

Proposed Pump Track Development at Harrison Street Velodrome Facility

Open 'drop-in' community consultation session

Wed 23 June 2021

Background

The Brunswick Cycling Club has been successful in receiving a Recreation Design Grant for the planning and design of a pump track within the infield of the Brunswick, Harrison Street Velodrome. As part of this program of work the Brunswick Cycling Club ('BCC') in partnership with AusCycling ('AC') representation is undertaking a thorough community consultation plan.

The consultation plan was submitted online to Moreland Council on 13 June 2021. Part of this plan included an open 'drop-in' session at Harrison Street at 7.00pm on Wednesday 23 June 2021.

Approach

The community drop-in session was led by BCC President, Tony Maughan and AusCycling GM - Commercial, Member & Club Development, Ag Giramondo.

A detailed copy of the Proposed Pump Track Master Plan document (prepared by Velosolutions) was provided to enable attendees to review and consider the proposal. This document was reviewed by individual attendees and there was a mix 1:1 questions and answers and open questions and answers that were discussed as a broader group.

Approximately 15 individuals attended the drop-on session and most remained onsite and participating in the open discussion from ~7.00pm to ~8.30pm.

Attendees indicated they became aware of the drop-in session via either the BCC mail-drop (carried out on 13-14 June), the signage at the velodrome, or the BCC social media feed.

Attendees included not only residents from properties adjacent to the existing velodrome and from the broader Moreland Council zone, but also interested potential users from outside the Moreland Council boundaries. A range of age groups were represented from teenagers, through to middle-age and older adults.

Summary of Key Feedback

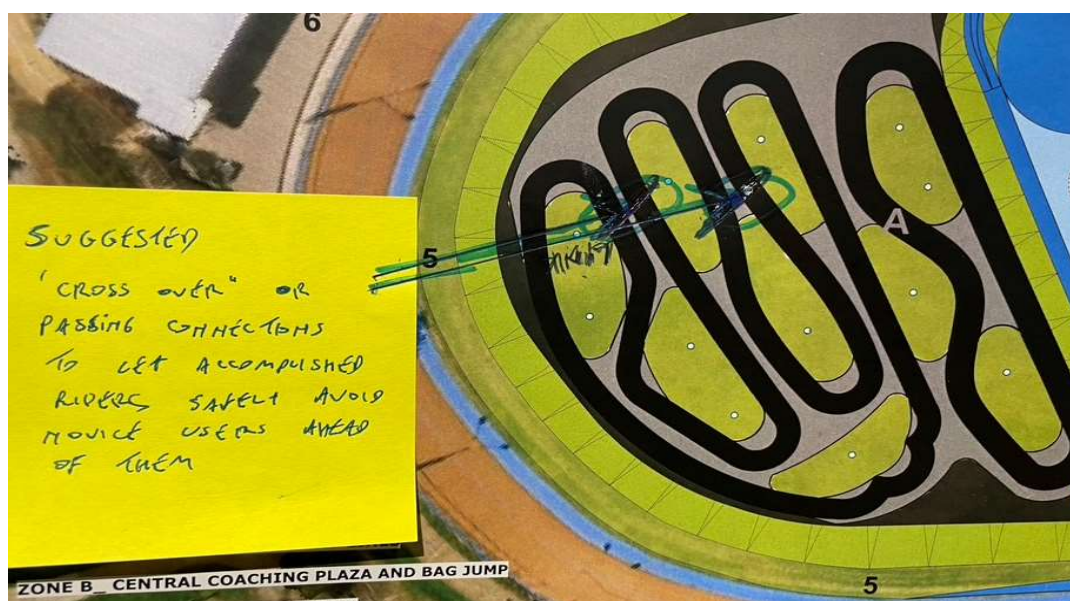
Feedback and discussion included detailed suggestion on the proposed design, comparisons with the design and set-up of other Pump Tracks around the country, observed users and 'culture' at other Pump Tracks and similar facilities, anticipated benefits provided to the community, and potential risks that the attendees would like to see mitigated.

Major themes identified:

Technical track design issues

- The inclusion of two separate tracks (one more strongly targeted at novice users) viewed as a strong positive to help enable a natural 'grading' of users and enhance the safety for all users
- Consider adding 'cut-over' or connection ramps at two points in the track to enable more accomplished users to easily and safely pass/avoid more novice users who maybe ahead of them (refer photo below)
- Recommendation from experienced teenage and adult users is to use 'astroturf' (or similar soft landing material) in the green areas/spaces within and immediately surrounding the

track (eg, referred to example at Bracken Ridge track in Brisbane). Regarded by these experienced users as a valuable safety feature.



Supporting infrastructure

Particularly given expected frequent use by families (including young children on scooters and 'push-bikes' etc.) recommendation that the facility include (in its initial development):

- Drinking taps / water in the area immediately adjacent to the track\
- Seating for parents, grandparents and carers of young children
- Sun shade / protected rest areas
- Consideration be given to suitable toilet facilities

Potential 'benchmark' facilities in Australia

- Bracken Ridge (Brisbane) identified (by experienced adult riders who have recently toured Australia to visit pump tracks) as very positive example of a well designed and well built facility.
- Other tracks highlighted were Barden Ridge (Sutherland, NSW) – seen as a well designed facility that caters for wide range of users) and Footscray (Vic) – seen as an example of a reasonable facility but lacks safe 'run off' areas for riders to easily and safely 'exit' the track if feeling unsafe or losing control.

Anticipated user profiles

- Similar tracks witnessed to be highly utilised by family groups (eg. parent and young children), adolescents, teenagers and adults alike.
- Observation from 'drop-in' session attendees (parents and other young adults) is that these environments are typically supportive and caring environments – considered likely to be a consequence of the typically diverse mix of users and visitors that utilise such a facility.

- Some concern expressed regarding whether the facility would attract undesirable groups and anti-social behaviour. Consensus of those in attendance was that was a low risk but sensible mitigates should be considered (see below section).

Car parking

Shortage of car parking at existing location (pre any further development) was noted and discussed. Consensus was that it was not likely to be a significant issue other than during any scheduled events. Recommendation that additional parking options be considered.

Safety considerations

Easy and safe access to/from the centre Pump Track is a concern – particularly given likely age profile of users. Risk of accidents as children cross the velodrome was considered a material risk (at times that the venue was not being supervised as part of a BCC club or similar event).

Recommendation that strong consideration be given to inclusion of the 'bridge' or similar structure as part of any initial build.

Should the 'bridge' be excluded from the initial build, recommendation that track designer and builder consider alternative solutions to limit the risk if children and other pump track users needed to manoeuvre across existing velodrome that could be being utilised.

Broader community behavioural considerations

Residents indicated occasional occurrences of anti-social behaviour in the existing park-land and velodrome area. This includes vandalism, graffiti, noise and very occasionally groups 'taking over' public space and intimidating others (identified to have been more of a challenge during Covid Lockdown periods).

The proposed Pump Track was not identified necessarily as a potential driver of such adverse behaviour in the future. Nonetheless, suggestions identified to reduce the risk of additional users also bringing such undesirable behaviours, included:

- extend existing CCTV surveillance in the area to cover all sides of the velodrome and surrounds.
- consideration be given to clear signage of expected behaviours (to serve as a warning) and details of relevant local police or other contacts to report such behaviour.
- potential for soft lighting at night as a deterrent