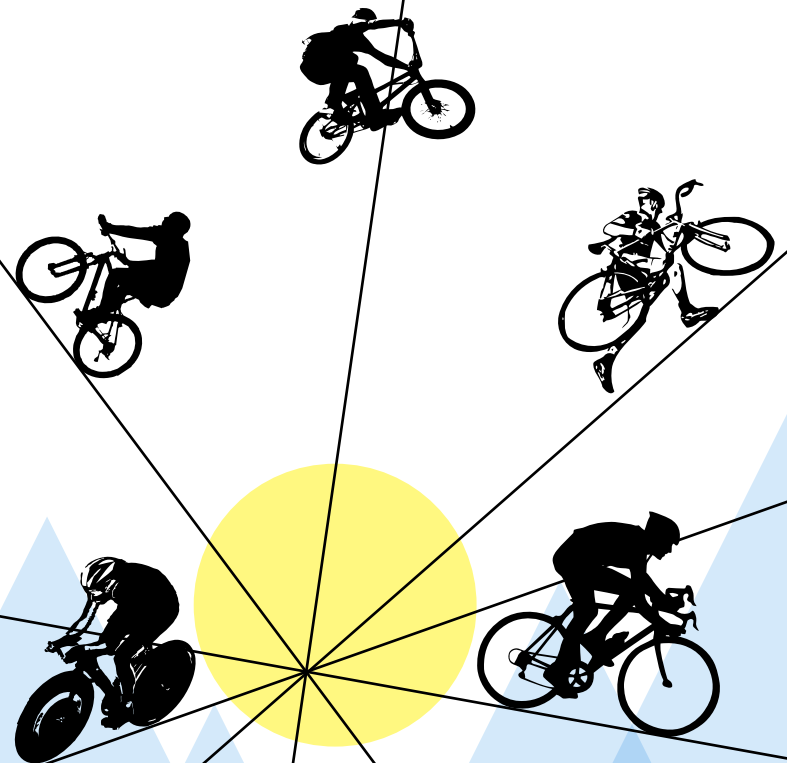


CYCLING VICTORIA STATE FACILITIES STRATEGY

2016-2026





CONTENTS

<i><u>WELCOME</u></i>	<i><u>1</u></i>
<i><u>EXECUTIVE SUMMARY</u></i>	<i><u>2</u></i>
<i><u>INTRODUCTION</u></i>	<i><u>4</u></i>
<i><u>CONSULTATION</u></i>	<i><u>8</u></i>
<i><u>DEMAND/NEED ASSESSMENT</u></i>	<i><u>10</u></i>
<i><u>METRO REGIONAL OFF ROAD CIRCUITS</u></i>	<i><u>38</u></i>
<i><u>IMPLEMENTATION PLAN</u></i>	<i><u>44</u></i>
<i><u>CYCLE SPORT FACILITY HIERARCHY</u></i>	<i><u>50</u></i>
<i><u>CONCLUSION</u></i>	<i><u>68</u></i>
<i><u>APPENDIX 1</u></i>	<i><u>71</u></i>
<i><u>APPENDIX 2</u></i>	<i><u>82</u></i>
<i><u>APPENDIX 3</u></i>	<i><u>84</u></i>
<i><u>APPENDIX 4</u></i>	<i><u>94</u></i>
<i><u>APPENDIX 5</u></i>	<i><u>109</u></i>
<i><u>APPENDIX 6</u></i>	<i><u>110</u></i>

WELCOME



Victorians love cycling and we want to help them fulfil this passion.

Our vision is to see more people riding, racing and watching cycling. One critical factor in achieving this vision will be through the provision of safe, modern and convenient facilities for the sport.

We acknowledge improved facilities guidance is critical to adding value to our members and that facilities underpin our ability to make Victoria a world class cycling state. Our members face real challenges at all levels of the sport to access facilities in a safe, local environment.

We acknowledge improved facilities guidance is critical to adding value to our members and facilities underpin our ability to make Victoria a world class cycling state. Facilities not only enable growth in the sport, they also enable broader community development. Ensuring communities have adequate spaces where people can actively and safely engage in cycling can provide improved social, health, educational and cultural outcomes for all.

For these reasons, we are committed to providing leadership

through the Victorian Cycling Facilities Strategy.

On behalf of Cycling Victoria we also wish to thank our partners Sport and Recreation Victoria, BMX Victoria, Mountain Bike Australia, our clubs and Local Government in developing this plan.

We look forward to continuing our work together to realise the potential of this strategy to deliver more riding, racing and watching of cycling by Victorians.

Glen Pearsall

President

EXECUTIVE SUMMARY



The Victorian Cycling Facilities Strategy has been developed to assist Cycling Victoria ('CV'), Mountain Bike Australia ('MTBA'), BMX Victoria ('BMXV'), our clubs and local government to improve the planning and maintenance of facilities. The strategy is aimed at continuing to support increased participation in cycling, improve relationships between stakeholders and provide larger more sustainable sport at all levels. This strategy articulates the stance CV intends to take with regard to required facilities for road, track, cyclo-cross, mountain bike and BMX cycling from 2016-2021, aiding local governments and decision makers when engaging with cycling.

While a number of investments have been made to cycling infrastructure the bulk of these investment has been directed towards the development of bike lanes, paths or commuting. Improvements to bicycle lane infrastructure naturally allow riders to navigate in a generally safer environment. While these are welcome infrastructure improvements, many sporting cyclists while training, travel at speeds that are higher than the norm for bicycle lanes. Keeping speed differences to a minimum inherently reduces risks. Consideration and planning for training routes will need to be added to bike network considerations, in order to keep speed differences on bike tracks reasonable, while allowing training options for competitive cyclists.

The key elements of the strategy provide:

- ▶ A needs assessment for cycling facilities across Victoria.
- ▶ A review of the social, environmental and economic benefits of cycling for the state.
- ▶ Classification model and hierarchy of current facilities.
- ▶ Strategic Plan for the development of Victoria's current cycling facilities over the next decade to capture growth and demand.
- ▶ Recommendations on building metropolitan and regional off-road tracks.

The plan makes detailed recommendations are made with consideration to currently successful facilities, Victorian demographic data, alignment with government policy and drawing on the wealth of experience available

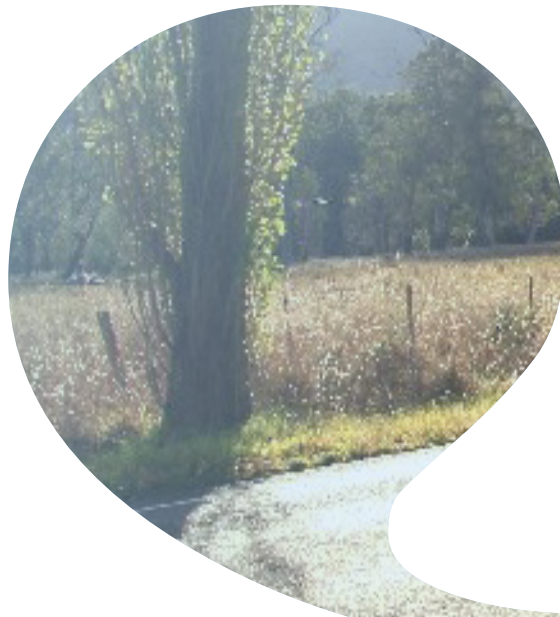
to from Cycling Victoria, Mountain Bike Australia, BMX Victoria, Sport and Recreation Victoria, Victoria Police and Local Government Authorities.

The key recommendations are:

- ▶ Adoption of Key Facilities Policies and Initiatives: Upgrading existing facilities should occur in a more regular structured process;
- ▶ Modernisation of current facilities to cater for all: Development or upgrade of facilities should ensure a focus inclusion, with specific importance to Universal Design and appropriate facilities for encouraging female participation;
- ▶ Provision of off-road training and racing facility network: Position cycling facilities to benefit from existing cycling infrastructure where practical, such as bike track network for access;
- ▶ Multi-Use and Integrated Facilities: Where possible Facilities should combine cycling disciplines, ability levels and consider the needs of spectators and supporters. Further, integration of cycling facilities into a shared precincts sharing infrastructure where practical such as clubrooms, change facilities, café or car parking;
- ▶ Providing 'Homes' for Cycling Clubs: Provide a geographic 'base' for cycling club activities allowing for club growth through greater participation;
- ▶ Recognition of the development of Cyclo-Cross and BMX Facilities: Cyclo-cross provides a unique low cost option to allow participation in cycling. Further investment in the provision of cyclo-cross facilities is required;
- ▶ Provision of off-road training and racing facility network: The provision of a network of off-road facilities (commonly termed criterium circuits) to provide for a growing demand of participation.

The strategy will be monitored on an annual basis by the Cycling Victoria board with input from BMX Victoria, Mountain Bike Australia and Sport and Recreation Victoria.

INTRODUCTION



It's an exciting time in cycling! Cycling is now one of the top three participation activities across all age groups in Victoria. Inspired by heroes such as Cadel Evans, Shane Perkins, Carol Cooke and Josh Callan participation in competitive cycling also continues to outgrow the market. However a recent announcement by the Cycling Promotion Fund (2015) showed that while there were record bike occurring non-structured participation in cycling has been flat-lining and that the lack of proper infrastructure was the main barrier.

Despite the strong increases in overall participation organised cycling still continues to lag behind other major codes (AFL, Cricket, Netball) in facility provision. This gap is particularly noticeable with women and junior aged participants. This is especially important as the key limiting factor for cycling participation is the provision of a safe environment. This report will review how the provision of facilities will provide greater participation opportunities for Victorians.

Cycling Victoria's Strategic Plan recognises the need to develop a strategic facilities plan through extensive

research and consultation with State and local government, and member clubs, for the provision and development of facilities. The lack of an overall facilities strategy and framework has been partly due to the nature of cycling facilities being dramatically different in their nature (shared, non-shared), up-keep and usage due to the variety of disciplines of cycling (road, track, BMX, cyclo-cross, Mountain Bike).

STRATEGY AIM

The primary outcome of the document is the development of a state-wide strategy that will guide Cycling Victoria, BMXV, MTBA, cycling clubs, state government, and local governments to improve the planning and maintenance of new and existing facility needs, increasing participation in cycling sport, improve relationships between stakeholders and providing larger more sustainable clubs. It will also aid state and local governments and decision-making bodies when engaging with cycling for the planning and development of appropriate infrastructure.

The strategy is designed to provide a framework for road, criterium, track, BMX, cyclo-cross and mountain bike facilities that are needed to advance cycle sport in Victoria. It provides consideration to what facilities currently exist, where they are located, where the growth areas for cycling as a sport are (both demographically and competitively), where facilities are redundant and recommends a hierarchy of future facility provision.

STRATEGY METHODOLOGY

The Strategy encompasses road, criterium, track, BMX and mountain bike facilities that are needed to meet demand and advance cycle sport in Victoria.

