

# Consultation results:

## A new bike park for the Borough

### Stage 2 Consultation

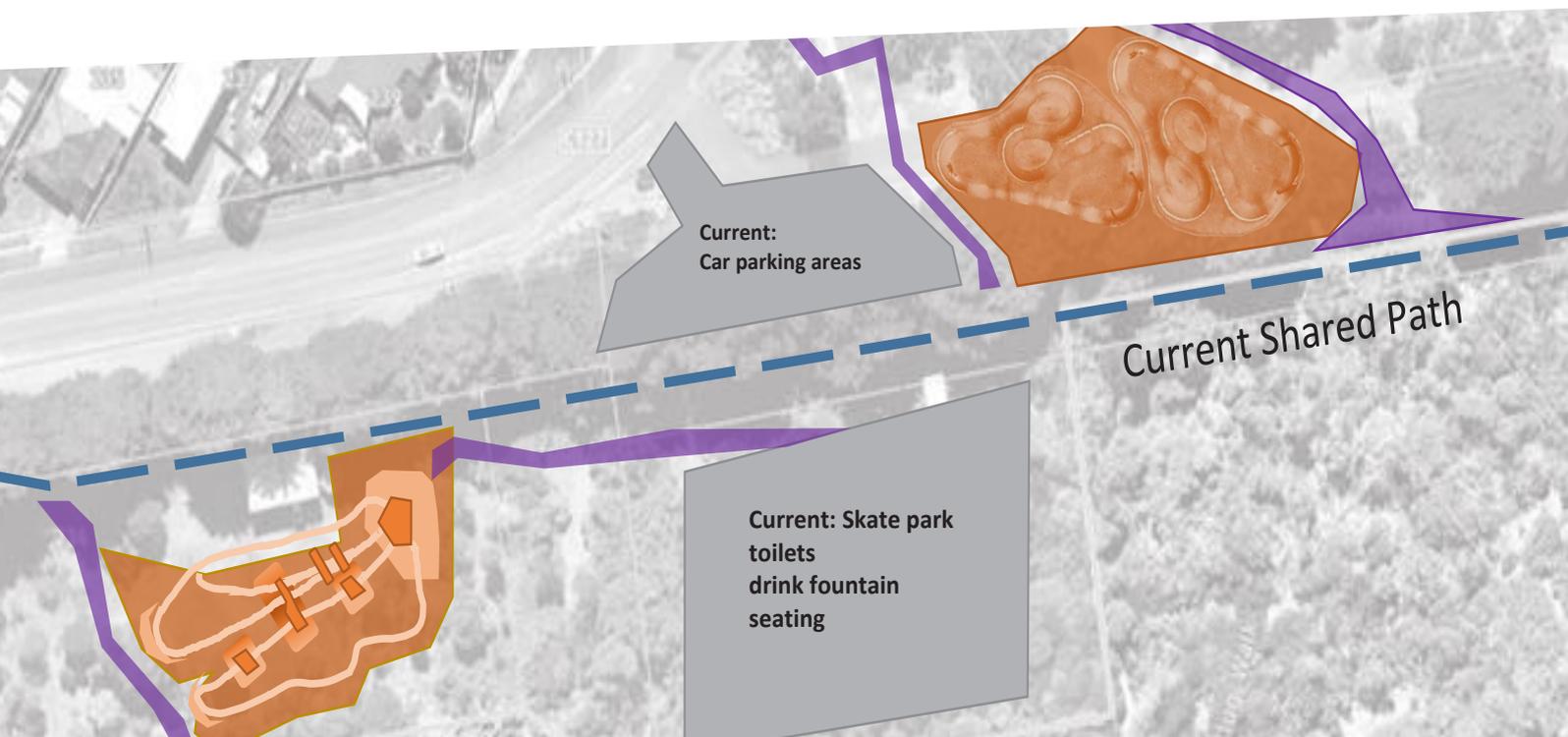
Following a first stage of consultation for a bike park in the Borough, Council officers used the feedback collected to create a concept design for the park. Data on preferred location, park features and other components of the park were used to create a design that incorporated community suggestions wherever possible.

Council created a draft concept design featuring two bike tracks located near the Point Lonsdale Skate Park, with an asphalt pump track north of the existing skate park, and a dirt jumps track to the west. Council sought and received provisional support for a bike park in the proposed location

from the Departments of Transport, and of Environment, Land, Water & Planning.

Council published the concept design online and shared it directly with previous bike park consultation participants by email. Riders and their families were invited to participate in an on-site workshop on Saturday 14 May with Council officers to review and refine the concept design.

Nine people participated in the workshop with a balance of ages and genders participating. This document contains a summary of the feedback participants shared during the workshop.



## General feedback

Participants overall were happy with the location and layout of the proposed park, featuring an asphalt pump track on the road reserve north of the Point Lonsdale Skate Park, a dirt jumps track to the west, and an area for parking nearby.

Participants noted the importance of maintaining pedestrian links through and around the area along existing routes.

Participants asked about existing trees on site and how the park would work around them. Officers shared how the proposal was designed to have minimal impact on vegetation, but noted that the large cypress trees nearby were nearing the end of their lives, and may be removed in the medium-term, though this would not affect the design of the park. Participants were comfortable with this approach.

Participants wanted the jumps track to have a natural feel and blend in with the area. Suggestions included a rain garden, open wooded areas for nature play for children, and incorporating logs from removed cypress trees into a skills track component.

