. This increased to 21.4% of the population in 2011. It is assumed this trend will continue so potentially 42.2% of the work-age population in 2031 may hold a tertiary level qualification.
- In 2011, 8.0% of the people in the City of Casey earned more than \$78,000 per annum. That equates to 15,494. Assuming this trend remains the same, in 2031, 32,323 people will be earning more than \$78,000 per annum.
- In 2011, 23.7% of employed people within the City of Casey worked in managerial or professional roles.

Profile of a Cyclist (USM Events research from various sources)

- An estimated 3.5M+ Australians ride a bike.
- Cycling participation gender split: Male 67% and Female 33%.

- Participation is strong across all age groups, with under-14 and 35-44 years being the largest segments.
- Cycling is the 4th most regularly participated sport with 489,000 (25.8%) people riding three or more times a week.
- Cyclists:
 - Are well educated (69% have bachelor or post-graduate degree)
 - Have professional occupations (56% of Audax participants were professionals)
 - Are high-income earners (38.5% earn more than \$93,600 per annum)
 - Own two bikes on average valued at \$4,000 each, if they are participation riders.

National Cycling Participation Survey 2011 (Austroads)

Approximately 1 in 5 persons in Victoria cycled in the week prior to the survey (March – April 2011). For those who had cycled in the week prior to the survey, 72% cited the reason for cycling was recreation purposes (includes sport and leisure).

According to Tourism Tasmania, Mountain Bike Tourism, Market Profile for Tasmania (2008), most experienced mountain bikers are:

- Male (80 or 90%) but female participation is increasing
- Have tertiary level education and come from professional or technical backgrounds
- Range in age from mid 20's to mid 40's, with a high percentage in the mid 30's age group
- Tend to travel to destinations within half day to day away from home for most rides, but travel further for unique experiences or competitions
- Ride once to 2-3 times a week
- Generally access information about MTB destinations through word of mouth or the internet.

Participation in Sport and Recreation Activities (ERASS 2010)

The table below shows the top ten sport and recreation activities for Victorian's aged 15 years and over, according to the Australian Sports Commissions Exercise Recreation and Sport Survey (ERASS) 2010. Cycling is ranked 4th.

Table 1. Victorian Sports Participation in Top Ten Sports

Rank	Activity	Participation Rate %	
		2010	2006
1	Walking (other)	36.6	37.8
2	Aerobics/ fitness	24.7	20.5
3	Swimming	13.5	11.8
4	Cycling (including mountain biking)	12.7	12
5	Running	12.7	7.7
6	Golf	7.3	6.9
7	Tennis	6.8	7.8
8	Australian Rules Football	5.4	4.5
9	Basketball	4.8	4.8
10	Walking (bush)	4.6	4.5

Children's Participation in Sport and Recreation Activities

(2012 ABS data for Children's Participation in Cultural and Leisure Activities aged 5-14 years outside school hours)

In the 12 months to April 2012, of the 2.8 million Australian children aged 5 to 14 years, 1.7 million (60%) participated in at least one organised sport outside of school hours. Of these, 8,700 participated in cycling, 85% being boys.

