

Consultation results:

A new bike park for the Borough

Stage 1 Consultation

To protect sensitive vegetation from damage, Council closed a number of informal bike tracks to local riders in July 2020. As part of a possible long-term solution and to respond to ideas we've heard from residents in the past, Council started investigating the location, design and development of a bike park in the Borough of Queenscliffe.

Council has commenced evaluating the bike park proposal and producing a design for the bike park. This report contains the results of the first stage, which was designed to collect general feedback and ideas. We asked participants to share their ideas on the park's location, the features it might include, and other ideas that would help the proposal appeal to a range of users.

The feedback we received in this report will help us assess a location with the Department of Environment, Land, Water and Planning, and produce rough concept designs for how the features participants prioritised might be incorporated into a design.

Council wants to thank the many participants who took part in this consultation for sharing their ideas with us.

Results summary

Consultation responses differed significantly by age group. Younger respondents were more likely to respond in detail about what the bike park might contain, indicating clear preferences for a park that was challenging and included features like jumps and berms. Middle-aged respondents focused more on broader features, prioritising accessibility for all ages, and incorporating plants, gardens and facilities into the design. Older participants tended to focus on the location of the park, with many unhappy with the location proposed for investigation and suggesting alternatives. These differences are discussed in detail throughout the report.

Respondents overall tended to prioritise a flexible bike park, preferring a double loop layout with transfer lines for a pump track, and listing a range of features including jumps, berms and tabletops as very important. A consistent desire emerged for a design that allowed users to challenge themselves as their skills developed and met the needs of a wide range of riders. Respondents also valued amenities highly, rating features like drink taps and toilets an important part of any design.



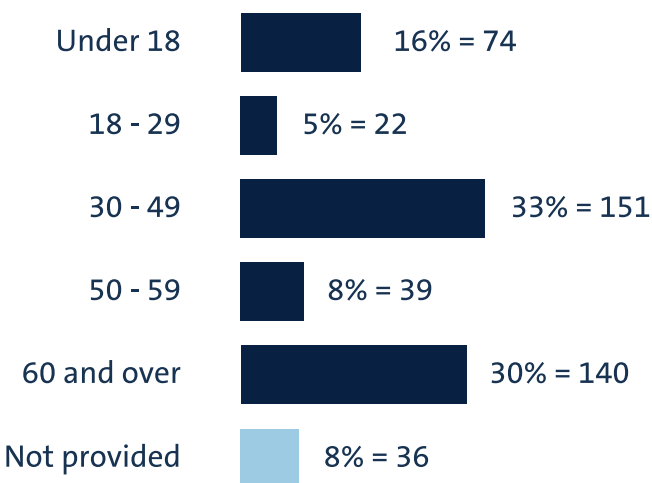
Responses and demographics

Council received 488 responses to its online consultation, as well as 71 written submissions outside of the consultation activity. Some participants responded multiple times, or via multiple methods. Where these responses came from the same individual, they have been combined and analysed once. Responses that were submitted anonymously or contained no responses beyond demographic questions have also been retained but not counted in this report’s detailed data analysis, leaving a total of 462 unique responses analysed.

As with all recent Council consultation, responses were also tracked across two demographic metrics – the age of respondents, and whether respondents resided in the Borough full-time, part-time, or as a visitor. These demographic questions allow Council to understand how different user groups respond to the questions asked.

Submissions received outside of the consultation activity typically did not include the author’s age or residential status. Because these details are not known, these submissions are counted in overall figures, but not in demographic breakdowns. These submissions represent only a small volume (8%) of the individual responses analysed.

Responses received by age group



Responses by age

Responses differed significantly based on the age of the participant. To demonstrate how different user groups responded, analysis in this report is regularly broken into responses by age, rather than one single age analysis at the beginning of the report. Overall, respondents mostly fell into four groups by age:

- 1. Participants under 18 and aged 18 to 29 who identified as potential users of the park.** These respondents tended to engage in substantial detail on the specifics of a bike park’s features as well as general aspects of the bike park’s design.
- 2. Participants aged 30 to 49 who responded as parents of potential park users or adults interested in youth welfare.** These respondents also typically responded to design detail questions, but also often provided detailed feedback on general characteristics of the park, such as a sharing a desire for a park that is usable to all ages, or providing ideas for landscaping.
- 3. Older participants aged 50 to 59 and 60 and over who stated they were not interested in using a bike park and primarily responded to the location question.** The majority of these respondents skipped all questions in the survey except the demographic, location, and final comment questions, indicating a focus on the park’s location for this age group.
- 4. A small number of respondents who did not fit into the above categories.** This group includes grandparents of potential users, younger respondents who did not identify as bike park users, and other participants.

Responses by residency

Participants were asked to identify whether they lived in the Borough full-time, part-time or were visitors to the Borough.

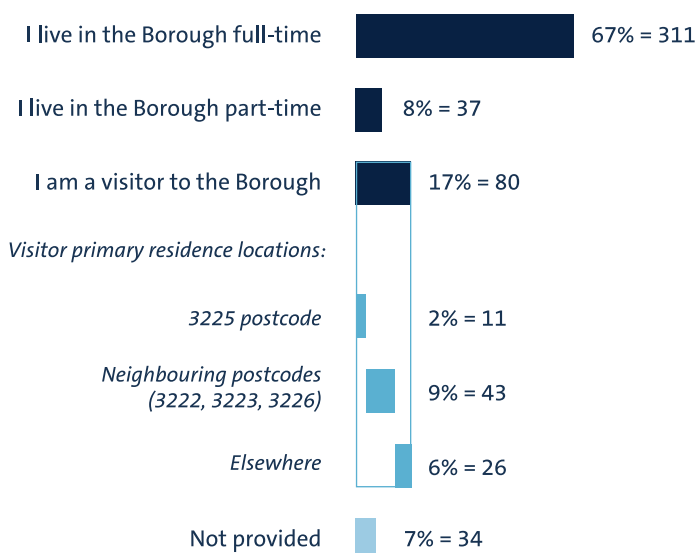
Full-time residents represented a substantial majority, with 67% of all responses (or 73% of respondents who provided this information) falling into this category. Just 17% of all responses came from visitors, though many of these respondents indicated that they lived

nearby or that they were active members of our community in other ways, such as having children enrolled in local schools.