The following methodology was adopted to undertake this study:

- ▶ Situation Analysis
- ▶ Consultation and Demand Assessment
- ▶ Assessment of Development Opportunities and Options
- ▶ State Criterium Facility Assessment
- ▶ Draft State Cycling Facilities Strategy for Review
- ▶ Final State Cycling Facilities Strategy

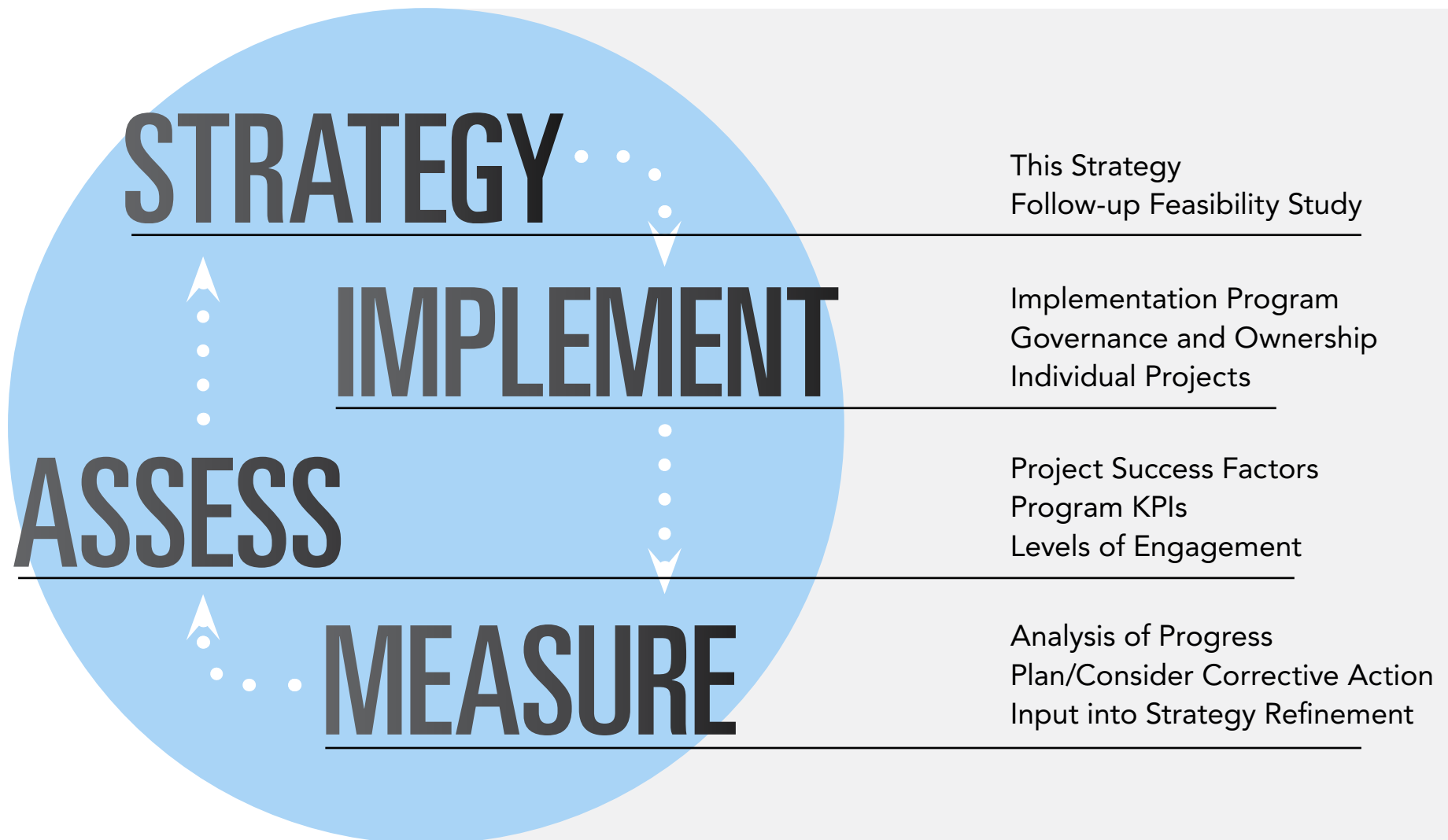
STRATEGY CONTEXT

People and their ideas and passions help make Victoria, and Australia, a strong and respected community. Victorians from all walks of life contribute to their communities, the state and the nation. Today's social and economic challenges are complex and require comprehensive, integrated and innovative approaches to shape solutions that work. Engaged citizens and stakeholder groups are at the centre of these solutions.

This study and resulting strategy leverage the strength, experiences and viewpoints of a wide stakeholder group to suggest a program comprised of key focus areas, recommendations and projects to offer effective and sustainable solutions for cycling within Victoria. The strategy provides a roadmap to address critical challenges facing our communities and our state. It offers clear social, environmental and economic benefits for the stakeholder groups and the state, and is the result of a collaborative effort between these groups.

This strategy includes further details on the specific objectives and recommendations, and evidence as to the rationale for their development. Detailed work on these plus the establishment of a detailed implementation and sponsored implementation program and performance measures should be the aim of a follow-up feasibility study.

We believe that the study and strategy offer strengths and capabilities to address local and state priorities for the key stakeholder groups with the broad subject area of cycling, and will provide a solid baseline for further engagement and progress as depicted below.



CONSULTATION



A broad approach to stakeholder consultation was adopted to ensure that the views of relevant parties were considered. These included Local Government, BMX Victoria, Mountain Bike Australia, Sport and Recreation Victoria, Parks Victoria, Department of Economic Development, Jobs, Transport and Resources, Cyclists and Other Cycling bodies. A range of consultation processes was employed including workshops, meetings and interviews. The outcomes of the consultation are noted below and details are in Appendix 1.



DEMAND/ NEED ASSESSMENT



The term 'fastest growing' is a catchphrase of our time. With public perceptions like being the 'new golf', cycling can indeed claim to be growing and has seen xx growth... This plan examines headline growth figures, and presents the need for improved facilities, and new facilities, that serve the entire community. Australian Bureau of Statistics data show cycling as the 5th most popular sporting or physical recreation activity enjoyed by Australians, neck and neck with Swimming for 4rd and with almost as many Australians cycling as golf and tennis combined!



The report makes two clear observations around those data.

- Cycling Infrastructure is underrepresented in local communities, particularly when compared to ubiquitous facilities of swimming, golf, tennis etc.

- Lack of infrastructure is contributing to an imbalance of participation across the community. Women and children being clearly under represented.

Moreover, by 2026 Victoria's population is forecast to increase to 6.92M persons, an increase of 0.85M persons from 2016. Population increases are forecast in all the state government planning regions with the majority of the population increase occurring in the Metropolitan region. Significant population growth is forecast in the 0 – 14 years and 35 – 44 year age cohorts, the largest cycling participation segments.

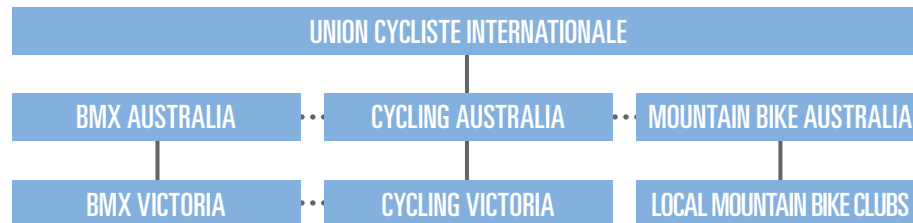
The potential cycling participants for each of the regions is upwards of 20% providing significant increases in overall sport cyclists. This has been calculated by multiplying the Victorian cycling participation rate by the number of persons aged 15 years and above in the region. The number of registered active cycling club members has subsequently been divided by the theoretical number of cycling participants per region to provide an indication of the proportion of cycling participants who are registered club members. A sensitivity analysis has been conducted on participation rates in an attempt to indicate a reasonable range of results, which provides a greater degree of comfort than a single point estimate.

To fully understand the demand and requirements of the sport a review of the current sport, including the assessment of demand, current trends, demographics and the adequacy of existing facilities will provide the key framework to understanding the sports needs.

FORMAL STRUCTURES OF CYCLING

The sport of cycling in Victoria is governed by three organisations, BMX Victoria (BMXV), Cycling Victoria (CV) and Mountain Bike Australia (MTBA). Whilst BMX Victoria and Cycling Victoria are nominally different organisations they are closely aligned and work collaboratively for the benefit of the cycling disciplines. MTBA is a National Sport Organisation operating under a unitary model direct to mountain bike clubs. This relationship is shown in figure 1.

Figure 1 – Victorian Sport Cycling Organisations



BMX Victoria is the organisation responsible for the sport of BMX; CV is the organisation responsible for the sport of road and track cycling; and Mountain Bike Australia is the organisation responsible for the sport of Mountain Biking.

SPORT CYCLING DEFINITIONS

A full list of Sport Cycling Definitions can be found in Appendix 2



STRATEGIC CONTEXT

Cycling ranks as the third highest participation activity for Victorians aged 15 – 17 years and 35 – 64 years. Recent announcement by the Cycling Promotion Fund (2015) showed that while there were record bike occurring non-structured participation in cycling has been flat-lining and that the lack of proper infrastructure was the main barrier. Reflecting the significant increase in participation is the very significant 42% increase in active cycling club members since 2010. Further analysis of this very significant increase identifies a 20.7% increase in Cycling Victoria's active members, a 26.1% increase in BMX Victoria's active membership, and a 267.5% increase Mountain Bike Australia's Victorian based members.

Information and data provided on 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.

Another indicator of demand is 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.

BMXV and CV have recognised the need to redress an imbalance in their membership base. To this end both organisations have adopted strategies to enhance participation opportunities from under-represented groups including CALD, women and persons with a disability. Recommendations for improved design guidelines to cater all users are included within the facility design guidelines and specific recommendations to improve facility amenities for women are included herein.

The following section contains a review of the broader strategic influences on this strategy. It includes a review of demographic trends and key policies and strategies that have informed the development of this strategy.



DEMOGRAPHIC CONTEXT

The Department of Transport, Planning and Local Infrastructure's 'Victoria in Future' forecasts Victoria's population to increase by 12.3% from 6.07 M in 2016 to 6.92 by 2026.

To understand how this forecast population increase is distributed the regional demographic data provides insight into the population growth patterns.

Table 1 – Victorian Population Forecasts 2016 – 2026 by Region and Age Cohort

	Age Cohort							Total
Region	0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Barwon South West								
2016	75,437	51,675	49,936	51,997	54,130	51,905	75,708	409,787
2021	80,633	52,351	51,289	55,544	55,768	55,151	88,543	439,279
2026	84,374	55,631	52,726	59,750	58,055	56,778	102,455	469,770
Gippsland								
2016	50,967	32,536	31,123	32,660	37,717	41,439	59,825	286,267
2021	53,994	30,998	32,315	35,354	36,811	43,752	72,133	305,356
2026	56,087	32,615	32,198	38,513	37,062	44,237	84,985	325,697
Grampians								
2016	45,665	31,286	28,639	30,567	32,687	32,732	45,154	246,730
2021	48,087	30,816	29,269	33,054	32,413	34,263	53,776	261,679
2026	49,326	31,745	30,102	35,492	32,701	34,555	62,659	276,581
Hume								
2016	56,328	36,754	33,087	37,287	40,226	39,594	55,156	298,432
2021	60,895	37,220	36,289	40,807	40,942	42,595	66,064	324,812
2026	65,226	40,609	38,595	46,586	42,388	43,736	77,737	354,878
Loddon Mallee								
2016	65,015	41,998	37,197	42,017	46,585	45,344	62,283	341,439

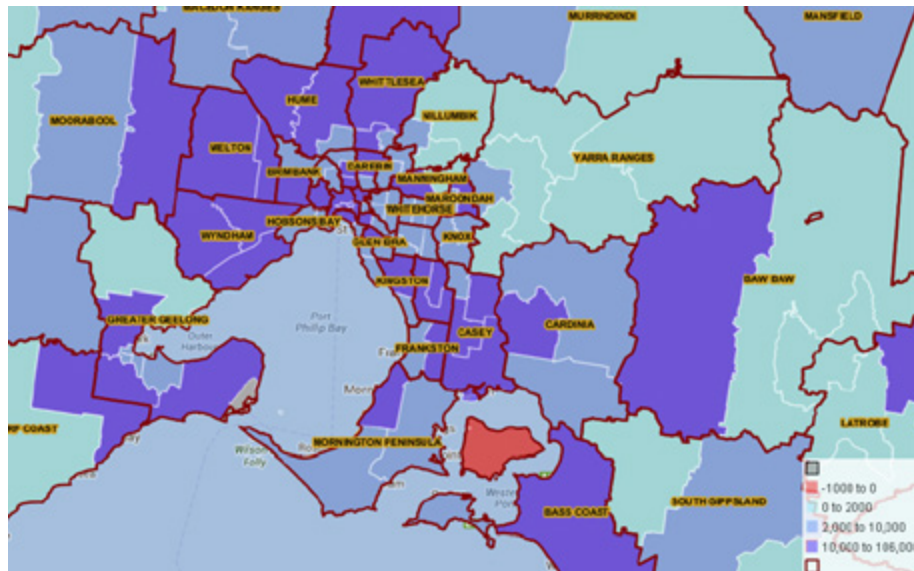
Region	Age Cohort							Total
	0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
2021	66,681	41,872	37,560	44,452	46,484	47,503	74,654	359,206
2026	67,279	43,247	38,771	46,484	46,527	48,609	86,310	377,227
Metropolitan								
2016	800,826	600,079	757,561	636,708	578,691	475,037	635,326	4,484,229
2021	857,650	610,045	788,100	701,678	605,426	512,298	734,269	4,809,465
2026	891,341	647,358	785,636	780,749	626,364	544,502	843,135	5,119,085

A review of this data highlights:

- ▶ The Barwon South West population is forecast to increase by 60,000 persons by 2026. The majority of this population growth will be in the 65+ years, 0 – 14 years and 35 – 44 year age cohorts.
- ▶ Gippsland region's population is forecast to increase by 40,000 persons. The majority of this growth will be in the 65+ years and 35 – 44 year age cohorts.
- ▶ The Grampians region's population is forecast to increase by 30,000 persons. The majority of this growth will be in the 65+ years and the 35 – 44 year age cohorts.
- ▶ Hume region's population is projected to increase by 56,000 persons, with the majority of the growth occurring in the 65+ years, 35 – 44 years and 0 – 14 year age cohorts.
- ▶ The population in the Loddon Mallee region is projected to increase by 36,000 persons, with the majority of this growth in the 65+ year age cohort.
- ▶ The Metropolitan region's population is forecast to increase by 635,000 persons. The majority of this growth will be in the 65+ years, 35 – 44 years and 0 – 14 year age cohorts.