Appendix 2 – Metropolitan and Regional Cycling Facilities Audit

Local Governemnt	BMX Track	Criterion Circuit	Cyclo-cross	Indoor Velodrome	MTB	Outdoor Velodrome	Road	Time Trial	Total No. of Facilities
Metropolitan Facilities									
Boroondara City Council	0	0	0	0	0	1	0	0	1
Cardina Council	0	0	0	0	0	0	4	0	4
City of Casey	0	1	0	0	0	0	0	0	1
City of Darebin	0	0	2	1	0	1	0	0	4
City of Frankston	1	0	0	0	0	0	0	0	1
City of Glen Eira	0	0	0	0	0	1	0	0	1
City of Greater Dandenong	0	1	0	0	0	0	0	0	1
City of Hume	1	0	0	0	0	0	0	1	2
City of Kingston	0	1	0	0	0	1	0	0	2
City of Knox	1	1	0	0	0	0	0	0	2
City of Manningham	1	0	0	0	0	0	0	0	1
City of Maribynong	0	1	0	0	0	0	0	0	1
City of Maroondah	1	0	0	0	0	0	0	0	1
City of Melbourne	0	0	0	1	0	0	0	0	1
City of Monash	1	0	0	0	0	0	0	0	1
City of Moreland	0	0	0	0	0	2	0	0	2
Mornington Peninsula Shire	0	0	0	0	0	0	2	0	2
City of Whitehorse	0	0	0	0	0	1	0	0	1
City of Whittlesea	1	0	0	0	0	0	0	0	1
City of Wyndham	1	0	0	0	0	0	0	0	1
City of Yarra	0	1	0	0	0	0	1	0	2
Shire of Yarra Ranges	1	0	0	0	1	0	0	0	2
Total Metropolitan Facilities	9	6	2	2	1	7	7	1	35
Regional Facilities									
Ararat Rural City	0	0	0	0	0	1	4	1	6
Ballarat City Council	1	0	0	0	0	1	5	0	7
Bass Coast Shire Council	0	0	0	0	0	0	8	1	9
Baw Baw Shire Council	1	1	0	0	0	1	3	2	8
Campaspe Shire	0	0	0	0	0	0	4	0	4
Central Goldfields Shire Council	0	0	0	0	0	1	0	0	1
Colac Otway Shire Council	0	1	0	0	0	0	1	0	2
Corangamite Council	0	0	0	0	0	0	3	0	3
East Gippsland Shire	0	1	0	0	0	0	8	0	9
Shire of Glenelg	1	0	0	0	0	0	0	0	1
Golden Plains Shire	0	0	0	0	0	0	6	0	6
Greater Bendigo City Council	1	1	0	0	0	1	1	0	4
City of Greater Geelong	1	3	0	0	1	1	4	0	10
Greater Shepparton City Council	1	0	0	0	0	1	1	0	3
Hepburn Shire	0	0	0	0	0	0	1	0	1
Horsham Rural City Council	0	0	0	0	0	1	0	0	1
Indigo Shire	0	0	0	0	1	0	2	0	3
LaTrobe City Council	0	0	0	0	0	1	2	0	3
Macedon Ranges Shire Council	0	0	0	0	0	1	5	0	6
Mansfield Shire	0	0	0	0	0	0	8	1	9
Mitchell Shire	0	0	0	0	0	0	5	0	5
Moorabool Shire	0	0	0	0	0	0	5	0	5
Mount Alexandra Shire	0	0	0	0	0	1	0	0	1
Mt Buller Resort Management	0	0	0	0	1	0	0	0	1
Moynes Shire Council	0	1	0	0	0	0	2	0	3
Northern Grampians Shire	0	0	0	0	0	1	1	0	2
South Gippsland Shire Council	0	0	0	0	0	1	0	0	1
Surf Coast Shire	0	0	0	0	0	0	1	0	1
Wangaratta Rural City Council	0	0	0	0	0	1	4	2	7
City of Warnambool	1	0	0	0	0	0	0	0	1
Wellington Shire Council	0	0	0	0	0	1	0	0	1
City of Wodonga	1	0	0	0	0	0	0	0	1
Total Regional Facilities	8	8	0	0	3	15	84	7	125

Appendix 3 – Casey Cycling Clubs' Members Online Survey Results

City of Casey Sport Cycling Strategy – Online Survey Results

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1.1 Survey Method

The results from this survey were obtained by respondents self-completing an online survey. The survey was emailed to representatives from the sport cycling clubs in Casey for distribution amongst their membership. The survey was available online from 16 May 2013 to 19 August 2013.

A total of 227 persons started the survey and 202 persons fully completed the survey. Partial survey responses have been included in the results.

1.2 Limitations

There were some limitations to the survey that should be taken into account in the interpretation of the data collected. The limitations were:

- The survey was promoted through the Casey cycling clubs.
- The survey is not a stratified sample.
- Only persons aged 15 years or above responded.

1.3 Profile of Respondents

The key demographic characteristics of the survey sample are described below.

- The majority of respondents were male (87.1%).
- The highest proportion of respondents was aged 35 – 44 years (23.6%), followed by those 45 – 54 years (26.9%), 15 – 24 years (14.9%), and 55 – 64 years (13.4%).