Full-time residents, part-time residents and visitors were mostly evenly spread across age groups. Full-time residency was slightly more common than average for respondents under 18, as well as for respondents aged 50 to 59 and 60 and older. Respondents aged 18-29 and 30-49 were slightly less likely to be full-time residents.

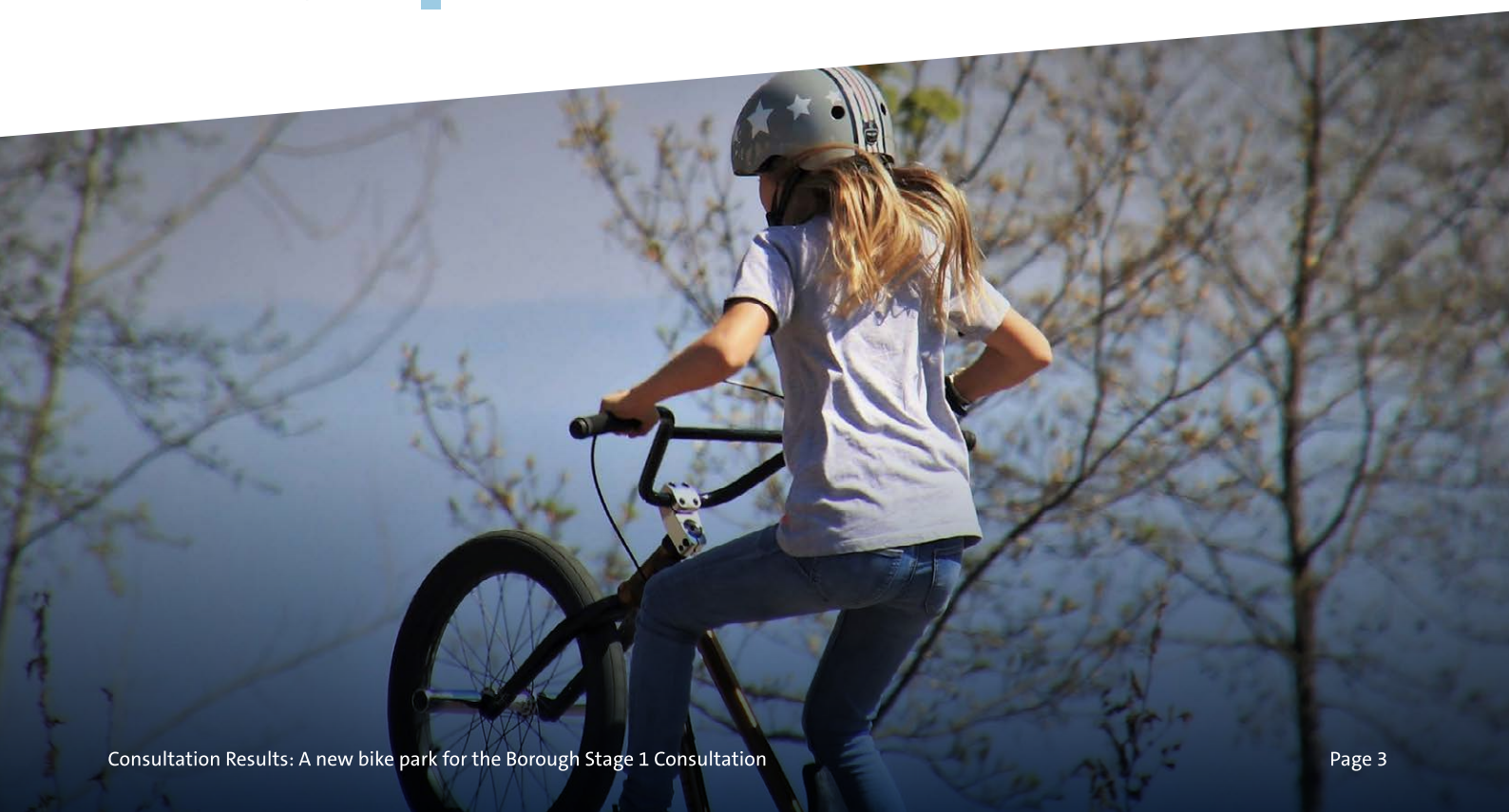
The small number of respondents who did not share whether they were full-time residents, part-time residents or visitors are not included in these figures. Only 7% of all responses counted fall into this group.

Responses received by residential location



Response variation by residency

No significant trends were identified that were strongly correlated with residency alone. While indicators such as age or frequency of expected use of the park showed identifiable trends, residency on its own appeared to not substantially affect how participants responded to particular questions.



Park location

The Department of Environment, Land, Water and Planning (DELWP) is responsible for approving developments on crown land, including land managed by Council. DELWP suggested the old High School Site at 60-70 Flinders Street as a location that may be suitable for a bike park. We asked consultation respondents to share their thoughts on whether they felt this was a suitable location, or if there was another location they felt was more suitable.

Respondents under the age of 18

The youngest respondents felt very positively about the proposed site. 88% of the respondents under 30 who answered this question were happy with the suggested location – a significant majority. In open-ended responses, this age group often identified the volume of open space and the natural hill on site as features they liked about the area.

“The hill would be a great use for these two lines.”

“You should be able to fit lots of different tracks for different levels of riding.”

Respondents aged 18 to 29

These respondents also felt very positively about the proposed site, with 76% of respondents in this age group saying they were happy with the suggested location. In open-ended responses, this age group typically identified the volume of open space as an opportunity to cater to different skill levels.