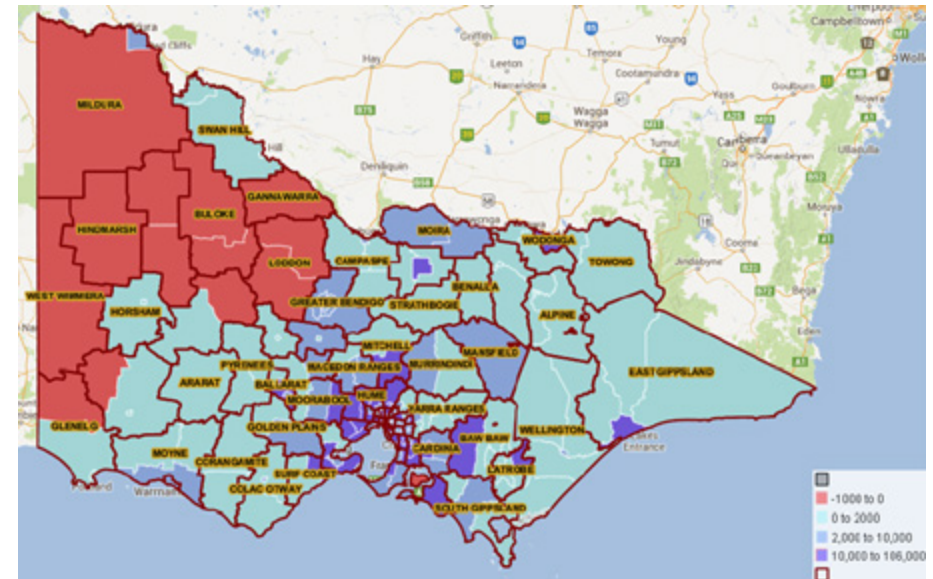
The population changes can also be seen graphically through the thematic maps which show the projected population change to 2026 in Metro Melbourne (Figure 1) and Regional Victoria (Figure 2). These maps demonstrate population growth in the blue shaded areas where the darker the shade the more significant the population growth. The Red shaded areas indicate a forecast population decline.

Figure 2 – Population Changes in Metropolitan Melbourne to 2026 (SRV)



Metropolitan Melbourne's forecast population growth will be highest in the north, west and south-east of Melbourne as shown in the above map. Significant growth is forecast for Whittlesea, Hume, Melton, Wyndham, Casey and Cardinia municipalities.

Figure 3 – Population Changes in Regional Victoria to 2026 (SRV)



As demonstrated in the thematic map the population forecasts show there will be a consolidation of growth in and around the more significant population centres in regional Victoria such as Ballarat, Bendigo, Geelong, Shepparton and Wodonga. The urban fringe municipalities, such as Mitchell Shire, will also experience significant population growth. However, the forecast for North West Regional Victoria is for a static or even declining population trend to 2026.

More detailed demographic information is included within Appendix 3.

RELEVANT PLANS AND POLICY

Cycling is serious business in Victoria and as a result there have been a

number of relevant policies and plans developed with relation to cycling. These include:

- ▶ Plan Melbourne: the Victorian Government's response to planning for Melbourne's growth to 2050. The Plan identifies that cycling to work has increased by 5% each year over the last ten years and is projected to continue to grow.
- ▶ Victorian Cycling Strategy (Cycling Into the Future): 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.
- ▶ Victoria's Regional Tourism Strategy 2013 – 2016 (December 2013): 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.
- ▶ BMX Victoria and Cycling Victoria Strategic Plans: Both plans support the provision of increased facilities and a strategic framework for the sports.

CYCLING PARTICIPATION

The following participation data demonstrates that Victorians appetite for cycling continues to grow at a staggering rate. The key participation data demonstrates the following critical information:

- ▶ One in every seven Victorians rides a bicycle, this equates to 840,000 Victorians.
- ▶ Cycling participation is very strong across all age cohorts. It is the third most popular participation activity for Victorians aged 15 – 17 years and 35 – 64 years.
- ▶ Participation rate in cycling is growing. The participation rate has continued to increase since 2005-2006, up from 6.4% to 8.8%.
- ▶ Bicycle sales outstrip car sales by 1.4:1.

- ▶ 1.4M bicycles were sold in Australia in 2013; sales have continued to grow by 4% per annum since 2009.
- ▶ The most popular types of bicycles bought by Victorians are mountain bikes, followed by commuter, BMX and road.
- ▶ Since 2005-06 there are an additional 146,000 cyclists in Victoria, an additional 20,000 cyclists per annum (2011).
- ▶ Membership of Victorian cycling clubs is increasing at a rate of 12.6% per annum.
- ▶ Competitive cyclists are more likely to be males.

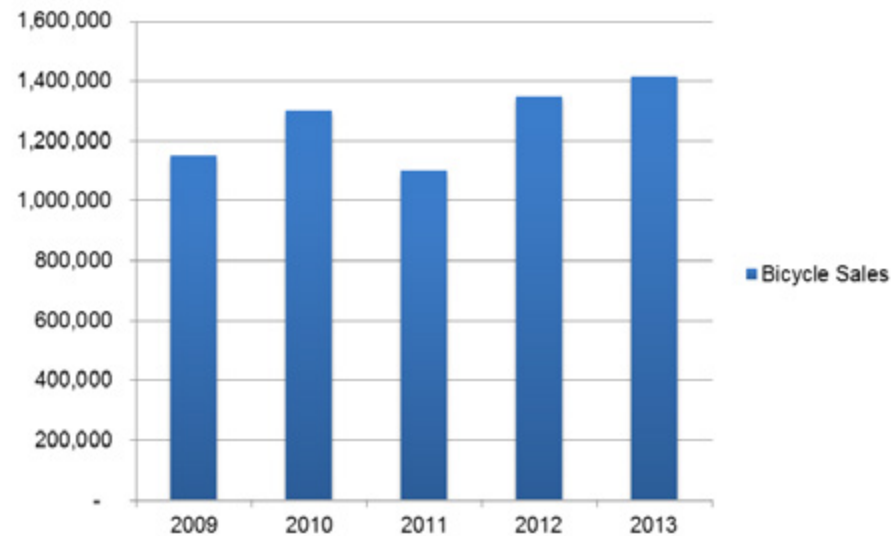
BICYCLE SALES

Bicycle Industries Association (BIA), the peak body for the bicycle industry in Australia, provided the following industry retail data.

Bicycle sales can be seen as a reflection of Australians' growing participation in cycling. In 2014 bicycles outsold motor vehicles for the fifteenth consecutive year in numbers. For every car sold in 2014 there were 1.4 bicycles sold.

Bicycle sales have continued to grow at an average of 4% per annum since 2009, with sales increasing from 1.1M bicycles in 2009 to 1.4M bicycles in 2013.

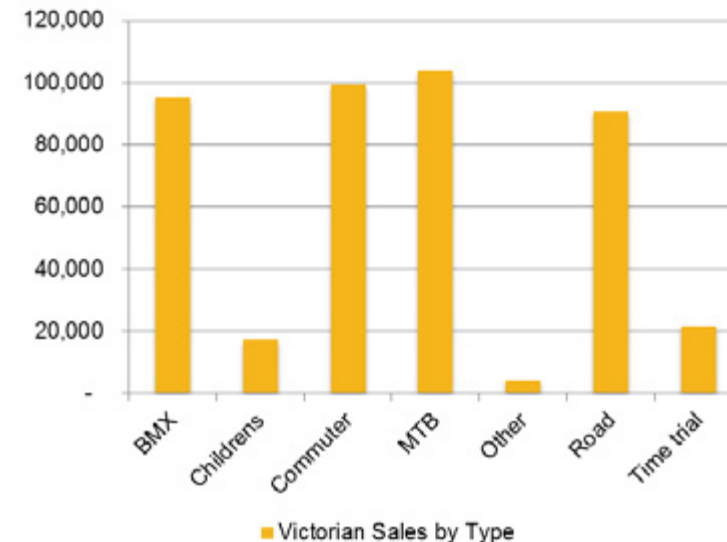
Figure 4 – Australian Bicycle Sales 2009 – 2013 (BIA)



There are around 320 bicycle stores in Victoria, representing 30.5% of Australian sales.

The figure hereunder shows the 2013 sales in Victoria by type of bicycle. The leading sales categories for bicycles are mountain bikes, commuter (e.g. flat bar road bike), BMX and road.

Figure 5 – 2013 Bicycle Sales in Victoria by Type (BIA)



5.6.2 Recreational Participation

Cycling is a very popular recreation activity in Australia and Victoria. This is demonstrated by:

- ▶ 840,000 Victorians ride a bike each week (ABS, 2013).
- ▶ Since 2005 – 2006 the participation rate for cycling in Australia increased from 6.5% to 7.6% (ABS 2013).
- ▶ Participation is strong across all age groups. Under 14 years and 35-44 years are the largest segments (ERASS 2010 and ABS 2013).
- ▶ Victoria has the largest number of cycling participants aged 15 years and over (402,000) as compared to the other states and territories (ABS 2013).
- ▶ Cycling has consistently been one of the top four activities in Victoria since 2008 (ERASS).

- ▶ In Victoria approximately 436,000 children (U15) ride a bike for recreation (ABS 2012).
- ▶ In Victoria, cycling is one of the top three participation activities for the age cohorts 15 – 17, and 35 – 64 years (ABS 2012).
- ▶ Cycling participation for persons 15 years+ in Victoria has grown by 146,000 (from a participation rate of 6.4% to 8.8%) since 2005-06 (ABS 2012).

Cycle Sport Membership

Cycle Sport Membership figures show an exciting trend in the growth of the sport. Fuelled by increased international success, exposure of the sport and more people participating numbers have grown exponentially. Further, the opportunity to grow further through women and junior aged riders provides significant opportunity throughout the sport. The figure hereunder presents a summary of the number of Victorian cyclists whom are registered with BMX Victoria, Cycling Victoria and Mountain Bike Australia in 2013. Table 2 demonstrates some key learnings:

- ▶ Registered organised sporting participants have been predominantly male. BMX Victoria and Cycling Victoria have recognised the need to redress the gender imbalance and have adopted strategies to increase female participation.
- ▶ Majority of registered BMX participants are U15 years.
- ▶ Majority of registered MTB participants are 26 – 45 years.
- ▶ Majority of registered road / track participants are 26 – 55 years.
- ▶ Participation rates are high for 46+ age cohorts.

Table 2 – 2013 Cycle Sport Membership by Discipline, Age Cohort and Sex

	Age Cohort							Female	Male
	<15	15-25	26-35	36-45	46-55	56-64	65+		
BMX	59.3%	13.7%	5.3%	14.0%	6.3%	1.1%	0.3%	18.1%	82.0%
MTB	4.9%	19.3%	22.5%	33.4%	15.2%	4.0%	0.7%	11.2%	88.8%
Road/track	9.1%	14.8%	16.2%	26.4%	21.7%	8.3%	3.5%	16.9%	83.1%

In addition to reviewing the demographics of registered Victorian cyclists, the number of registered active members over the past four years was also reviewed. Over the past four years membership of Victorian cycling clubs has been growing by an average of 12.6% per annum. Since 2010 the average annual growth rate in active memberships for Cycling Victoria has been 6.5%, for BMX Victoria it has been 8.2% and for Mountain Biking it has been 56.6%. These increases are high, albeit from a relatively small base. What is important to note is the growth in registered members is reflective of the overall trend wherein cycling participation rates have been increasing in Victoria since 2005 – 2006. This growth trend is also reflective of the outcomes of the strategic planning that Cycling Victoria and BMX Victoria have undertaken.