The largest proportion of respondents described their household as later family (mid to late age) no children at home. The remaining households comprised:

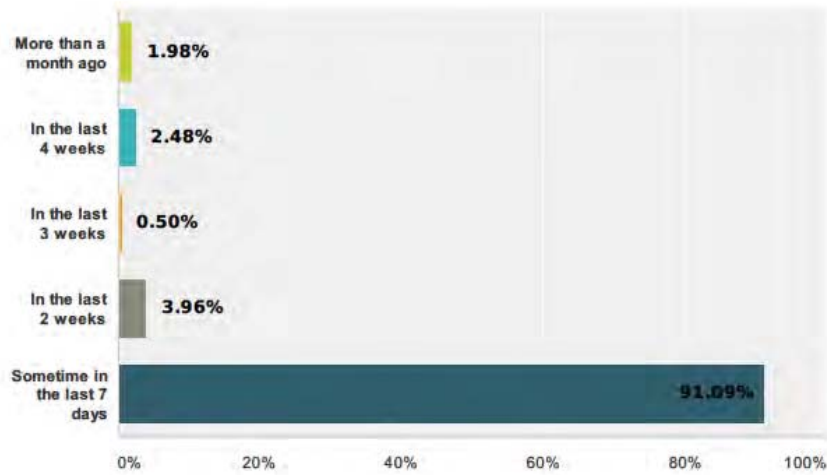
- Couple with dependents (55.2%).
- Couple without dependents (29.3%).
- Lone person (9.0%).
- Other families (2.5%).
- Group household (3.5%).
- One parent family (0.5%).

1.4 When did you last ride a bicycle?

When asked this question, the largest proportion of respondents advised they had ridden a bike sometime in the last seven days (91.1%).

Figure 1 hereunder shows the responses to this question.

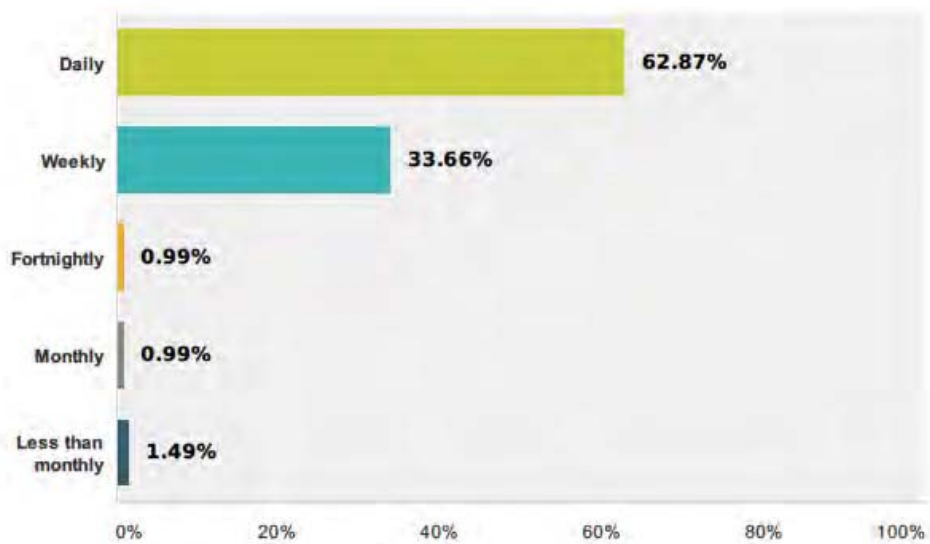
Figure 1 – When did you last ride a bicycle?



1.5 Frequency of Riding a Bicycle

When asked the question 'How often would you ride a bicycle' the majority of respondents advised they rode daily (62.9%) or weekly (33.7%).

Figure 2 – How often would you ride a bicycle?