Participants discussed an interest in setting up a community group to help care for or maintain the bike park. Community infrastructure like a barbecue and seating was suggested for inclusion in the design so residents could organise working bees and community events at the park.

Participants noted that lighting was not a priority for the park at this time, and they would prefer funds to be spent on other facilities, like barbecues or planting.

Council officers sought feedback on a potential project staging approach where the dirt jumps track was built first and the asphalt pump track was built later. Participants were comfortable with a staged approach to construction.

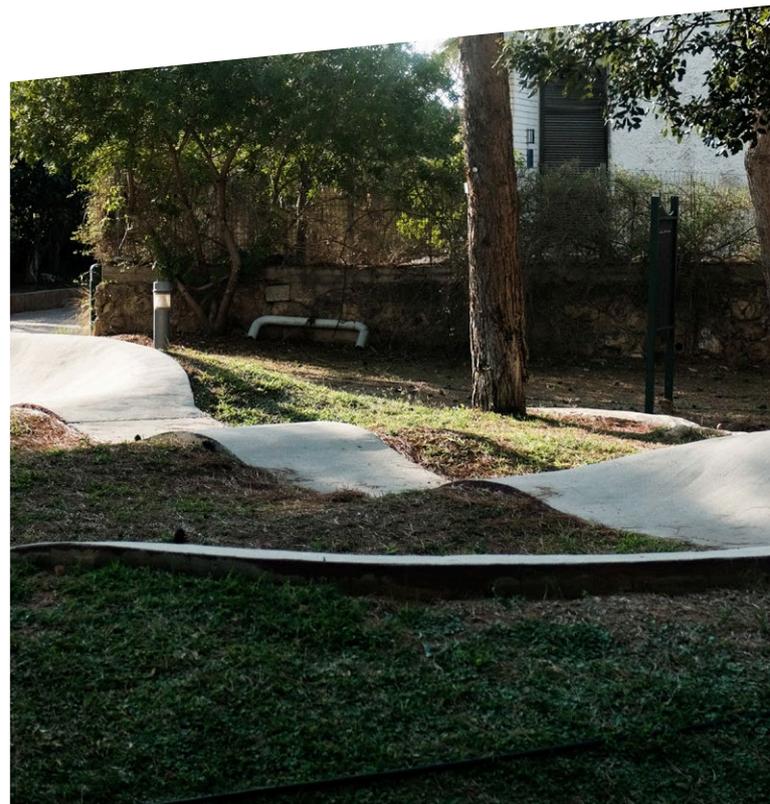
## Pump track

Participants were happy with the asphalt surface proposed for the pump track, with some participants noting that dirt pump tracks they had ridden elsewhere were eroded or damaged due to frequent use and infrequent repairs.

Participants were enthusiastic about a mirrored track proposal that would allow two riders to race each other, noting similar examples elsewhere in Victoria that were well-liked.

Participants also suggested that rollers on the pump track could be designed in a way that would allow more advanced riders to link jumps on the pump track.

While participants wanted to ensure the pump track could be suitably challenging for advanced riders, a strong preference towards a particular design to achieve this wasn't expressed beyond the inclusion of standard features such as rollers and berms.



## Dirt jumps track feedback

Participants were happy with the suggestion to construct the jumps track from dirt. Council officers sought feedback on a solid surface approach to each jump made out of timber, with the benefit being reduced degradation of the jumps with use. Participants thought timber might be too slippery in inclement weather, but identified carpet or another non-slip surface as an alternative they liked.

Council officers sought feedback on a concept featuring a single large starting platform with multiple lines branching off it. Participants liked this idea, but noted that different runs for different skill levels should be kept separate. Participants pointed to a park in Bright that had runs labelled according to difficulty (green, blue and black runs) and were segregated, ensuring advanced riders weren't held up by learners.

Participants suggested having the return loop on a jumps line be filled with skills track items. Skinnies, a teeter-totter and a rock garden

were suggested in particular. It was suggested that the teeter-totter could be narrow to enhance its difficulty, and that tree logs could be used for skinnies to create a natural feel.

The size of jumps was discussed. While agreement wasn't universal, most participants pointed to the head-height jumps at Anglesea being a little too advanced, with a shoulder-height size perhaps being more appropriate for the advanced jump line in the Borough.

Participants suggested finding ways to make the jump lines longer than in the concept design to allow advanced riders to link smaller jumps into a single larger jump, and for a longer riding experience in each run.

Participants suggested naming lines or incorporating descriptive signs beyond just a difficulty classification. One participant suggested a site map at the park's entrance to explain the layout of the park and orientate new riders.



## Next steps

Officers will use the feedback collected in this workshop session to further refine the design documents, before tendering a contract to finalise the design.

A contractor will work to finalise the design alongside an itemised project budget, options for staging and materials requirements.

Members of the public will have an opportunity to view the final design and provide feedback before it is locked in.

Council will also begin seeking funding support from the Commonwealth and

Victorian Governments to begin construction on the bike park. While Council has identified funding for the park in its own Financial Plan, additional funding support would allow Council to build a more comprehensive design and incorporate more of the feedback we've received during consultation.

Workshop participants and members of the Borough community can stay up to date on the project on Council's website by visiting [queenscliffe.vic.gov.au/bikepark](https://queenscliffe.vic.gov.au/bikepark).