Table 3 – Registered Active Cycling Club Members 2010 – 2014

	Registered Active Members				Difference 2010 - 2013
	2014	2012	2011	2010	
Cycling Victoria	6,284	5,602	5,502	5,040	20.7%
BMX Victoria	1,081	889	853	824	26.1%
Mountain Biking	2,017	1,009	723	536	267.5%
Total	9,382	7,500	7,078	6,400	42.0%

The number of registered active members was further separated into Sport and Recreation Victoria's planning regions as shown in the table below.

Table 4 – 2014 Registered Active Cycling Club Members by region

SRV Region	Registered Active Members			
	BMX	CV	MTB	Total
Barwon South West	149	475	1,426	2,050
Gippsland	0	380	318	698
Grampians	46	236	479	761
Hume	107	513	692	1,312
Loddon-Mallee	236	584	532	1,352
Metropolitan	683	4,363	3,097	8,143

- ▶ The largest numbers of registered active cycling members reside in the Metropolitan region. This extends across all disciplines.
- ▶ Barwon South West region has the next highest number of cycling members. There are more mountain bikers in this region than BMX and road and track cyclists combined.
- ▶ The Loddon-Mallee region has a comparatively even spread of cycling members across all disciplines.
- ▶ The Hume region has the second highest number of mountain bikers and road and track cyclists in regional Victoria.
- ▶ The Grampians region has the lowest number of road and track cyclists and second lowest number of cyclists in Victoria.
- ▶ There are no registered BMX cyclists in the Gippsland region.

In addition to its membership registrations CV provided results of a self completed participant survey conducted during the 2010/11 Challenge (Recreational) Series. A total of 236 persons started the survey and 174 persons fully completed the survey. Partial responses have been included in the analysis hereunder:

- ▶ The majority of participants were aged 35 – 64 years (80%). The three age cohorts with the highest representation were 35 – 44 years (31%), followed by 45 – 54 years (29%) and 55 – 64 years (20%).
- ▶ Average household income is between \$50,000 - \$200,000 per annum.
- ▶ Only one third of participants were members of a cycling club.
- ▶ The majority of respondents (89%) rode more than 2 hours per week, with 41% advising they rode between 4 and 8 hours per week.

In 2010 VicRoads commissioned a 'Cyclist Segmentation Research' of Victorian cyclists to enable segmentation of cyclists to be developed. The research involved an online survey of 1,000 Victorian cyclists aged 16 and over the study segmented cyclists into three groups, Let's Go for a Ride, This Cycling Life and Catch Me if You Can. The following is a summary of the demographic information from this research.

- ▶ The Let's Go for a Ride covered 75% of cyclists. This segment is for people whom cycling is just an occasional pleasure. They cycle when

everything suits, it's a sunny day and they feel like getting out with the family. Within this segment the gender split is 54% males and 46% females, and the average age is 42 years.

- ▶ This Cycling Life covers 20% of cyclists. This group loves cycling, whether commuting, shopping, socialising or exercising, and it is central to their lifestyle. Within this segment the gender split is 77% males and 23% female and the average age is 39 years.
- ▶ Catch Me if You Can covers 5% of cyclists. This segment is confident, active, competitive and speed-focused. Within this segment the gender split is 85% male and 15% female and the average age is 30 years. There is a particularly strong skew to 20 – 24 year olds.

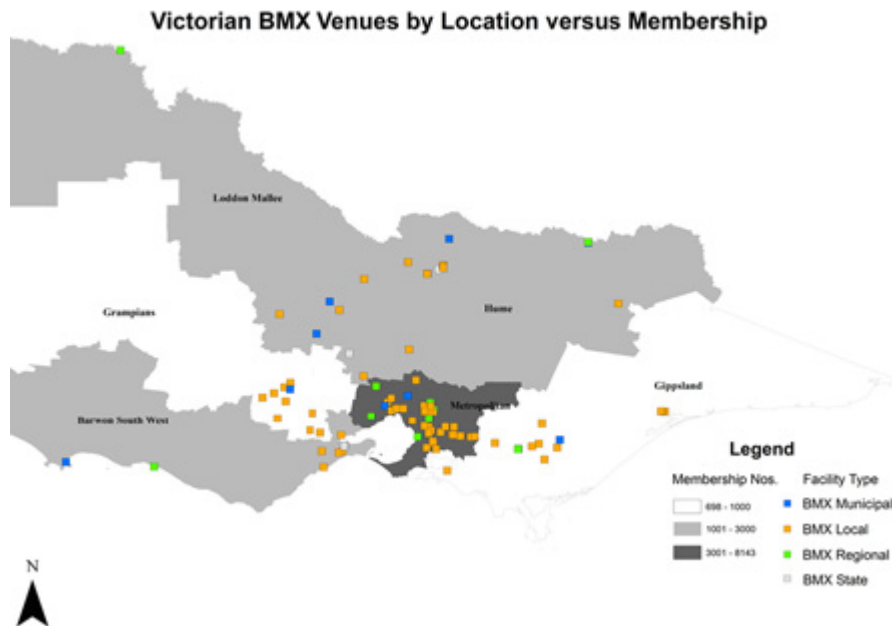
SPORT CYCLING INFRASTRUCTURE

The following section provides an overview of the sports cycling facilities in Victoria. Cycling Victoria undertook the mapping of facilities.

Sport Cycling Facilities for BMX in Victoria

The following map shows the distribution of sport cycling facilities for BMX by planning region and the number of active sport cycling members per region. In the following map, the grey shading indicates the number of active sport cycling members per region, the darker the grey the higher the number of active cycling club members.

Figure 6 – Sport Cycling Facilities for BMX by Location vs. Membership (Cycling Victoria)



As shown in the above:

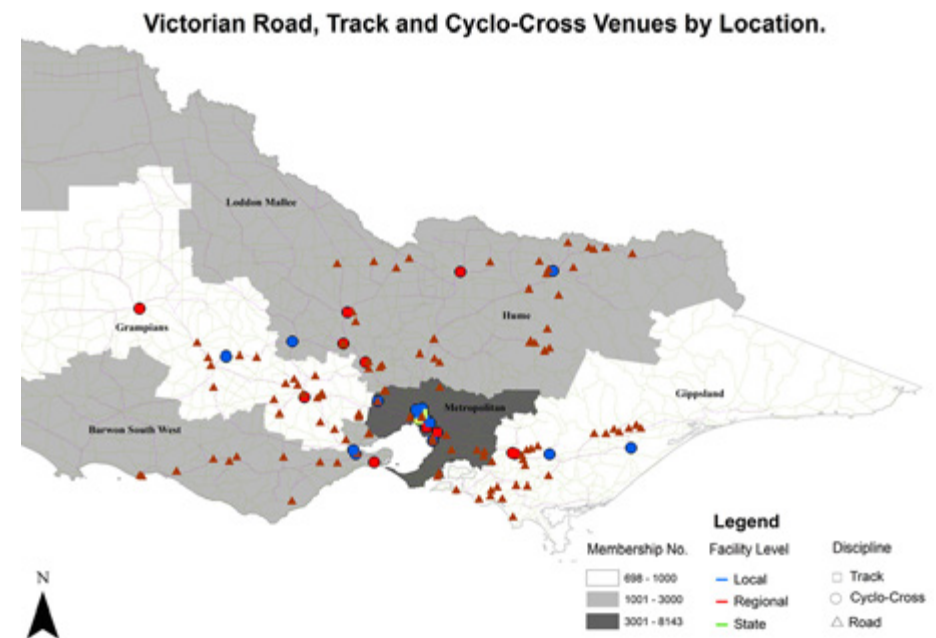
- ▶ The majority of BMX facilities are located in the metropolitan area.
- ▶ There is a generally good distribution of BMX facilities around the major population centres.
- ▶ There are no facilities in the Northern Grampians particularly in the Horsham, Ararat and Stawell areas.
- ▶ Only Shepparton and Geelong BMX tracks currently meet the State Level Track Requirements.
- ▶ There are a number of Municipal level BMX facilities predominantly located in larger population centres to the west of the Metropolitan region.
- ▶ There are a large number of local (pump) tracks that are largely under programmed.
- ▶ All regions have a regional level BMX facility, with the exception of the

Grampians. There is a regional level facility adjacent to this region, which is in Mount Gambier on the South Australian border.

Sport Cycling Facilities for Road, Track and Cyclo-Cross in Victoria

The following map shows the distribution of sport cycling facilities for road, track and cyclo-cross disciplines by planning region and the number of active sport cycling members per region. In the following map, the grey shading indicates the number of active sport cycling members per region, the darker the grey the higher the number of active cycling club members.

Figure 7 – Sport Cycling Facilities for Road, Track and Cyclo-Cross vs. Membership (Cycling Victoria)



As shown in the above:

- ▶ There is generally good distribution of road cycling routes which reflects

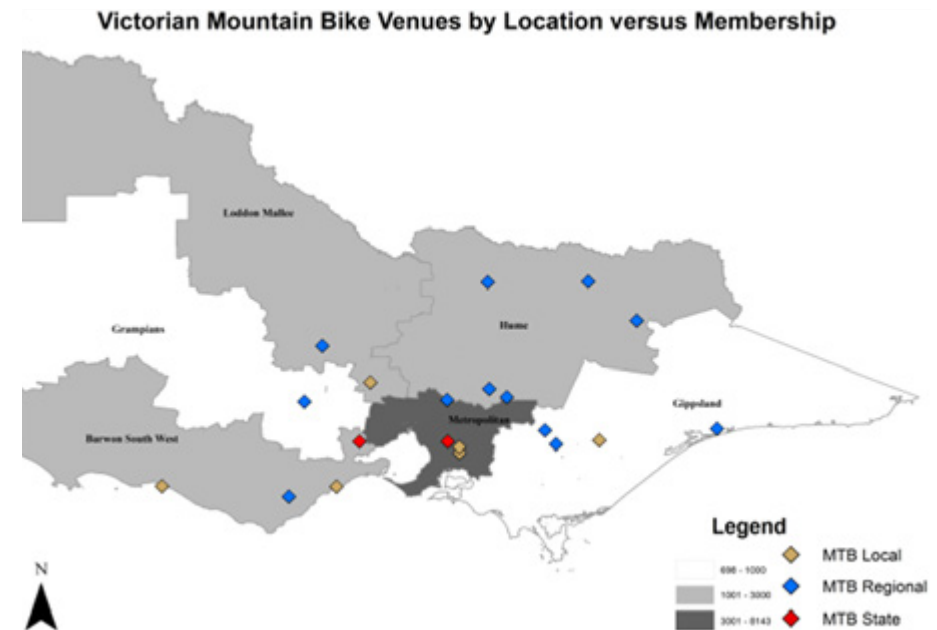
the use of the road network by cyclists however most have not been formalized

- ▶ There is a large gaps in cycling routes in the Northern Grampians, Eastern Gippsland, and the Loddon Mallee Region.
- ▶ Generally, access to higher level velodromes is good in the regional areas with regional level velodromes located in each region however almost all do not have the required change facilities.
- ▶ There are two state level velodromes, both of which are located in the Metropolitan region.
- ▶ There is a significant lack of cyclo-cross facilities across the state.

Sport Cycling Facilities for Mountain Bike in Victoria

The following map shows the distribution of sport cycling facilities for mountain bike disciplines by planning region and the number of active sport cycling members per region. In the following map, the grey shading indicates the number of active sport cycling members per region, the darker the grey the higher the number of active cycling club members.

Figure 8 – Sport Cycling Facilities for Mountain Bike vs. Membership (Cycling Victoria)



As shown in the above:

- ▶ There is a good distribution of regional level sport cycling facilities for mountain biking in each region, with the Hume region having five.
- ▶ The two state level mountain bike facilities are located close to Melbourne.
- ▶ The comparatively smaller number of mountain biking facilities is primarily due to the requirement for access to suitable areas of land that have the right topography and are large enough.

Inclusion and Homes for Cycling

CV understands that the provision of the inclusive facilities is critical to the growth of the sport. Unfortunately many cycling venues have previously not considered the principles of Universal Design nor inclusive practices in their requirements.