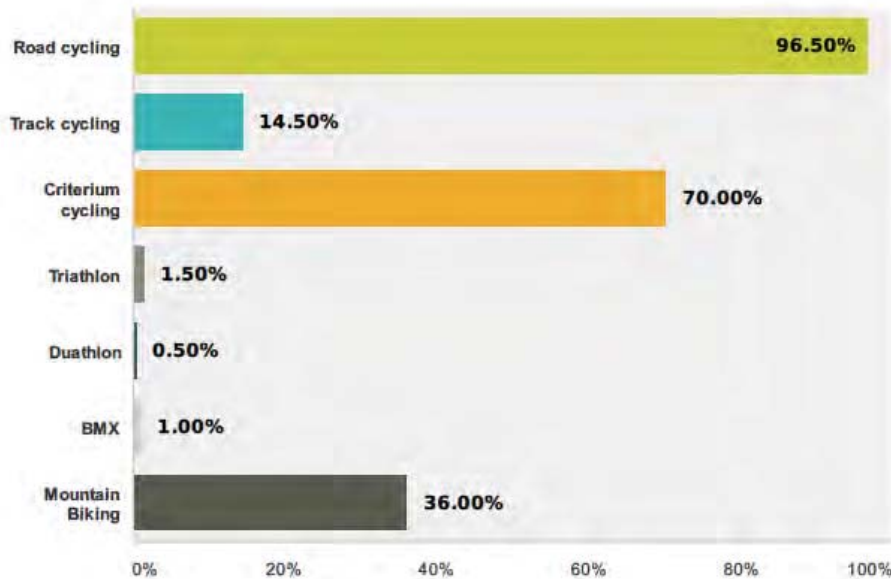
1.6 Cycling Club Membership

When asked 'Are you a member of a cycling club' 80.8% of persons responded in the affirmative and 19.2% advised they were not members of a cycling club.

1.7 Type of Cycling Sport

Respondents were asked what type of cycling sport they participated in. As shown in Figure 3 road cycling had the highest participation with 96.5% followed by criterium cycling (70%). Note multiple responses were allowed for this question.

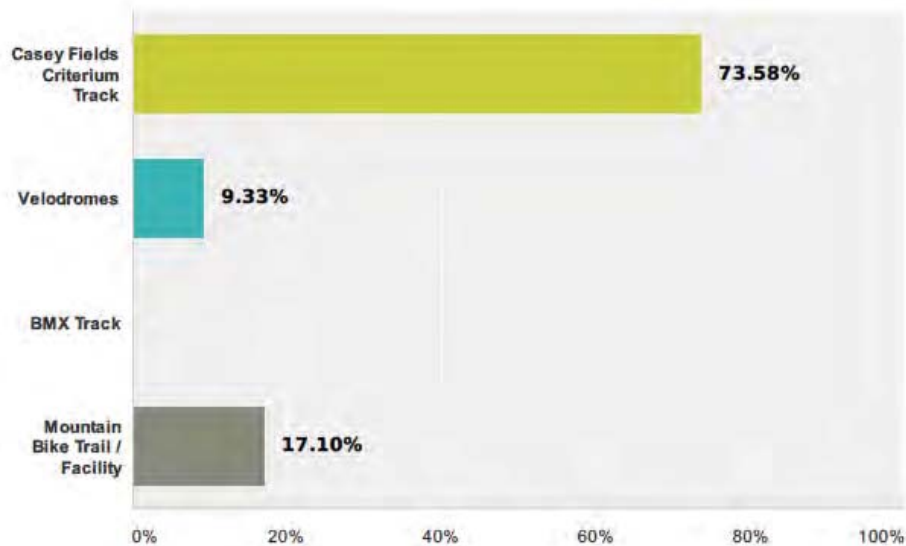
Figure 3- Type of Cycling Sport Participated



1.8 Cycling Facilities Used

Respondents were asked which cycling facilities they used aside from cycle paths. The majority of respondents (73.6%) advised they used Casey Fields criterium track, 17.1% advised they used a mountain bike / trail facility and 9.3% advised they used a velodrome.

Figure 4 - Cycling Facilities Used



1.9 Cycling Facilities External to Casey Utilised

Respondents who answered they used a BMX track, mountain bike trail / facility or velodrome were asked to identify which one they used. Respondents showed they are willing to travel a long way to access BMX tracks, mountain bike trails or velodromes. Other cycling facilities used include:

- Velodromes – Carnegie, Darebin Indoor Sports Centre (DISC), Hawthorn, Brunswick, Edithvale, Northcote,
- Mountain Bike (MTB) – Lysterfield, Dallas Brooks Scout Park Beaconsfield, You Yangs, Mount Buller, Red Hill, Jells Park Yarra River, Silvan Dam, Westgate Park.
- BMX – Seaford

Appendix 4 – State Level BMX Facility Functional Design Brief

State Level BMX Racing Facility – Functional Design Brief

The following is a functional design brief for the proposed state level BMX Racing Facility at Casey Fields. The brief also includes a cyclo cross track as the functional needs for cyclo cross can be met through incorporating elements of the BMX racing track and the criterium circuit.