“I am happy to see a shared recreational space for the younger generation of Queenscliff residents. Especially one closer to families in Queenscliff proper as opposed to Point Lonsdale.”

Respondents aged 30 to 49

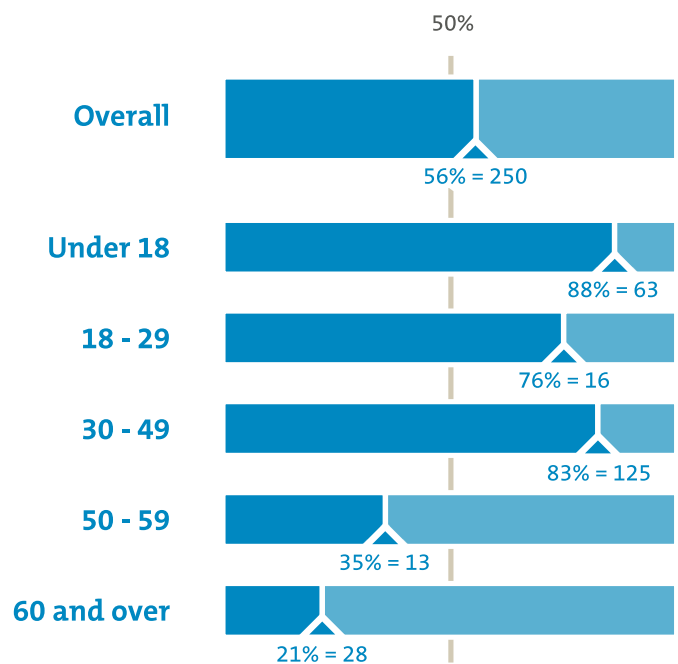
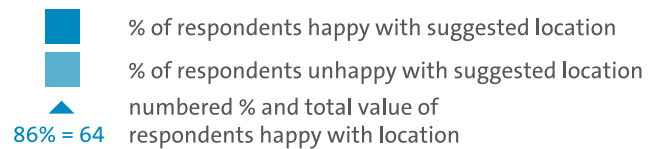
This group of respondents were also strongly supportive of the proposed site, with 83% of respondents saying they were happy with the suggested location. In open-ended responses, many respondents in this age group felt the site presented an opportunity to integrate community gardens or other landscaping into the park.

“Location is perfect, enough gradient to make some half decent tracks.”

“This park would be an amazing facility for the town but aesthetics and landscaping needs to be carefully considered.”

Q: What do you think of this location for a new bike park?

Weighted average of various respondent groups, excluding responses that did not answer this question.



Respondents aged 50 to 59

This group of respondents were less supportive of the proposed site. Of those who answered this question, 35% of were happy with the suggested location. Common concerns listed included a loss of amenity, aesthetic concerns about the appearance of a bike park, and noise.

“Please put the bike park next to the skate park with lighting and leave the high school site open green space.”

Respondents aged 60 and over

This group of respondents were also not supportive of the proposed site. Only 21% of respondents in this age group who answered this question shared that they were happy with the proposed location. Common concerns listed were similar to the 50 to 59 age group.

“No Bike Park on this highly visible site.”

“Not situated on the area as suggested. This park is used as a passive and active area by many residents and visitors alike all year round.”

Overall

All responses combined resulted in 56% of respondents who answered this question noting they were happy with the proposed site for a bike park. This overall figure also includes the small number of people who did not share their age alongside their comments.

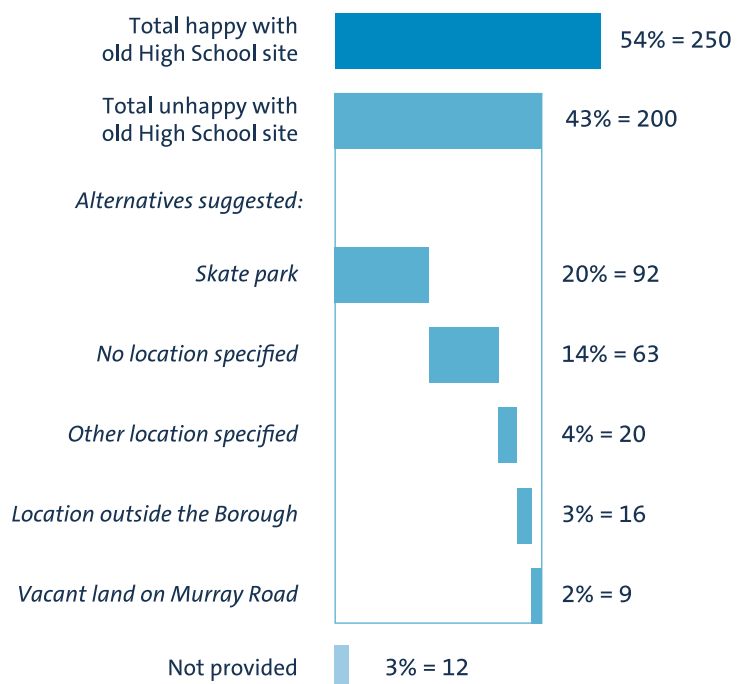
Suggested alternatives

Respondents who identified that they were not happy with the proposed location were invited to submit ideas for alternative locations that Council could then take to DELWP for consideration. Most participants who selected this option shared their thoughts in an open-ended comment box where they could suggest any location.

By far the most popular alternative site suggested was adjacent to the skate park at 236 Point Lonsdale Road, with 20% of all respondents suggesting this location as their preferred location for the development of a bike park. Other locations in the Borough suggested for consideration included vacant land on and near Murray Road in Queenscliff, and a handful of other locations suggested by individuals.

Q: What do you think of this location for a new bike park?

Totals by response type, including respondents who did not answer this question. Note that because this graph includes participants who did not answer this question, percentages may differ from the graph on the previous page and references to weighted averages that exclude non-respondents.