An examination of the currently recognised cycling facilities demonstrates that over 90% do not provide toilets for women nor change rooms. At such facilities, participants are required to change in the open or in make-do environments such as their vehicle. This is a significant barrier to participation for girls and women in the sport and will need to be addressed to increase female participation in cycling. A full audit of current change rooms and toilet facilities at cycling venues can be found in appendix 3.

Closely aligned to this lack of facilities is the lack of 'homes' for many cycling clubs. Clubs have generally had to run out of a small shed or meet at local cafes to run their clubs. This provides little ability for the club to build and recognise a home for their operations. Many clubs who do have a physical venue believe there are inadequate facilities to operate in an inclusive fashion.

For those clubs who do not have a physical venue (generally clubs only conducting road cycling) the opportunity to partner with local clubs (such as rowing, sailing or other) exists to provide a perfect opportunity to work together as a joint facility. This would provide a home for the club and greater opportunity for expansion of the venue through funding opportunities. This would also provide greater commercial opportunities for cycling clubs to operate spin classes; learn to ride courses and other potential community development opportunities.

SOCIAL, ENVIRONMENTAL AND ECONOMIC BENEFITS OF CYCLING

Cycling has a wide-ranging set of benefits, including social, environmental and economic benefits, which are arguably more wide ranging than any other sporting or recreational endeavour. As a result, the investment in these facilities will see a significant return on such investments. This strategy lists the benefit areas that implementation of an integrated cycling facilities strategy can deliver; the quantum of these benefits has not been

estimated in this paper and this will be a key component of the proposed feasibility study to follow this strategy.

Social Benefits of Cycling

- ▶ Cycling increases the health of participants, reduces stress and presents a practical, sustainable opportunity to help get more Victorians active and drive down the cost of physical inactivity.
- ▶ Cycling provides economic and independent travel for persons who might have restricted travel options.
- ▶ Involvement in cycling can assist in developing self-confidence, high self-esteem and a sense of overall well-being and wellness.
- ▶ Participation in organised sport is important for the development of motor coordination skills, teamwork and physical fitness, particularly important for the young and the elderly.
- ▶ Participation in cycling can help to ease some common mental health illnesses such as anxiety and depression.
- ▶ Off road cycling facilities are used to introduce novice riders to cycling and educating them on how to ride safely on roads.
- ▶ Combined with other interventions participation in cycling can lead to reduction in crime in particular groups and communities by providing accessible, appropriate activities in a supportive social context.
- ▶ Shared off road paths improve accessibility for pedestrians and persons with a disability by increasing the network of paths and improved road crossings.
- ▶ Volunteering can aid in reducing social isolation and improving social capital.
- ▶ Volunteering can assist with making new friends and contacts.
- ▶ Volunteering can aid in improving mental and physical health through increasing self-confidence, combating depression and staying physically healthy.
- ▶ Volunteering can provide career experience and volunteers can learn valuable job skills.

- ▶ Volunteering can be fun and fulfilling.
- ▶ It is a sport in which anyone can participate no matter their aged, gender, background or ability.

Environmental Benefits of Cycling

- ▶ Reduced air and noise pollution from cyclists opting to use a bicycle rather than a motor vehicle.
- ▶ Reduction in carbon dioxide emissions as a result of cyclists opting to use a bicycle rather than a motor vehicle.
- ▶ Reduced road congestion as a result of cyclists opting to use a bicycle rather than a motor vehicle.
- ▶ Cycling facilities don't require a high level of built form compared to other sports activities, such as swimming pools and golf courses.
- ▶ Opportunity for the use of recycled materials in building cycling facilities (e.g. use of crushed rock for road base for criterium circuits).
- ▶ Cyclists do less damage to road surfaces than vehicles.
- ▶ Cycling can lead to a less-engine powered environment resulting in a safer and more pleasant experience for pedestrians too.
- ▶ Bicycle lanes and paved shoulders on roads create a number of benefits for motorists, cyclists and pedestrians. These include:
 - *improved safety for cyclists and motorists—due to reduced need to travel out of the lane to pass cyclists*
 - *additional space for motorists to stop in the event of a mechanical difficulty, emergency, or to escape potential crashes or reduce their severity*
 - *access for emergency vehicles as motorists have more space to move out of their path*
 - *extra sight distance and turning space.*
- *Cycling is a cheaper transport option in itself compared to nearly all other modes (except walking).*
- *Cycling lanes (even the best type of protected lanes) are a fraction of road costs for vehicles, and less time, money and effort will be spent on and in maintenance.*
- *Bicycle stores are small businesses and employ on average 2.5 persons, meaning that implementation of this integrated strategy would boost the sector's viability and keep profits within the community to a larger extent than power-sourced transportation.*
- *Reduced air and noise pollution clean-up costs as a result of cyclists opting to use a bicycle rather than a motor vehicle.*
- *Reduced road congestion and maintenance as a result of cyclists opting to use a bicycle rather than a motor vehicle.*
- *Reduced vehicle parking footprint due to an increase in bicycle usage vis-à-vis vehicles, meaning that space currently allocated or planned to be allocated for vehicle parking can be used for other economic or civic purpose.*
- *Cyclists are more likely than vehicle drivers to pause their journey and shop in local businesses on their route.*
- *Green house gas abatement as a result of cyclists opting to use a bicycle rather than a motor vehicle.*
- *Cycling (along with most regular exercise) can boost workplace motivation and productivity.*
- *Proactive cycling strategies can regenerate urban and regional areas (e.g. Portland, USA).*
- *Cycling is non-weight bearing exercise and is an ideal activity for persons with limited mobility in the legs, lack of cartilage in the knees, recovering from hip, knee and lower leg injuries or surgery.*
- *Cycling is often a quicker mode of transport over shorter distances (up to 5km), which in turn would lead to reduced car emissions.*
- *Cycling events and Cyclo-Tourism provide significant economic benefit to the Victorian Economy.*

Economic Benefits of Cycling

FORECAST DEMAND

The following section contains a discussion and assessment of demand for cycling facilities across each planning region.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
Barwon South West (incorporates Colac – Otway, Corangamite, Glenelg, Greater Geelong, Moyne, Queenscliff, Southern Grampians, Surf Coast and Warrnambool LGA's).	<p>There are 2,050 registered active cycling club members in the region.</p> <p>Theoretical number of cycling participants in 2016 is 29,423. By 2026 this number could increase to 33,915 – 39,310.</p> <p>The region has the highest proportion of cycling participants who are registered active club members, which is 7%.</p> <p>Population is forecast to increase by 60,000 persons by 2026. The majority of this population growth will be in the 65+ years, 0 – 14 years and 35 – 44 year age cohorts.</p>	<p>BMX</p> <ul style="list-style-type: none"> 4 x Local facilities 2 x Municipal facilities 1 x Regional facility <p>Track</p> <ul style="list-style-type: none"> 1 x Municipal criterium circuit 1 x Municipal velodrome <p>MTB</p> <ul style="list-style-type: none"> 1 x Local facility 1x Regional facility 1 x State facility <p>Cyclo cross</p> <ul style="list-style-type: none"> Nil <p>Road</p> <ul style="list-style-type: none"> 17 circuits 	<p>Based on the consultation undertaken the region is reasonably provided for with regard to sport cycling facilities. The region has a reasonably good distribution of cycling facilities with the exception of a cyclo-cross facility.</p> <p>Forecast population growth will predominantly be in the 65+ years, 0 – 14 and 35 – 44 year age cohorts with the latter two cohorts being the largest two cycling participation segments.</p> <p>50,000 of the projected 60,000 population increase will be accommodated in the Geelong and Surf Coast municipalities.</p> <p>City of Greater Geelong (CoGG) has identified a need to develop a local level MTB facility within Geelong. In addition CoGG is planning some comparatively minor upgrades to some existing cycling facilities.</p> <p>Cyclo-cross is an emerging discipline that combines a number of elements from mountain biking, cross country cycling and criterium racing. It provides the opportunity to broaden the use of cycling facilities and appeal to an extended market segment.</p>	<p><u>Planning Support Recommendations</u></p> <ul style="list-style-type: none"> The You Yangs Mountain Bike facility is designated as one of the three state downhill racing venues in Victoria. The Great Ocean Road region LGA's continue to progress initiatives to connect and capitalise on the cycling track and trails in the region. These track and trails would be well suited for cross country mountain bike events. <p><u>Facility Development Recommendations</u></p> <ul style="list-style-type: none"> The CoGG renovate the BMX track at Grinter Reserve. The CoGG develop a pavilion at the criterium circuit in Belmont Common. A cyclo-cross circuit is developed.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
			<p>Given the popularity of sport cycling in Geelong the CoGG should investigate the development of a cyclo-cross circuit. It would be more efficient to incorporate a cyclo-cross circuit at an existing or planned sport cycling facility.</p> <p><u>Planned developments</u></p> <p>CoGG are planning to renovate the BMX track at Grinter Reserve, Moolap, develop a pavilion at the criterium circuit in Belmont Common and develop a local mountain bike facility at Marnock Vale, Newtown.</p> <p>Great Ocean Road region LGA's are developing an Adventure Trail Product to capitalise on the cycling tracks and trails in the region.</p>	<ul style="list-style-type: none"> ▪ 15 On Road Training Network courses recognised. ▪ Upgrades to Warrnambool BMX Track to provide inclusive toilet and change facilities. ▪ Partnership with Camperdown Cycling, Port Fairy and Portland to provide clubrooms.
Gippsland (incorporates Bass Coast, Baw Baw, East Gippsland, Latrobe, South Gippsland and Wellington LGA's).	<p>There are 698 registered active cycling club members in the region.</p> <p>Theoretical number of cycling participants in 2016 is 20,706. By 2026 this number could increase to 23,726 – 27,500.</p>	<p>BMX</p> <ul style="list-style-type: none"> ▪ 7 x Local facilities ▪ 1 x Municipal facility ▪ 1 x Regional facility <p><u>Track</u></p> <ul style="list-style-type: none"> ▪ 1 x Local velodrome ▪ 3 x Regional velodromes 	<p>Based on the consultation undertaken the region is reasonably well provided for with regard to sport cycling facilities. The region has a reasonably good distribution of sport cycling facilities with the exception of off road criterium and cyclo-cross circuits.</p> <p>The region has prepared a draft Regional Sporting Facilities Plan 2010 – 2020. The plan has not been adopted by any of the Councils however it is utilised by officers as a reference document. The Plan found that use of the road network for cycling events and training is constrained and limited by partial or full road closures.</p>	<p><u>Planning Support Recommendations</u></p> <ul style="list-style-type: none"> ▪ The region progresses with its plan to undertake a regional mountain bike plan which will facilitate a coordinated approach to the development of mountain bike facilities. ▪ Wellington Shire continue to progress its planning to develop a municipal level off road criterium circuit in Sale.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
	<p>The proportion of cycling participants who are registered active club members is 3.4%.</p> <p>Estimated current population in the region is 286,000 and this is forecast to increase to 326,000 by 2026.</p> <p>Population is forecast to increase by 40,000 persons by 2026. The majority of this population growth will be in the 65+ years and 35 – 44 year age cohorts.</p>	<p><u>MTB</u></p> <ul style="list-style-type: none"> ▪ 1 x Local facility ▪ 3 x Regional facilities <p><u>Cyclo cross</u></p> <ul style="list-style-type: none"> ▪ Nil <p><u>Road</u></p> <ul style="list-style-type: none"> ▪ 24 circuits 	<p>The Plan also noted the region has a number of mountain bike tracks capable of attracting relatively high level events, training and competition. There is a gap in the region for off road criterium circuits and cyclo-cross circuits.</p> <p>Forecast population growth will predominantly be in the 65+ and 35 – 44 year age cohorts with the latter cohort being one of the largest two cycling participation segments. There is very little provision for regional BMX facilities as the Warragul track is not functional. The majority of the forecast population growth will occur in the Bass Coast (+10,000), Baw Baw (+10,000), East Gippsland (+7,000) and Latrobe (+7,500) municipalities.</p> <p><u>Planned developments</u></p> <p>There are a number of planning studies being considered for sport cycling facilities. The region is considering undertaking a regional mountain biking plan, Mt Baw Baw Resort is considering developing a downhill track and further developing its mountain bike tracks and trails, Wellington Shire is investigating the development of an off-road criterium circuit, Latrobe City Council is considering the development of a mountain bike facility at Haunted Hills Rd, Newborough and the Warragul Cycling Club have progressed plans to develop a cyclo-cross circuit at the Warragul velodrome.</p>	<ul style="list-style-type: none"> ▪ Latrobe City Council continue progressing the development of a municipal level mountain bike facility at Haunted Hills Rd. ▪ Mt Baw Baw continue to develop its mountain bike tracks and trails. ▪ Mt Baw Baw is recognised as one of the three downhill racing venues in Victoria. <p><u>Facility Development Recommendations</u></p> <ul style="list-style-type: none"> ▪ Colquhune Forest is further developed to a Regional level cross country Mountain Bike facility. ▪ Redevelop the Warragul BMX Track into a regional facility. ▪ A cyclo-cross circuit is developed at the Warragul velodrome. ▪ 15 On Road Training Network courses recognised. ▪ Upgrades to Warragul and Latrobe Velodromes to provide adequate changeroom facilities. ▪ Partnerships developed to provide club rooms for Bairnsdale and Wellington Cycling Clubs.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
Grampians (incorporates Ararat, Ballarat, Golden Plains, Hepburn, Hindmarsh, Horsham, Moorabool, Northern Grampians, Pyrenees, West Wimmera and Yarriambiack LGA's).	<p>There are 761 registered active cycling club members in the region with the overwhelming majority residing in Ballarat.</p> <p>Theoretical number of cycling participants in 2016 is 17,694. By 2026 this number could increase to 20,000 – 23,1800.</p> <p>The proportion of cycling participants who are registered active club members is 4.3%.</p> <p>Estimated current population in the region is 246,000 and this is forecast to increase to 276,000 by 2026.</p> <p>Population is forecast to increase by 30,000 persons by 2026.</p>	<p>BMX</p> <ul style="list-style-type: none"> 8 x Local facilities 1 x Municipal facility <p>Track</p> <ul style="list-style-type: none"> 1 x Local velodrome 3 x Regional velodromes <p>MTB</p> <ul style="list-style-type: none"> Nil <p>Cyclo cross</p> <ul style="list-style-type: none"> Nil <p>Road</p> <ul style="list-style-type: none"> 22 circuits 	<p>Based on the consultation undertaken the region is reasonably well provided for BMX facilities and velodromes. There is a gap in the region with the lack of mountain bike tracks / trails and off road criterium circuits.</p> <p>Forecast population growth will predominantly be in the 65+ and 35 – 44 year age cohorts with the latter cohort being one of the largest two cycling participation segments.</p> <p>The municipalities with the most significant forecast increase in population are Ballarat (+16,000), Moorabool (+7,000) and Golden Plains (+4,000). Although population growth is forecast in Golden Plains Shire, most of the growth will be in the 65+ year age cohort.</p> <p>Cyclo-cross is an emerging discipline that combines a number of elements from mountain biking, cross country cycling and criterium racing. It provides the opportunity to broaden the use of cycling facilities and appeal to an extended market segment. Given the popularity of sport cycling in Ballarat the City of Ballarat should investigate the development of a cyclo-cross circuit. It would be more efficient to incorporate a cyclo-cross circuit at an existing sport cycling facility.</p> <p><u>Planned Developments</u></p> <p>The Ballarat Sebastopol Cycling Club has been seeking to develop some mountain bike trails / tracks around Ballarat.</p>	