Site location – BMX racing track to be located inside the criterium track at Casey Fields.

Design considerations

- Track design should be undertaken by or in consultation with a recognised BMX track design and construction company.
- Track design to enable club use and state level events.
- Design to consider functional needs of the user groups.
- Spectator viewing can be on berms around the track.
- Start area will require an area for cyclists to marshal prior to their race.
- Car parking to cater for up to 500 spectators (approx. 250 car parks). Potential to utilise existing car parking at Casey Fields if there are no event conflicts.
- Pavillion to incorporate an office / event control room with site views across the entire BMX track and criterium circuit.
- Refer to Union Cycliste Internationale (UCI) facility standards.
- Track design to also incorporate a cyclo cross track that incorporates some areas of the BMX track and criterium circuit.

Component Facility	Specification	Reference and Comments
BMX racing track		
Track (club and state level use)	400m (L) x 10m (W)	Track length and width based on UCI standards. Provision of power to the start and finishes area will be required. Provision of water points will be required. Provision of a marshalling area is required for riders to marshal prior to their race.
Starting Hill	Min. 2.5m (H) x 10m (W)	Starting hill height and width based on UCI standards. Starting area needs to be a firm hardwearing surface such as concrete or bitumen. The initial incline extending from the starting gate to level grade must be at least 12 metres in length.

Component Facility	Specification	Reference and Comments
Initial straight	Min. 40m in length	<p>Initial straight length based on UCI standards.</p> <p>The UCI also recommends the bottom of the front side of the first obstacle in the initial straight shall be located not less than 35 metres from the starting gate nor less than 20 metres from the point of curvature of the first turn. However, on tracks especially designed for highly skilled riders, the distance between the starting gate and the front side of the first obstacle may be shorter.</p>
Starting gate	0.5m (H) x 8m (W)	<p>Starting gate height and width based on UCI standards.</p> <p>The UCI also states the gate shall have an angle no greater than 90 degrees with the slope of the ramp which supports the bicycles' wheels when they are in their starting position.</p>
Turns and obstacles	Min. of three turns.	<p>Number of turns based on UCI standards.</p> <p>The UCI also requires a minimum distance of 10m between two obstacles on the first straight. The front and back slope defines an obstacle.</p>
Drainage (pits and pipe work)	To be determined during detailed design.	The amount and type of drainage will depend on the final design of the track.
Lighting of track	No standard	<p>There is no known lighting standard for a BMX track. The British Standard, BS EN12193, identifies lux levels for an outdoor velodrome. Lux levels range from 100 (local, training and recreation/school sports competition) to 300 (national and international level competition).</p> <p>Prior to making a determination on the level of lighting it will be important to understand how the track will be used and if events will</p>

Component Facility	Specification	Reference and Comments
		be conducted at night.
Fencing	No standard	<p>Provision of fencing is primarily for prevention of spectators from accessing the track when it is in use.</p> <p>If fencing is provided care should be taken to ensure it does not become a hazard to track riders and fine mesh should be used.</p>
Car parking	No standard.	Determined by local planning requirements following a more detailed assessment of average spectator / participant numbers
Cyclo Cross track		
Course	Closed circuit of 2.5km (min) – 3.5 km (max) in length and 3m (min) in width.	<p>Length and width of course based on UCI standards.</p> <p>A cyclo-cross course shall include road, country and forest paths and meadowland alternating in such a way as to ensure changes in the pace of the race and allowing riders to recuperate after difficult sections.</p> <p>The course shall be usable in all circumstances, whatever the weather conditions. Clay or easily flooded areas should be avoided.</p>
Start	200m (L) x 6m (W)	<p>Length and width of start section based on UCI standards.</p> <p>UCI standards also require the start section to be on firm ground, and preferably on surfaced road. It must be as straight as possible and not include any descent. The first narrowing or obstacle after the start section may not be abrupt, it must be such as to allow all the riders to pass easily. The angle of the first corner must be greater than 90 degrees.</p>
Obstacles	No more than six man made obstacles	<p>Obstacles based on UCI requirements.</p> <p>Obstacle shall mean any part of</p>