Pump track features

Bike parks can involve a range of track styles, from pump tracks to jumps parks to a skills track. Council’s engineering team suggested an approach that included an asphalt pump track and a dirt track of another type. Participants were invited to share their ideas on each of these potential features and how they might be incorporated into a bike park, beginning with a pump track.

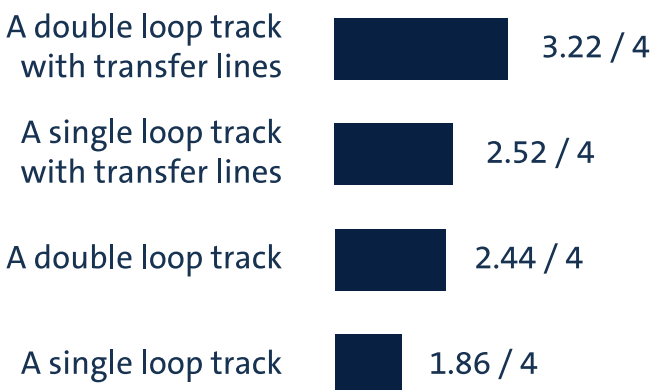
Pump tracks can have different layouts. Which of the following do you prefer?

Four different potential track layouts for a pump track were listed, and users were asked to rank them in order of preference.

A double loop track with transfer lines was the preferred design, particularly with the 220 consultation participants who indicated they would use a park monthly or more frequently. Transfer lines in particular were prized in the layout order overall.

Q: Pump tracks can have different layouts. Please rank the below layouts in the order of what you'd most prefer to least prefer for the Borough's pump track.

Weighted score of all respondents who said they would use the track monthly or more frequently, where 4 represents the highest possible score, and 1 the lowest.

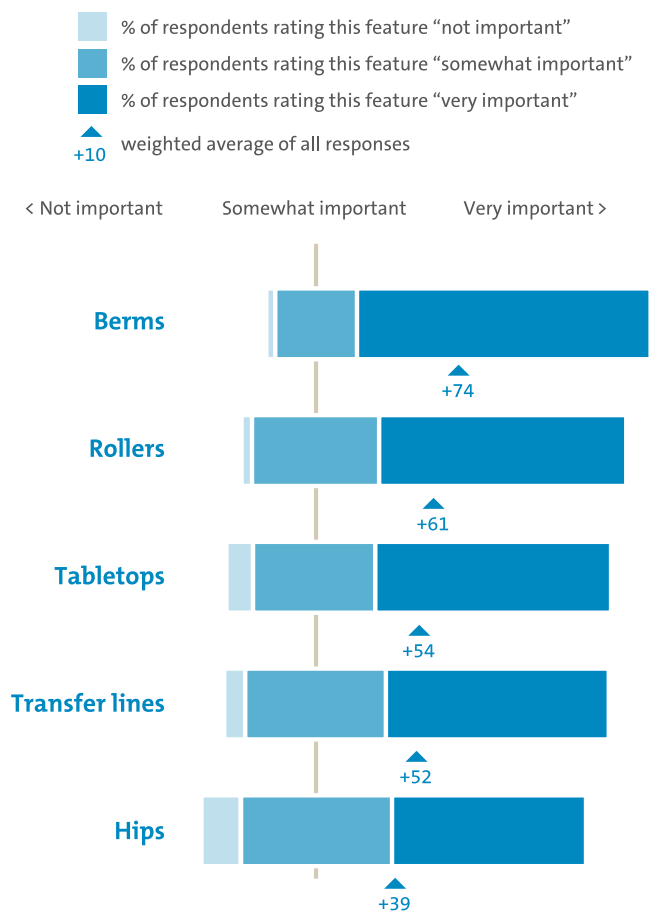


What features are most important to you?

Respondents were invited to rate features that could be incorporated in the design of an asphalt pump track. Respondents who identified as likely users of the park identified all features as very important.

Q: What features are most important to you for the asphalt pump track?

Weighted average of all respondents who said they would use the track monthly or more frequently, where +100 represents universal agreement the feature is very important, and -100 universal agreement the feature is not important.



Open feedback

Many respondents also shared their thoughts on a pump track in open-ended comments.

“A small pump track to learn on and then a larger pump track with transfer lines for the more experienced.”

“Clearly marked directional lines.”

“Make sure that you can skate on it.”

“By giving the bigger loops lots of A and B line options for different features would keep all skill levels entertained and the loop could be lapped and raced.”

“Rollers that can be jumped or rolled depending on speed.”

“The features should cater for all skill levels to be inclusive.”