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
Hume (incorporates Alpine, Benalla, Greater Shepparton, Indigo, Mansfield, Mitchell, Moira, Murrindindi, Strathbogie, Towong, Wangaratta and Wodonga LGA's).	<p>There are 1,312 registered active cycling club members in the region.</p> <p>Theoretical number of cycling participants in 2016 is 21,305. By 2026 this number could increase to 25,489 – 29,454.</p> <p>The proportion of cycling participants who are registered active club members is 6.2%.</p> <p>Estimated current population in the region is 299,000 and this is forecast to increase 355,000 by 2026.</p> <p>Population is forecast to increase by 56,000 persons by 2026. The majority of this population growth will be in the 65+ years and 35 – 44 and 0 – 14 year age cohorts</p>	<p>BMX</p> <ul style="list-style-type: none"> 2 x Local facilities 2 x Municipal facilities 1 x Regional facility <p>Track</p> <ul style="list-style-type: none"> 2 x Regional velodrome <p>MTB</p> <ul style="list-style-type: none"> 6 x Regional facilities 1 x State facility <p>Cyclo cross</p> <ul style="list-style-type: none"> Nil <p>Road</p> <ul style="list-style-type: none"> 25 circuits 	<p>Based on the consultation undertaken the region is well provided for BMX, mountain bike and velodromes. There is a reasonably good distribution of sport cycling facilities throughout the region with the exception of off road criterium and cyclo-cross circuits.</p> <p>The majority of the forecast population growth will occur in the Mitchell (+33,000), Greater Shepparton (+7,000) and Wodonga (+6,000) municipalities.</p> <p>Cyclo-cross is an emerging discipline that combines a number of elements from mountain biking, cross country cycling and off road circuit. It provides the opportunity to broaden the use of cycling facilities and appeal to an extended market segment. There is an opportunity to develop off road criterium circuits within the population centres that have a strong cycling membership. The City of Wodonga has undertaken a couple of studies that recommend the development of a off road circuit. Shepparton has developed a cycling hub at John McEwen Reserve that includes a BMX track and a velodrome.</p>	<p><u>Facility Development Recommendations</u></p> <ul style="list-style-type: none"> A regional level off road criterium circuit is developed at Shepparton. Where possible this should be co-located with other cycling facilities. A regional level cyclo-cross circuit is developed at Shepparton. Where possible this should be co-located with other cycling facilities. A municipal level off road circuit is developed in Wodonga. Where possible this should be co-located with other cycling facilities. A municipal level cyclo-cross circuit is developed in Wodonga. Where possible this should be co-located with other cycling facilities. A Municipal level BMX facility is developed in Mitchell Shire within the next ten years. 10 On Road Training Network courses recognised. Support the Shepparton council cycling Master Plan for John McEwan Reserve.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
			<p><u>Planned Developments</u></p> <p>The City of Wodonga has a couple of planning studies that recommend the development of criterium circuits.</p> <p>The Wodonga Racecourse Master Plan recommends that a feasibility study into the development of a cycling criterion (sic) track and other cycling facilities in the Wodonga area is undertaken.</p> <p>The Baranduda Fields report recommends that cycling criterion (sic) with amenities developed by 2023.</p>	<p>Support master plan to re-develop Wangaratta Velodrome including provide adequate change rooms.</p> <p>Support Seymour Cycling Club in the partnership for the development of a Home for the club.</p>
Loddon-Mallee (incorporates Buloke, Campaspe, Central Goldfields, Gannawarra, Greater Bendigo, Loddon, Macedon Ranges, Mildura, Mount Alexander and Swan Hill LGA's).	<p>There are 1,352 registered active cycling club members in the region.</p> <p>Theoretical number of cycling participants in 2016 is 24,325. By 2026 this number could increase to 27,276 – 31,615.</p>	<p>BMX</p> <ul style="list-style-type: none"> ▪ 5 x Local facilities ▪ 2 x Municipal facility ▪ 1 x Regional facility <p>Track</p> <ul style="list-style-type: none"> ▪ 2 x Local velodromes ▪ 2 x Regional velodromes 	<p>Based on the consultation undertaken the region is well provided for BMX, mountain bike and velodromes. It was noted during the consultation that the Kyneton velodrome is in need of repair. There is a reasonably good distribution of sport cycling facilities with the exception of off road criterium and cyclo-cross circuits.</p> <p>The majority of the forecast population growth will occur in the Greater Bendigo (+17,500), Macedon Ranges (+7,000), Mildura (+4,500) and Campaspe (+3,500) municipalities. Although population growth is forecast in the Campaspe Shire nearly all the growth (2,600) will be in the 65+ age cohort.</p> <p>Cyclo-cross is an emerging discipline that combines a number of elements from mountain biking, cross country cycling and criterium racing.</p>	<p><u>Recommendations</u></p> <ul style="list-style-type: none"> ▪ Mount Alexander Shire resurface the Wesley Hill velodrome. ▪ Greater Bendigo progress with the planned BMX upgrade at Albert Reserve including upgrades to change facilities. ▪ Greater Bendigo progress with planned upgrade at the Tom Flood Velodrome. ▪ 15 On Road Training Network courses recognised.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
	<p>The proportion of cycling participants who are registered active club members is 5.6%.</p> <p>Estimated current population in the region is 341,000 and this is forecast to increase to 377,000 by 2026.</p> <p>Population is forecast to increase by 36,000 persons by 2026. The majority of this population growth will be in the 65+ years age cohorts.</p>	<p>MTB</p> <ul style="list-style-type: none"> ▪ 1 x Local facilities ▪ 1 x State facility <p>Cyclo cross</p> <ul style="list-style-type: none"> ▪ Nil <p>Road</p> <ul style="list-style-type: none"> ▪ 10 circuits 	<p>It provides the opportunity to broaden the use of cycling facilities and appeal to an extended market segment. Given Bendigo's forecast population growth, its very strong sport cycling membership base and the diversity of sport cycling facilities currently provided, an off road criterium and cyclo-cross circuit should be considered for Bendigo.</p> <p>The development of a mountain bike park on Mt Alexander has merit. One of the justifications for its development is the tourism benefits it will bring to the nearby township of Harcourt. The proponents of the development should be cognisant of the proximity of Mt Tarrengower mountain bike trails and the impact any new developments will have.</p> <p><u>Planned Developments</u></p> <p>Facility upgrades are planned for BMX at Albert Reserve (Bendigo), Tom Flood Velodrome (Bendigo), resurfacing the Wesley Hill velodrome in Castlemaine and developing a mountain bike park on Mt Alexander (Harcourt). There is discussion about developing a region wide trails strategy which includes cycling</p>	