Component Facility	Specification	Reference and Comments
		<p>the course where riders are likely (but not required) to dismount.</p> <p>A section of planks must be considered as one of these obstacles. This obstacle must consist of two planks placed minimum 4 metres and maximum 6 metres apart. The planks must be solid for their entire height, without sharp edges and not made of metal. They must have a maximum height of 40 cm and extend the entire width of the course.</p> <p>The length of an obstacle may not exceed 80 metres and the height may not exceed 40 cm. The total length of obstacles may not exceed 10% of the course.</p> <p>Non-natural sand pits should be minimum 40 metres, maximum 80 metres long and minimum 6 metres wide. The sand pit should be located on a straight section and requests a level entrance and exit.</p> <p>Descents of flights of steps may not be used.</p> <p>The course may pass over bridges or footbridges as long as they are at least 3 metres wide and have protective barriers on both sides. Bridges or footbridges shall be covered with an anti-slip surface (matting, mesh or anti-slip paint).</p> <p>In addition a separate footbridge for spectators must be provided.</p>
Pit areas	N/A	<p>The pit area is the part of the course where riders can change wheels or bicycles.</p> <p>The pit areas must be straight and may not include any obstacle. They must be located on a part of the course where the speed is not high, excluding gravelled sections and descents.</p> <p>The double pit area is compulsory</p>

Component Facility	Specification	Reference and Comments
		<p>for UCI world championships, UCI world cup events, continental championships, national championships and events in class 1.</p> <p>The double pit area must be set up in an area where two sections of the course are close enough together and the distance along the course between the successive pits is more or less equal each way.</p> <p>In double pit areas provision must be made for a water supply for cleaning of equipment. For single pit areas the water supply must be in the immediate proximity such that mechanics do not have to cross the course to access it.</p> <p>If a water tank or connections for high pressure cleaning apparatus are provided, they must be made freely available.</p>
Finish	100m (L) x 6m (W)	<p>Length and width of finish section based on UCI standards.</p> <p>UCI also stipulates the finish section must run straight and be flat or uphill.</p>
Pavilion		
Change rooms	30m ²	City of Casey LFDP – Regional Tennis Pavilion
Showers and toilets	36m ²	City of Casey LFDP – Regional Tennis Pavilion
Public toilets	TBD	No. of and type to be determined by average spectator / participant numbers.
Kitchen / Kiosk	25m ²	City of Casey LFDP – Regional Tennis Pavilion
Storage (external access to be provided)	15m ² +	City of Casey LFDP – Regional Tennis Pavilion
Office / event control	16m ²	City of Casey LFDP – Regional

Component Facility	Specification	Reference and Comments
		Tennis Pavilion
Utility room	5m ²	City of Casey LFDP – Regional Football and Cricket Pavilion
First Aid	20m ²	City of Casey LFDP – Regional Football and Cricket Pavilion
External viewing area covered	150m ²	City of Casey LFDP – Regional Football and Cricket Pavilion

Appendix 5 – Second Round Consultation

Comment	Response
<p>Is this proposed to be in addition to or as an expansion of the existing criterium track pavilion?</p> <p>If in addition, is there a rough indication of proposed location and how access would be achieved?</p>	<p>The proposed shared pavilion would be in addition to the existing criterium track pavilion. The exact scope and inclusions for the new pavilion would need to be worked through with the Clubs and Cycling Victoria but is guided by the standards in the draft Strategy.</p> <p>The Strategy recommends that the BMX track and pavilion be located inside the existing criterium track. The exact location and access arrangements still need to be worked through. The access arrangements and potential pedestrian movements from one pavilion to the other will need to be considered.</p> <p>The Strategy doesn't propose any major upgrade or extension works to the existing race control centre pavilion as it is intended that the criterium users would benefit from the facilities included in the shared pavilion including the potential for marshalling which was a request from the cycling clubs.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>BMX Australia have put out a BMX Track lighting standard of 100 lux which is to move to 200 lux shortly - for any event.</p>	<p>Noted and the relevant section of the report has been updated.</p>
<p>A National Cyclo-cross championship could be a possibility.</p>	<p>Noted and the relevant section of the report has been updated.</p>
<p>Please confirm if the suggested route will target on road bike lanes or the shared paths on major roads.</p>	<p>The Casey Sport Cycling Strategy proposes that training routes be identified for road cyclists. It is likely these routes will predominantly be on road.</p> <p>Cyclists who are training are likely to be travelling at higher speeds than other users of the bike lanes so consideration will need to be given to dealing with user conflicts.</p> <p>Once these training routes are identified then they will need to be appropriately signed to alert drivers to the presence of cyclists.</p>