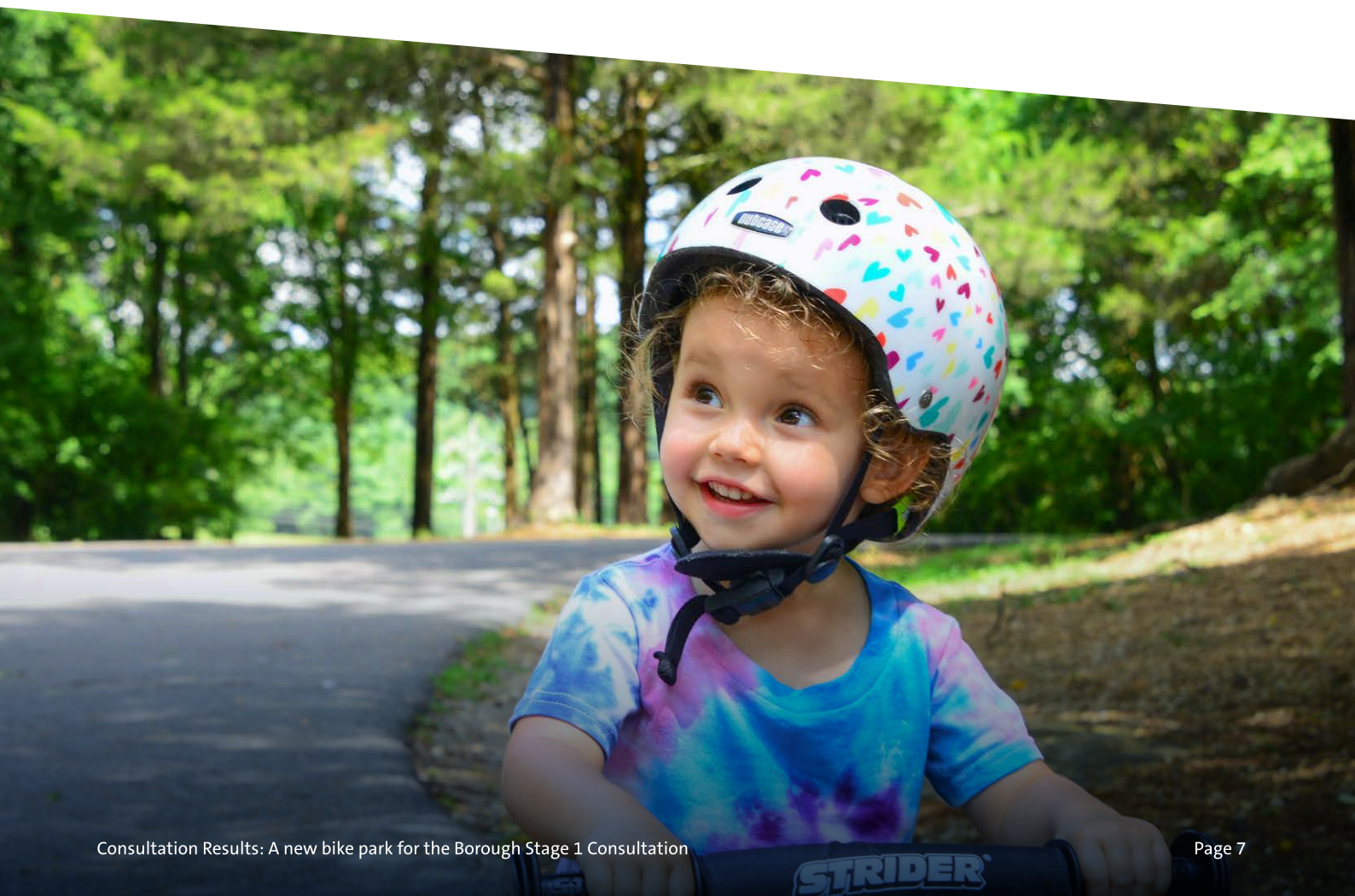
“A banked run up take off area.”

“Roller that you can jump from one to the next.”

“Please make this challenging enough for older kids in the 10-17 age group. There are plenty of kiddy playgrounds etc for younger kids to use. The borough kids have nothing except the skate park - in desperate need of an upgrade and taken over by toddlers on scooters most days. The older kids will tire very quickly if these tracks are not challenging and designed for older riders.”

“Doubles (table tops you can pump over or jump over) can be fun to jump or manual or pump for more speed.”

“A big hill at the start to take off. Clear signs to show it is one way.”



Dirt track features

Council engineers also suggested that a bike park could include a dirt track of a different type to complement a pump track. Respondents were also asked what features they'd like in a dirt track in a bike park.

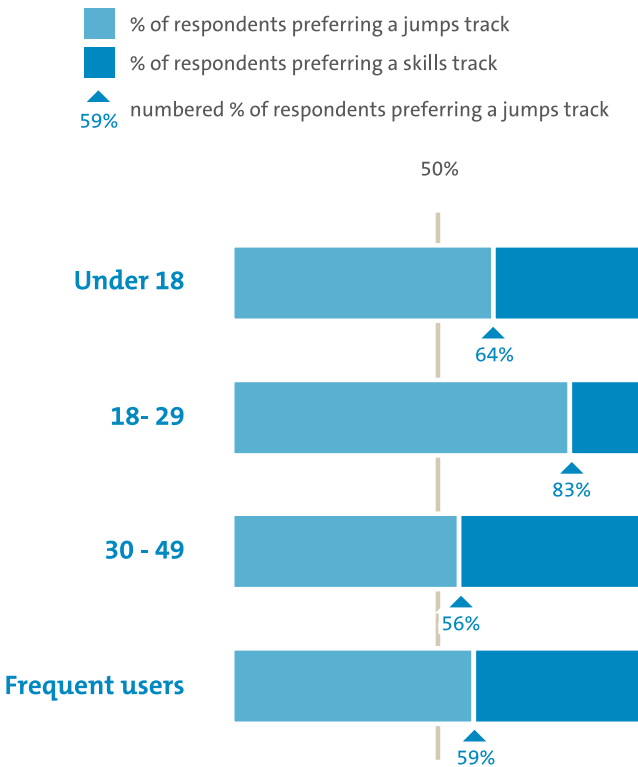
Would you prefer a dirt jumps track or a dirt skills track for the second track?

Respondents were asked what kind of track they'd prefer from a second track in the park, likely made of dirt.

A jumps track was preferred both by respondents overall and different user groups. Younger users were more likely to prefer a jumps track.

Q: Would you prefer a dirt jumps track or a dirt skills track for the second track?

Weighted average of various respondent groups. Most respondents over the age of 49 did not respond to this question. "Frequent users" refers to participants who identified themselves as likely to use the park monthly or more often.