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
Metropolitan (incorporates Banyule, Bayside, Boroondara, Brimbank, Cardinia, Casey, Darebin, Frankston, Glen Eira, Greater Dandenong, Hobsons Bay, Hume, Kingston, Knox, Manningham, Maribyrnong, Maroondah, Melbourne, Melton, Monash, Moonee Valley, Moreland, Mornington Peninsula, Nillumbik, Port Phillip, Stonnington, Whitehorse, Whittlesea, Wyndham, Yarra, and Yarra Ranges LGA's).	<p>The proportion of cycling participants who are registered active club members is 2.5%.</p> <p>Estimated current population in the region is 4.484 million and this is forecast to increase to 5.119 million by 2026.</p> <p>Population is forecast to increase by 635,000 persons by 2026. The majority of this population growth will be in the 65+ years and 35 – 44 and 0 – 14 year age cohorts.</p> <p>Metropolitan cyclists indicated they were willing to travel a reasonable distances to access facilities.</p>	<p>BMX</p> <ul style="list-style-type: none"> 11 x Local facilities 5 x Municipal facilities 2 x Regional facility <p>Track</p> <ul style="list-style-type: none"> 2 x Regional criterium circuits 8 x Regional velodromes 2 x State velodromes <p>MTB</p> <ul style="list-style-type: none"> 2 x Local facilities 1 x State facility <p>Cyclo cross</p> <ul style="list-style-type: none"> Nil <p>Road</p> <ul style="list-style-type: none"> 9 circuits 	<p>Based on the consultation undertaken there is a reasonably good distribution of sport cycling facilities in the region.</p> <p>An analysis of the distribution of BMX facilities shows there is a lack of tracks in the inner south of Melbourne (i.e. within 10km from the CBD). The development of a BMX facility in inner Melbourne presents some challenges concerning the availability of land. One solution would be to utilise land under freeway overpass' or adjacent to freeways which would be sufficient for a local level facility.</p> <p>An analysis of the distribution of BMX facilities shows there is a lack of local level facilities in the Wyndham and Whittlesea municipalities. The forecast significant population growth in the 0 – 14 year age cohort in these two municipalities is likely to lead to an increase in demand for local level BMX facilities.</p> <p>An analysis of the distribution of velodromes shows there aren't any velodromes in the south or west of Melbourne. Criterium racing has taken some of the market away from track racing. Cycling Victoria does not see the provision of velodromes as a strategic priority for development. The catchment area for velodromes in the metropolitan area is significant.</p> <p>Cycling clubs utilise the road network for criterium circuits particularly roads with low traffic volumes on the weekends, such as those in industrial estates. Due to changing work patterns and urban regeneration access to industrial estates is becoming increasingly difficult.</p>	<p><u>Planning Support Recommendations</u></p> <ul style="list-style-type: none"> In the short to medium term CV to work with Parks Victoria to identify a off road circuit for St Kilda CC until a more permanent solution is found. In the short to medium term Cycling Victoria work with the State Government and inner metropolitan councils to consider suitable under utilised land (e.g. underpasses, Crown Land surplus to existing user requirements) as potential locations for cycling facilities. Cycling Victoria work with growth councils and the Metropolitan Planning Authority to develop some more detailed planning guidelines for the sport in growth areas. Cycling Victoria to work with councils to develop programming at Chelsea, Coburg and Preston. Development of four Cyclo-Cross specific courses through the metropolitan area. Cycling Victoria work with State Government to link cycling facility locations and planning to key policy and funding directions.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
	The average travel distance to access facilities was BMX users approximately 15 kms, mountain bike users approximately 40 kms, track cyclists approximately 15 kms to access a velodrome and 20 kms to access a off road circuit.		<p>St Kilda Cycling Club is the biggest cycling club in Australia and currently conduct their off road circuit races at an on road circuit in Port Melbourne. With the proposed development of Fishermans Bend, St Kilda Cycling Club no longer has access to an on road off road circuit in the area. There are three potential alternative sites that Cycling Victoria is exploring with the relevant government agencies.</p> <p>Footscray Cycling Club currently conduct their off road circuit racing at Victoria University's Hoppers Crossing Campus. Footscray Cycling Club have been advised they will no longer be able to use the Hopper Crossing Campus, therefore the Club has a need for a off road circuit in the medium to long term due to their forced relocation.</p> <p>There are only two regional level off road circuits in Melbourne, both are situated in the south-east. There is no state level off road circuit in Melbourne. With the loss of the on road criterium circuits used by St Kilda Cycling Club and Footscray Cycling Club there is a real need for these facilities to be replaced. There is a need to develop off road circuits in inner metropolitan Melbourne and the west and north of metropolitan Melbourne.</p> <p>One of the outcomes of this study is an assessment of the need for such a facility and is discussed in more detail in Section 6 of this report.</p>	<p>Investigation undertaken to develop a National Cycling Centre at the Darebin International Sports Centre.</p> <p><u>Facility Development Recommendations</u></p> <ul style="list-style-type: none"> ▪ A local level BMX facility is developed in the inner south of Melbourne. ▪ A regional level off road circuit is developed in the west of Melbourne. ▪ A regional level off road circuit is developed to the north of Melbourne, preferably in the Hume municipality. ▪ A local level BMX facility developed in Mornington ▪ Facility upgrades to Brunswick Velodrome continue to be supported. ▪ The proposed Mountain Bike Park at Arthurs Seat should not be developed for down hill racing as per MTBA's preference to see investment in two to three downhill racing tracks, to ensure downhill racing is sustainable and the risks are managed.

Region	Drivers of Demand/ Need	Existing Provision	Discussion	Recommendations
			<p>There are three mountain bike facilities within approximately 50km of the Melbourne CBD; one in the west, one in the north and one in the south-east.</p> <p><u>Planned Developments</u></p> <p>Some cycling club members are suggesting Essendon Airport as a potential site for criterium racing.</p> <p>City of Hume has completed a feasibility study for a criterium circuit.</p> <p>Planning for a criterium circuit has been mooted within the Whittlesea municipality and is being considered in the 'Whittlesea Cycling Sport Strategy'.</p> <p>Mornington Peninsula Shire's Active Sports Strategy recommends investigating options for a regional velodrome on the Mornington Peninsula and assisting a local club to complete the BMX race track at Dromana. In addition the Mornington Peninsula Shire is working with Parks Victoria to develop a Mountain Bike Park at Arthurs Seat.</p> <p>City of Casey's Sport Cycling Strategy recommends upgrading the criterium circuit at Casey Fields, developing a State level BMX facility at Casey Fields and the inclusion of a cyclo-cross circuit.</p>	<ul style="list-style-type: none"> ▪ City of Casey upgrade their criterium circuit at Casey Fields. ▪ City of Casey develop a state level BMX facility at Casey Fields. ▪ City of Casey incorporate a cyclo-cross circuit in the upgrade of the criterium circuit and the development of a State level BMX facility. ▪ To cater for the forecast significant growth in the 0 – 14 year age cohorts in Whittlesea and Wyndham, a minimum of three local level BMX facilities are developed in Whittlesea and Wyndham, subject to more detailed studies. ▪ 8 On-Road Training Venues are recognized. ▪ 6 clubs are supported to find inclusive Homes for their clubs. ▪ Support the Warbuton Mountain Bike Trail development.

ROADS

The Victorian Government has made a strong commitment to planning for and developing cycling infrastructure as evidenced by Plan Melbourne and Cycling into the Future. The use of the road network for sport cycling training and events is strongly supported by these plans.

As discussed earlier there are currently 107 on-road circuits that are used by club cyclists for club level activities. The use of the road network by sport cyclists presents a number of challenges. There are significant financial and statutory costs around the use of on-road circuits, with traffic plans and controllers, fees, permits, permissions and consultation all required to gain approvals, placing a significant demand upon voluntary clubs. The lack of storage on site also places further demands upon local community clubs.

Monash University Accident Research Centre's (MUARC) 'Bicycle and Motor Vehicle Crash Characteristics, September 2006' is an analysis of bicycle and motor vehicle crashes utilising real data reported to police from Victoria, Queensland, South Australia and Western Australia. Their analysis found:

- ▶ In the period 2000 – 2004 there were 5,462 Victorian bicyclists injured in crashes, which represents approximately 35% of the total number of bicyclists injured in crashes.
- ▶ 92% of the Victorian bicyclists injured in crashes were crashes with a motor vehicle.
- ▶ Of the Victorians bicyclists injured in reportable crashes, approximately 30% were seriously injured (required admission to hospital) or killed.
- ▶ 88% of all the bicycle rider injuries categorised as injured, seriously injured or killed occurred in speed zones <75 km/h.

MUARC's analysis highlights the need to protect bicyclists from crashes with motor vehicles. One method is to provide separation between bicyclists and motor vehicles either through the development of on road bicycle lanes or off-road paths. However sport cyclists travelling at higher speeds are unlikely to use these lanes or paths if it restricts their speed. An example of this situation is what occurs when cyclists use Beach Road (Metropolitan

Route 33). Despite the existence of an off-road shared path training cyclists use Beach Road so they can maintain their travel speed.

Another method is to make some improvements to the road network that will improve the safety for cyclists as has occurred along Beach Road. It would be more efficient and effective to identify some key sport cycling corridors in Metropolitan Melbourne and trial them as training routes. These routes could be integrated into the Principal Bicycle Network and be identified as the Principal On Road Training Network.

Two Principal On Road Training Network trial routes were identified as suitable for further investigation because:

- ▶ They already carry a high number of cyclists,
- ▶ They are located in the east of Melbourne where a large proportion of registered cyclists reside,
- ▶ The identified route is a loop,
- ▶ The starting point for the route is a four lane road; and
- ▶ The route leads to the Dandenong Ranges thus providing cyclists with a more challenging ride if they choose

The two routes identified as suitable for further investigation are:

- ▶ North / Wellington Road from Atherton Rd to Belgrave Gembrook Rd, Belgrave Gembrook Rd to Emerald Monbulk Rd, Emerald Monbulk Rd to Monbulk Rd, Monbulk Rd to Belgrave Hallam Rd, Belgrave Hallam Rd to Wellington Rd.
- ▶ Canterbury Rd from Elgar Rd to Boronia Rd, Boronia Rd to Forest Rd, Forest Rd to Mountain Highway, Mountain Highway to Mt Dandenong Tourist Rd, Mt Dandenong Tourist Rd to Ridge Rd, Ridge Rd to Mount Dandenong Tourist Rd, Mount Dandenong Tourist Rd to Canterbury Rd. Canterbury Rd to Dorset Rd, Dorset Rd to Boronia Rd.

Refer to Appendix 4 for a map identifying these routes.

To further progress investigating the suitability of the two identified routes that would become part of the Principal On Road Training Network the following actions are recommended:

- ▶ Cycling Victoria engage with Bayside Council to investigate what has and hasn't worked on Beach Road.
- ▶ Begin preliminary discussions with VicRoads and the relevant local council's to discuss the concept of a "Principal On Road Training Network".
- ▶ Cycling Victoria and SRV engage the services of VicRoads and the relevant local council's traffic engineers to formally assess the risks for cyclists.
- ▶ Undertake a count of cyclists using the route and identify high periods of use.
- ▶ Audit the routes to identify locations for signage (fixed and variable) alerting drivers to the presence of cyclists.



Redbridge Cycling Centre

A CASE STUDY

Redbridge Cycling Centre was built in 2008. Located in East London it is described as a facility for cyclists of all abilities, from families to competitive riders.

The central vision of the facility has been to encourage learning, personal development, equality and access, by promoting and delivering cycling to all areas of the community.

Using the fully integrated concept the Centre has purpose built road, BMX & MTB tracks.

Additionally the centre features a large stock of hire bikes including mountain bikes, road bikes, BMXs, children's bikes, trailer bikes, bikes with child seats as well as number of adapted bikes for disabled users.

The centre now has ongoing tenants from from East London Velo, RLeague of Veteran Racing Cyclists, British Cycling, UK Slalom Skateboard Association and the Redbridge Cycling Club.

The centre also directly programmes participation opportunities through inclusive coaching to all riders and abilities such as Learn to Ride, British Cycling's Go-ride, Strider balance bikes, holiday programmes, and adapted bike usage for disabled groups schemes across all cycling disciplines.

Since opening in 2008 there has been a 30% increase in total participation, a 100% increase in club membership and increases in adaptive usage of 100%. Figures are more impressive in the priority groups: Kids (making up over 60% of the participation) and Fitness Riders (20%).



METRO REGIONAL OFF ROAD CIRCUITS



BACKGROUND

Criterium racing is a globally popular form of racing and an excellent entry point to road racing. The ease of road closures, accessibility and spectator friendly nature of the racing underpin its strength, particularly in countries such as America where large scale road closures have been difficult to achieve.

Generally, courses are urban based which offers convenience and thus a smaller time and travel commitment. Criterium racing is also seen as an excellent foundation for skills and fitness. In Victoria, criterium racing is without a doubt the most popular form of road racing, with many races held every week over summer by different cycling clubs. Attendances are strong and growing, and these clubs generally use industrial estates, racetracks (such as Sandown) or the one of the dedicated facilities at Casey Fields in Cranbourne, Melton or Belmont Common in Geelong.

The geographic spread of clubs is wide, but with a weighting towards the demographic population centre in the eastern suburbs. There are currently 17 clubs in Melbourne and the largest are St. Kilda and Carnegie-Caulfield (around 1,000 and 650 members respectively). However there are long standing and strong clubs in the north and west also such as Brunswick and Footscray.

Few participants in criteriums use public transport as they have a bike, with the preference to ride there and back. Many riders also join a bunch ride after the race as a 'warm down'. Generally, a ride of 10-20 kilometres is ideal, providing for a warm-up without being excessive. Obviously distance travelled will depend on location of the rider.

While these venues have traditionally been built as criterium facilities a much more inclusive community approach should be taken to recognise these as off-road circuits which provide opportunity to learn, train and race.

THE NEED FOR PURPOSE BUILD OFF ROAD CIRCUITS

Currently the various clubs around Victoria operate on a make do basis, finding circuits in industrial estates or the like, with the exception being Casey Fields, Melton and Belmont Common. Whilst the dedicated facilities there are appreciated, their distance from central Melbourne and lack of support facilities hinders their popularity and use.

A dedicated off-road facility will enable Cycling Victoria to develop a cycling hub that can meet the needs of its members. A network regional Criterium Circuit with supporting infrastructure will enable Cycling Victoria and its clubs to create a 'one stop shop' for cycling by delivering programmes for all ages and abilities.

Additionally these facilities could have clubrooms which would be used to conduct spin classes which would be open to all enthusiasts, not just cyclists wishing to keep fit in the off season. Triathletes, HPV clubs/schools, inline skating and others could be used further to deliver programs and training opportunities in a safe off road environment. Safe riding skills could be taught with the aim to reduce the number of Victorian bicycle riders seriously injured in crashes.