Comment	Response
	<p>Council should refer to VicRoads Cycle Notes for design standards for cycling infrastructure, which includes signage.</p> <p>If Council intend to sign training routes along arterial roads, they may need to seek approval from VicRoads. Most of the on road bike lanes have issues with transition through the intersections (such as bike lanes not extended through the intersection; bicyclists having to dismount or merge into the through traffic lane). It is recognised that the lack of connectivity in the on road lanes will be an issue that may need to be addressed through signage in parts to advise that cyclists may use the road. Cyclists would have to merge in with traffic through intersections which would be common for intermediate to advanced road cyclists. Council would need to work with VicRoads to identify some suitable routes and appropriate signage following adoption of the Sport Cycling Strategy.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>Integration of the cycle network with minor/major activity generators need (sic) to be considered. (End-of-trip facilities: Bicycle parking, transit stations, event parking)</p>	<p>Integration of facilities with activity generators is prudent to maximise return on Council's investment.</p> <p>The types of facilities proposed are sustainable transport initiatives and should be considered as part of Council's transport planning.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>Programs (Bicycle safety program, Access to and Encouragement for cycling)</p>	<p>The extent of potential programs to be conducted can be expanded in the Sport Cycling Strategy. The delivery of these programs will largely be driven by the cycling clubs or through Council's traffic school.</p> <p>Recommend the Sport Cycling Strategy be changed to include the opportunity to provide expanded cycling programs.</p>
<p>Casey should consider the installation of a Bike Arrival Station (similar to the James Gormley Bike Arrival Station at Monash</p>	<p>Agree that Council should consider the installation of a Bike Arrival Station at a</p>

Comment	Response
<p>http://fsd.monash.edu.au/environmental-sustainability/news/james-gormley-bike-arrival-station-opens-monash) at a suitable location in the municipality.</p>	<p>suitable location in the municipality. The Bike Arrival Station is more aligned with sustainable transport than the sport of cycling.</p> <p>One consideration is whether Casey Fields is a suitable location. Bike Arrival Stations are an ‘end of trip’ facility located in significant activity hubs such as Monash University’s Clayton Campus. Further research would be required to determine where the major activity hubs within Casey are located and whether an ‘end of trip’ facility is warranted following consideration of surrounding private and public amenities.</p> <p>The proposed shared pavilion at Casey Fields will have amenities that could be used.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>A road safety audit to be undertaken on existing on road bicycle facilities to assess the risks, compliance with current standards and associated improvements required.</p>	<p>In keeping with Council’s pro active approach to risk management it would be a good idea to undertake a road safety audit of the existing on road bicycle facilities to ensure they are fit for purpose.</p> <p>In undertaking the road safety audit Council should be cognisant of VicRoads Cycle Notes, which are a series of information bulletins on design standards for cycling infrastructure.</p> <p>Recommend the Sports Cycling Strategy be amended to include that Council regularly undertake a safety audit of the identified on road training routes.</p>
<p>Improvement of the use of line marking on the cycle paths to aid riding at night.</p>	<p>The use of line marking on cycle paths (off road) is outside the scope of this study. This study only covers sport cycling facilities which will be purpose built facilities such as the criterium track, BMX track and on-road lanes.</p> <p>The lighting of on road lanes to aid riding at night will be addressed by the existing road lighting.</p> <p>Recommend no change to the Sport Cycling</p>