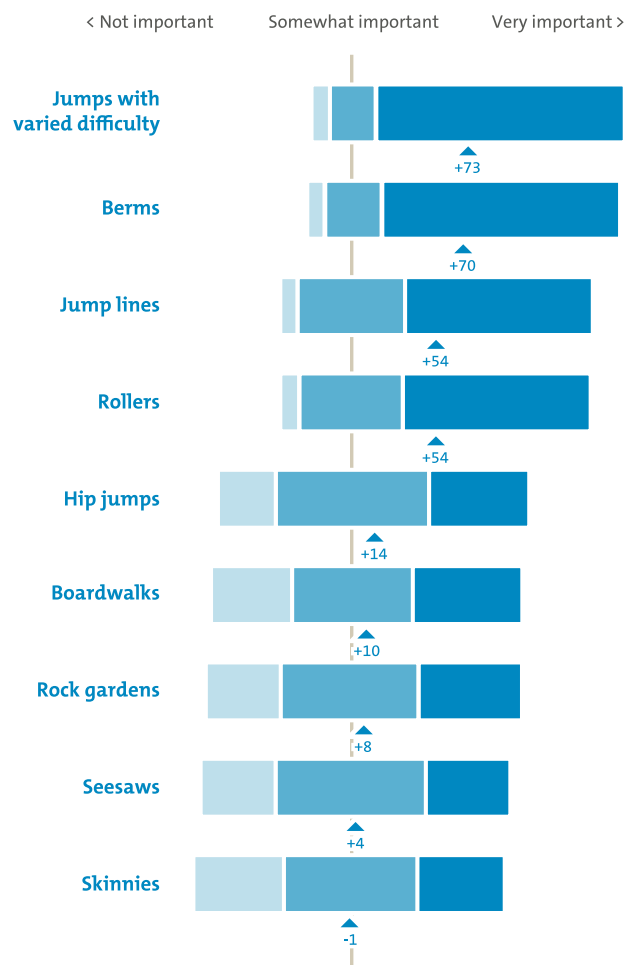
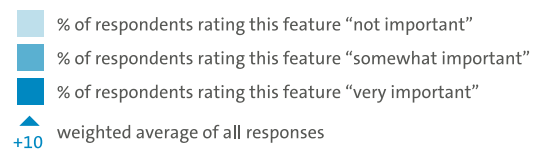
What features are most important to you for the dirt jumps or skills track?

Respondents were also asked to consider individual features that might be included in a dirt track and rate their performance.

Jump features were again highly prioritised by respondents, with frequent users seeing jumps, berms, lines and rollers as key priorities for a dirt track in the bike park.

Q: What features are most important to you for the dirt jumps or skills track?

Weighted average of all respondents who said they would use the track monthly or more frequently, where +100 represents universal agreement the feature is very important, and -100 universal agreement the feature is not important.



Open feedback

Many respondents also shared their thoughts on features for a jumps or skills track in open-ended comments as part of this section.

“Drops! Drops are super fun, build some sort of ramp to roll onto and then drop off the end.”

“Please look at The Hill in Geelong or better still, Anglesea bike park. As above comment, this should be designed to give older kids in the borough something to do and NOT as another playground for preschool and early primary school kids.”

“Lots of different lines to go down. A big starting hill.”

“Gaps for, older more experienced mountain bikers.”

“Table Tops.”

“The jump lines should have different levels of gaps and jumps I think some of the track should include big jumps where the lips and landing are less steep than the smaller ones.”

“Log runs (length of log to ride along, a bit like skinnies/boardwalks, but logs!)”

“Jumps & berms mostly. Different levels of track like say skiing black run, red, blue, diamond etc, to suit all levels & ages.”



General features

Participants were also invited to comment on general features that might appear in the park overall, either ranking the importance of listed options or providing an open-ended response sharing a feature they felt was important for a bike park.

What general features are most important to you for the Borough bike park?

Respondents felt particularly strongly that general amenities should be present on-site, including drink taps, toilets and seating facilities. These features tended to rank highly across all age groups.

While all users felt landscaping and gardens were important, these features were more highly valued by respondents aged 30 and older.

Lighting for use at night was considered less important than many other features, ranking of only mild importance with frequent users and often commented on negatively by participants aged 50 and over who responded to this question.

Open feedback

Participants were also invited to make suggestions for other features they felt should be present in a bike park in the Borough.

“It would be great to have the bike tracks weaving in between the vegetation as they did with the informal tracks at Bunny Wood and Pt Lonsdale Rip View.”

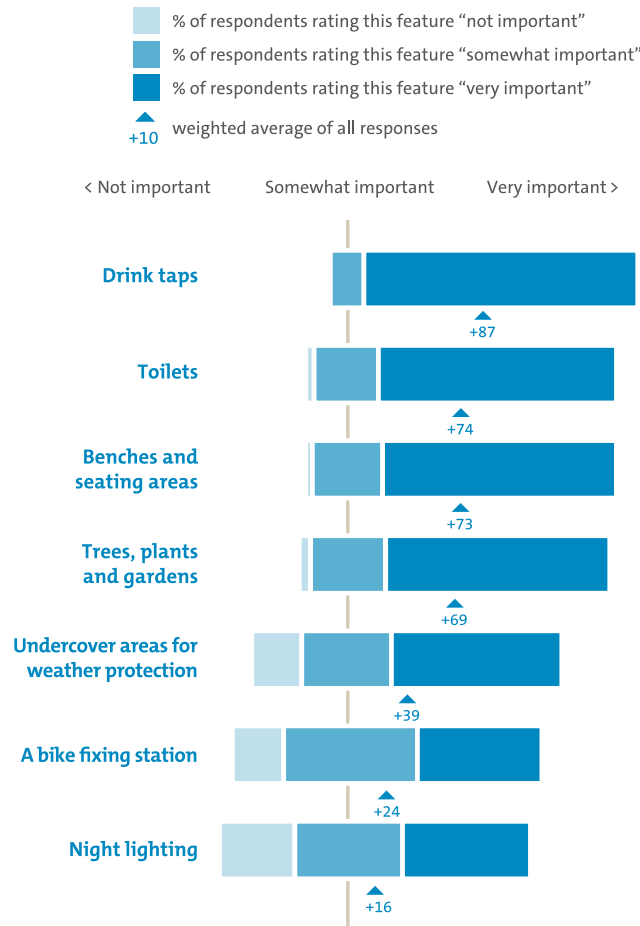
“BBQ, picnic area and enough car parking for families to watch.”

“Lots of trees and native shrubs around the area so it doesn’t look to out of place.”

“Design that makes users feel safe - eg passive surveillance, possibly a separate area for little kids.”

Q: What general features are most important to you for the Borough Bike Park?

Weighted average of all respondents who said they would use the track monthly or more frequently, where +100 represents universal agreement the feature is very important, and -100 universal agreement the feature is not important.



“Solar powered lighting. Incorporate gradient of land into the design eg. The Hill. Safe crossing from the park.”

“A nearby nature park for younger children siblings to play in.”

“Pop-up coffee station for vans to come and sell coffee / drinks etc - fees charged by council go towards maintenance of park.”

“Track suitable for younger kids and also play equipment.”

“A bike stand and a bbq under a shelter.”

Open-ended feedback

Consultation participants also had an opportunity to write anything else they'd like to share in the open-ended final question of the consultation. Most participants took the opportunity to expand on their answers to previous questions, suggest new ideas or comment on the proposal overall. The comments on the following pages are just a small selection of some of the comments participants shared.

Comments from respondents aged under 18

"Is there a way to incorporate a first aid station with knee pads, elbow pads, wrist guards, bandages and band aids things like that."

"Make it like in a garden. You ride in and around on the tracks and use your skills."

"I like bush tracks and riding around swerving tracks with ramps - signposted green for easy, black for hard, just like the ski fields. I went to Anglesea bush tracks with mum and dad and loved it. I prefer it near the skate park because it's sheltered from the rain and wind."

"An area for riders to collaborate and build something for themselves, whether that is a jump, a line, or some fun sketchy wooden features."

"Start the ramps smaller then increase them in size. I would like a park nearby so my little 2 year old sister can play there while I ride. I really love the bike track at Anglesea and would love it to be like that."

Comments from respondents aged 18 to 29

"A BMX style track could be a suitable balance between a jumps line and a skills track. Provides some jumps and etc without being too difficult and uninviting."

"I would love to see some large jumps and harder sections for more experienced riders."

"Having a central jumps track with a gravity flow loop on the outside would be amazing. By giving the bigger loops lots of A and B line options for different features would keep all skill levels entertained and the loop could be lapped and raced. Jumps and berm trails for the central part are better then pump tracks because pump tracks don't suit full sized bikes."

Comments from respondents aged 30 to 49

"I love the idea that my children can ride safely at a designated track. Council does need to do more to support younger people in the community."

"It would be great if there could be a community garden in another part of this space, so that older borough residents could mix with younger ones, to see that the bike tracks are a good use of space...unless they want to use the bike tracks too, which would be great!!"

"I think a purpose built bike track would be beneficial to families. Also help prevent tracks being made in native vegetation areas across the borough."

"Size to cover all ages - but mainly most importantly our teenagers - as this is the age group that has less to do - especially if you don't surf skate or play footy."

"This is a great idea and the sort of thing that the Borough needs to help modernise itself, while attracting people to the Borough."

"I don't have a picture but the pump track I have visited in Te Anau on the South Island of New Zealand is fantastic. Another skate park design which has a great pump track section is in Margaret River Western Australia. Definitely worth having a look at."

Comments from respondents aged 50 to 59

“Great idea. Keep it for all ages and skill levels. Keep it sympathetic to the area. Just pleeeeee consider the location to putting it near the current skate park.”

“I think having the space associated with the existing skatepark would be smart. Allowing them to access on their own is important, however I do understand the advantage of parking nearby in the case of the school site. It would be nice to see it bigger to allow for greater explorative experience. But understand space is paramount and I would not want to see vegetation impacted. Thanks for considering and making this happen. The more we get out, the better we are.”

Comments from respondents aged 60 and over

“I think that a bike park is not unreasonable BUT this is a regional issue not purely a borough issue.”

“Please do not build track.”

“It is important that youngsters have fun but the suggested location is unacceptable for many reasons.”

“I am not aware of the identified need for this facility.”

“Simply, it is totally inconceivable that anyone would suggest putting a bike park anywhere that is visible, or anywhere that is remotely near houses. I can only imagine that there is malice in the suggestion.”

“I would also question the people using this. With an older demographic I can't imagine a large number of residents using this. It would be inappropriate for our rates to maintain, insure and run such a facility.”

Submissions

Some members of our community chose to write a letter to Council rather than take part in the consultation questionnaire. Where the comments in these letters aligned with the questionnaire, their data has been incorporated into the results in this report. Some samples of the comments we received from these individuals are listed below.

“I am very pro a Bike Park but why can't it go over where the Skate Park is... Really would like to see the old High School site remain gardens and greenery.”

“Consideration needs to be given to what else might be provided beside a bike park. Could other active uses such as a zip line or climbing frame be accommodated so as to attract a broader range of users? We need to encourage our youth to be active and outside. I would be disappointed if a more nuanced discussion did not take place on a proposal which supports youth health and fitness.”

“I object to my rates be used to finance developments that don't benefit residents.”