Comment	Response
	Strategy.
Lighting strategy should look into solar powered lighting to assist riding at night.	<p>Opportunities to include ESD initiatives should be common practice in any development / redevelopment that Council undertakes.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
What are implications of culture that may be encountered with the growth of the cycling strategy.	<p>With the completion of the proposed cycling infrastructure as identified in this strategy there would potentially be an uplift in the confidence levels of more advanced cyclists and larger groups of cycling riders. This may take some time to take effect.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
Strategy to take into consideration disabled people and their requirements.	<p>The Strategy has considered the issue of accessibility for facilities and programs.</p> <p>Cycling Victoria conducts an Accessible Cycling Program. This program is open to people of all abilities with the aim to get people active and involved in cycling. Cycling Victoria’s inclusive programs are noted in the body of this report.</p> <p>With regard to facilities, Building Code of Australia (BCA) provides information on which classes of buildings are to be made accessible and prescribes the specific areas within those buildings where access must be provided. <i>AS1428.1 Design for access and mobility - General requirements for access - New building work</i> specifies the design requirements applicable to new building work, as required by the Building Code of Australia (BCA), to provide access for people with disabilities.</p> <p>The compliance with BCA and Australian Standards is a standard clause in Council’s construction contracts.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>

Comment	Response
<p>Future Cycling facilities to be able to cater for school cycling activities.</p>	<p>The existing cycling facilities already cater for school cycling activities such as the Victorian Schools Cycling Championships. Council’s Traffic School will start play a key role in the initial rider education and skill development which then may transition to the sports cycling facilities. The pavilion design will be somewhat limited to cater for large groups though.</p> <p>The location and design of the proposed shared pavilion may consider future expansion opportunities.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>How will cycling injuries be catered for (i.e. First aid facilities etc.)</p>	<p>Injuries incurred whilst utilising the criterium circuit and proposed BMX and cyclo-cross tracks will be managed through the inclusion of a first aid room in the pavilion design.</p> <p>Injuries incurred whilst riding on the road while be addressed as they currently are.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>How to encourage more female participation/ riding should be considered as part of strategy. Marketing strategy to include female cycling representative?</p>	<p>Cycling Victoria has a program targeted at increasing female participation, the BREEZE Program, as identified in the body of this report.</p> <p>Council’s Sport and Development team works with local clubs on creating an inclusive environment for all participants.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>Indicate the governing cycling rules and regulations.</p>	<p>The Strategy references the governing body for sports cycling, the UCI. The governing cycling rules and regulations have not been specifically included as they are likely to become out dated if included in the Strategy.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>Utilisation of GPS technology in events and facilities.</p>	<p>Inclusion of technology for events and facilities should be lead by the respective</p>

Comment	Response
	<p>clubs. The use of technology for events and facilities should be guided by its functional use. The users groups are best placed to advise on this.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>
<p>A study assessing the condition of the Casey Fields criterium track has been completed and rectification works are underway. There will need to be major works done in future which will need to be flagged in the Strategy.</p>	<p>An indicative cost provided by Council is \$1,000 per lineal metre. When undertaking the major redevelopment of the criterium circuit the width of the circuit should be reviewed.</p> <p>Cycling Australia recommend a criterium circuit should be an off road circuit between 800m – 3km in length, be a minimum of 6m wide, with a finishing straight of a minimum of 200m (length) and 8m (width).</p> <p>Based on the Cycling Australia’s recommended facility it is estimated the investment for a major redevelopment of the criterium circuit is \$2.8M.</p> <p>It is recommended the Sport Cycling Strategy be amended to include the investment for the major redevelopment of the criterium circuit.</p>
<p>There is a need to advocate to the State Government for continued funding to maintain and refurbish the mountain bike track at Lysterfield Park over time (sic). This could also be noted in the State Strategy.</p>	<p>Noted.</p> <p>Recommend the Sport Cycling Strategy include a recommendation for the State Government to support the State Mountain Bike Centre through the provision of funding for maintenance and refurbishment.</p>
<p>CCHPVCC has requested the sealing of the car park area. Is this in scope?</p>	<p>The sealing of the car park has not been recommended or costed in the report. The sealing of the car park should be considered as part of the implementation of a future revision to the Casey Fields Master Plan.</p> <p>Recommend no change to the Sport Cycling Strategy.</p>