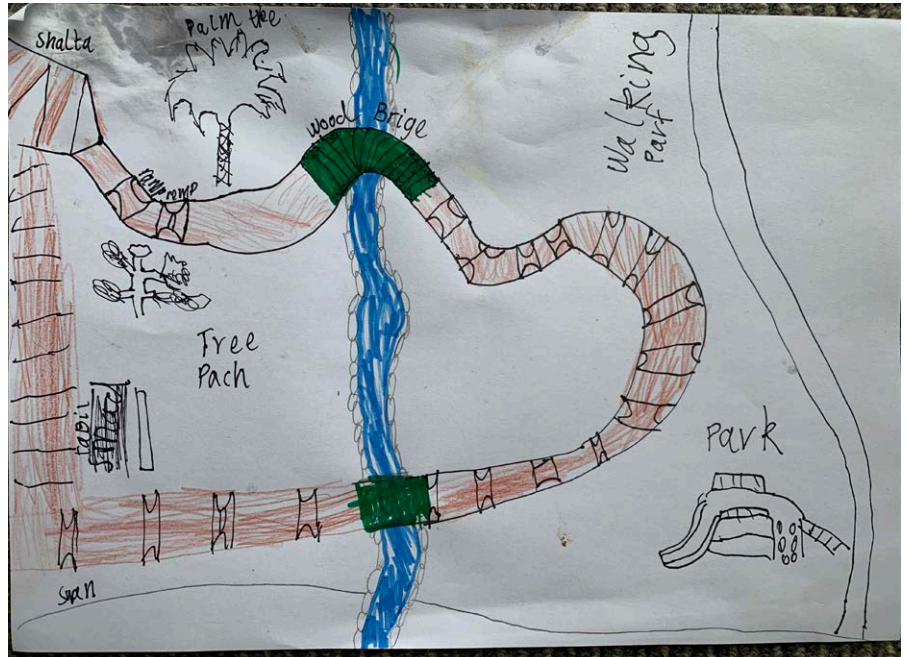
“I wish to register my strong objection to the proposed bike park on the old High school site, or any bike park for that matter.”

“Well done on putting forth the suggested bike park project. This shows fantastic progression and foresight, and the benefits it will bring cannot be underestimated.”

“Alternative sites for a teenage bike facility are the obvious one at the former State Rivers depot site adjacent to the Skate Park.”

Drawing and image ideas

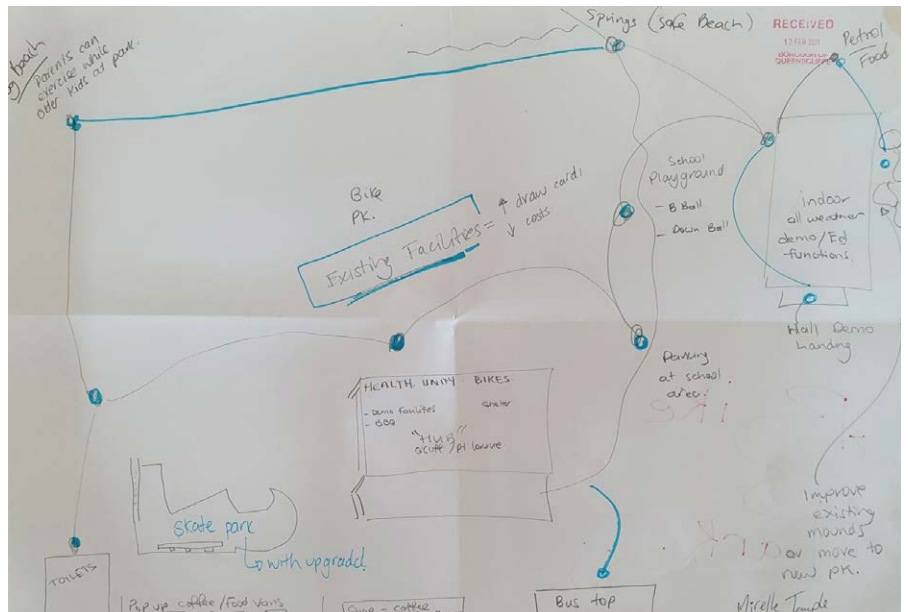
Participants were also invited to share images or drawings of their ideal bike park. We want to thank everyone who shared images of their ideal bike park, particularly those residents who shared drawings of how the features of a bike park might come together in a complete design. These drawings will help our engineers come up with initial concept sketches for consideration during future consultation stages.



A drawing submitted by a participant showing a plan for a bike park



A photo submitted by a participant showing a bike park feature idea



A drawing submitted by a participant showing a plan for a bike park



A photo submitted by a participant showing a bike park layout idea



A photo submitted by a participant showing a bike park feature idea

Next steps

This stage of consultation is the first of several consultation and development stages to assess the bike park proposal and produce a concept design. This early stage was about identifying who would use a bike park, collecting your ideas for what might be included in its design, and considering where a bike park might be located.

Council will now work with DELWP to investigate possible alternative locations for a bike park.

While 56% of consultation participants who shared their thoughts on the park's location were happy with the old high school site, a large number of respondents suggested developing a bike park in other locations, including the existing skate park on Point Lonsdale Road. In the interests of building a bike park on a site that works for the community as a whole, Council will explore other sites with the Department of Environment, Land, Water and Planning.

While the Department has the final say over where a park can be built, we'll share the feedback and ideas you submitted with the Department for their consideration.

The initial ideas you shared about features will be used to produce design options.

Once Council has undertaken further investigation into the location, we will use the feedback you shared about your preferences for the park's features to produce design concepts. Council will use this design to undertake further needs analysis to ensure we continue to have a good understanding about who and how many of you would use a bike park facility.

After a location and use assessment have been completed, we'll workshop design concepts with a community panel.

An on-location workshop with community members will help us further develop concepts into a draft design and make sure the proposal aligns with what different user groups are seeking from a bike park.

Consultation participants who have expressed interest in taking part in a design workshop will be invited to apply directly, but we'll also advertise the workshops more broadly to make sure everyone has the chance to apply.

Design review, planning and funding stages will be part of the proposal's development.

As with all major projects, development of a bike park will include planning applications, funding applications and a design review consultation where community members can provide feedback on the draft design. We'll keep consultation participants and the community as a whole updated as the consultation progresses.

Council will also evaluate the proposal as it progresses to ensure it's meeting the needs of a range of park users. Community members are welcome to share their thoughts at any time as the design process continues.