A off-road circuit will enable Cycling Victoria to host training and racing more frequently and at a lower cost. The welcoming environment will also be able to be used by local clubs and be programmed to encourage diversity of participants such as CALD, females and persons with a disability.

Cycling Victoria and clubs are seeking a facility that fulfils a range of criteria including;

- **Dedicated facility.** Industrial estates come and go and are getting busier. As Metropolitan Melbourne grows and land values change, industrial estates in inner Melbourne are being identified as urban infill

development sites. These estates do not have scope for permanent use or adequate facilities and require at least some traffic management. The aspirational goal for all clubs is a permanent and dedicated facility. Even Casey Fields is hampered here as it is a shared venue and there is increasing pressure from other sports.

- ▶ **Engineered for riding.** A criterium circuit with properly engineered widths, corners and cambers is sought. Whilst there is no international standard, a well surfaced and cambered road with width, long straights and a square or rectangular shape is the ideal.
- ▶ **No road closures/traffic management.** Currently some traffic management is required at the circuits clubs use and access to industrial states is an increasing issue, as discussed above. A dedicated facility with no vehicular access will enable clubs to accommodate their activities safely with no impact on traffic and the precinct. This may take the form of an area closed easily and regularly, such as the circuit used by Hawthorn CC on Yarra Boulevard, or a portion of an area such as Albert Park. Ideally though it will be a dedicated space allowing the establishment of clubhouse/ancillary facilities such as exists at Blackburn or Carnegie velodromes.

There are significant financial and statutory costs around the use of on road circuits, with traffic plans and controllers, fees, permits, permissions and consultation all required to gain approvals, placing a significant demand upon voluntary clubs. The lack of storage on site also places further demands upon local community clubs.

- ▶ **Centrally Located.** Melbourne represents the largest market for cyclists, with a wide geographical spread. Riders often prefer to travel by bike to an event. Because of the need for a bike, a car rather than public transport is the other preferred method of transport. Placement of a circuit in the inner to middle ring of the city will encourage and facilitate usage and minimise car use as the primary means of transport.
- ▶ **Support facilities and amenities.** A number of clubs, such as Blackburn and Carnegie Caulfield, have velodromes with club facilities attached, providing a home and storage facility for the club. Clubhouse, parking, training room, amenities and kiosk are all key elements. Most clubs provide training bikes for juniors which need storage, as well as

running training sessions which requires a space for windtrainers, 'ergo' machines and the like. While a kiosk can provide both service to riders and revenue stream for the club.

- ▶ **Ongoing access.** Most clubs in Melbourne have experienced a steady migration from one criterium circuit to another over the years as circumstances and access change. Large clubs such as Carnegie and Blackburn have used a variety of venues, while the St. Kilda club, now the largest in Australia, has been advised the circuit they use in Port Melbourne will be redeveloped and the club will no longer be able to use the circuit as of April 2015. Establishing a permanent and ongoing facility where cycling and criterium racing are designated and legitimate users/occupants will create a strong asset to service the existing and growing cyclist participation base.
- ▶ **Sandown Racecourse.** Sandown Racecourse is currently used as a criterium circuit by clubs during the racing season. Cycling is not considered a significant user of the facility and their bookings are subject to the requirements of more commercially attractive hirers. The affect of this is that cycling bookings get postponed or cancelled. In addition, cycling does not have the opportunity to develop more permanent infrastructure.
- ▶ **Event Needs.** From an event perspective, Cycling Victoria is required to bring in a significant amount of event overlay infrastructure including toilets, shade and water points for state level criterium events. This event need is significantly different from other sports as the off road criterium circuits available to cycling do not have any / or have a very limited number of this essential infrastructure.

EVENTS AND COMPETITIONS

Victoria is a hub of World Cycling by hosting some of the top events including the UCI Road and Track World Championships, National Road Championships, Herald Sun Tour, Bay Series, National Road Series and the world's oldest track race – the Austral Wheelrace. Some of the household names in the sport are Victorians, including Tour de France champion

Cadel Evans, Australian Road Champion Simon Gerrans and World Track Champion Shane Perkins.

Criterium races cater for all ages and abilities and there are a number of levels of competition in Victoria and around the world.

Local – as mentioned, local clubs run criteriums regularly and frequently throughout Victoria. Attendances are generally high and a club like Carnegie Caulfield will have regularly have 200 – 300 riders at their Sunday morning criterium at Mulgrave on an industrial estate, which is about capacity for the circuit. Other clubs such as St Kilda CC, Hawthorn CC and regional clubs like Bendigo also get similar numbers. Over summer, riders could race 4-5 times per week

State – State level criterium championships are staged annually for juniors through to masters here in Victoria and across Australia

National – Cycling Australia stages a criterium championship as part of its national championships each year, currently staged at Ballarat each January.

International – While the UCI does not stage a world criterium championships, events such as the Bay criterium series in Victoria, the Grand Prix series in NSW and many more around the world such as the Athens Twilight criterium (Georgia, USA) and the Saikato Criterium in Japan attract international fields and coverage. They are hugely popular spectator events and people travel to experience them.

LOCATION

Based on the demographic and participation data a network of Regional Criterium course would be located around a 20km radius of central Melbourne.

In addition to proximity to central Melbourne some of the key considerations for identifying suitable locations were:

- Availability and suitability of site.
- Level of interest from potential partner.
- A reasonably central venue with good cycle route options.
- Reasonable roads with safe capacity for bikes.

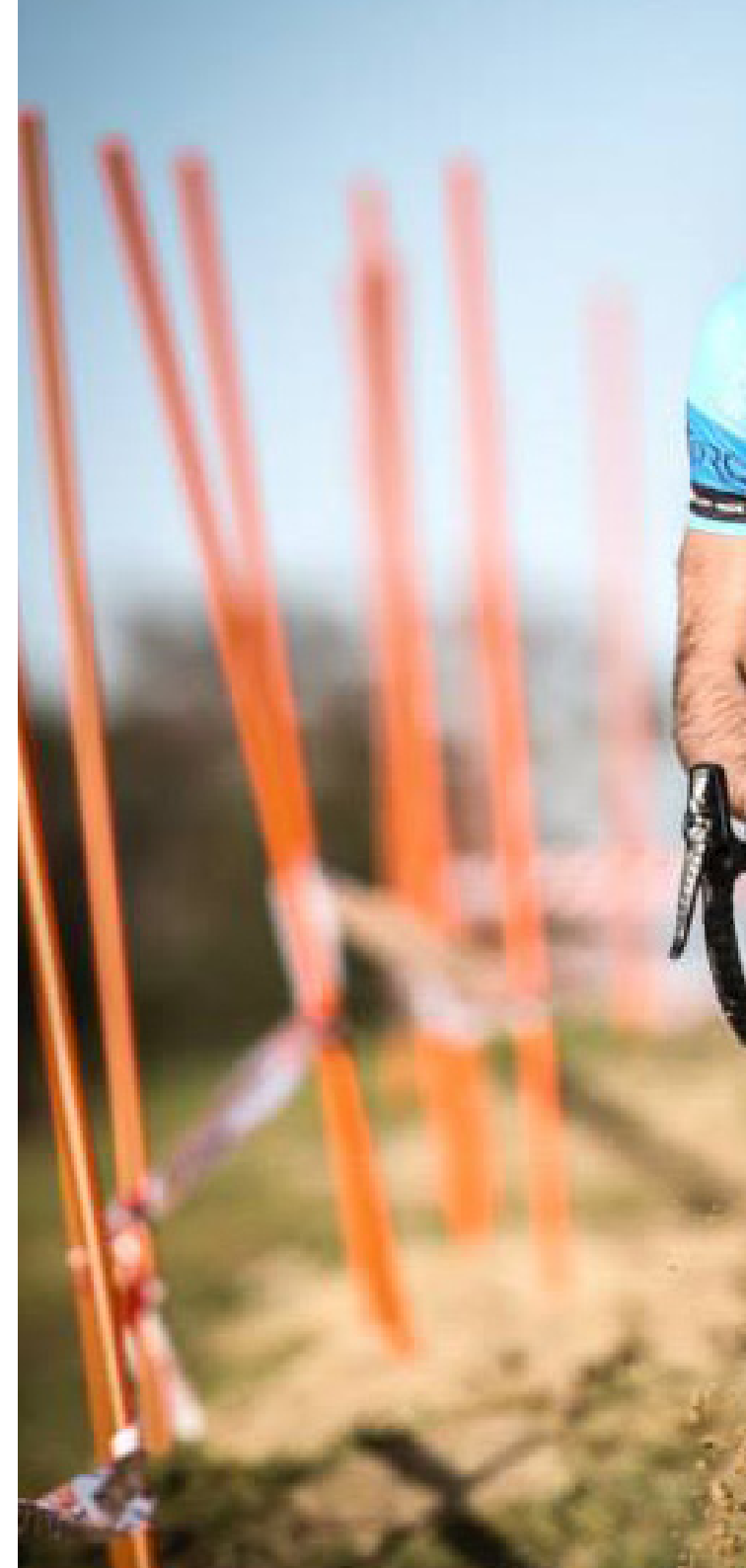
Inner or middle ring Melbourne represents the best location to create an appealing, broadly used and sustainable circuit. A number of locations exist within this ring that offer potential or are already used as criterium circuits.

After consultation and analysis, the following are the areas of greatest demand for the Metro criterium circuit network:

Location	Rationale
West (Brimbank, Maribyrnong)	The Northern Combine, Footscray and Coburg cycling clubs currently run weekly events in local industrial estates. These venues have limited suitability because due to their nature as semi-closed roads and limited availability. The Footscray club also uses the Victoria University Go-Kart track, which is relatively expensive and is also of sub-optimal design. Brimbank have expressed interest in their recently master plan for a fit-for-purpose venue.
South-East (Kingston)	This area has the largest number of cycling club members in Victoria. The Kingston Council has expressed an interest in building a fit-for-purpose venue. The south-east currently uses an on-road venue at Glenvale as well as the Sandown race course. Costs for Sandown are high and access is limited availability. Sandown is primarily a car racing venue and the cycling clubs are unable to access the circuit during summer and periods if maintenance.
North (Hume, Whittlesea)	This area is the fastest growing area of Melbourne. Both the Hume and Whittlesea councils have expressed interest in a fit-for-purpose venue.

Location	Rationale
Inner City (Melbourne, Port Phillip, Yarra)	Australia's largest cycling club (St Kilda) is located in inner Melbourne. SKCC run weekly criterium events with over 300 participants. The current course used by the club will be lost under the Montague area development in Port Melbourne. This will result in no venue for this prominent cycling club for those living in inner Melbourne.
Further information on this can be found in Appendix 5.	

The above locations meet the listed criteria to the greatest degree and represent a logical geographic spread. Further refinement of these locations will be addressed in the detailed feasibility study to be conducted after this strategy is reviewed and endorsed.





IMPLEMENTATION PLAN



The following Implementation Plan contains a summary of the recommendations contained in this report and prioritises them.

No. Recommendations		Timeframe		
		Short 1-3 yrs	Medium 4-7 yrs	Long 8-10 yrs
Recommendation 1: Adoption of Key Facility Policy Initiatives				
1	Cycling Victoria require incorporation of the Universal Design Principles in the development / refurbishment of its facilities.	✓		
2	Support the Mountain Bike Australia principle of a maximum of three state level MTB downhill racing venues in Victoria. The venues are You Yangs, Bowden Spur (Kinglake) and Mt Baw Baw.	✓		
3	Cycling Victoria endorse the State Cycling Facilities Strategy and in conjunction with the relevant clubs, advocate for the development / refurbishment of the identified facilities.	✓		
4	Cycling Victoria in conjunction with the relevant clubs, advocate for the progressive upgrade of facilities as per the recommendations.	✓		
5	Cycling Victoria work with growth councils and the Metropolitan Planning Authority to develop some more detailed planning guidelines for the sport in growth areas.	✓		
6	Cycling Victoria work with State Government to link cycling facility locations and planning to key policy and funding directions.	✓		
7	Integration of the Principal On Road Training Network into the Principal Bicycle Network.	✓		
8	Cycling Victoria continue to seek to develop its programs / activities with other partners / stakeholder groups to increase diversity in its programs / activities.	✓		
9	Cycling Victoria seek funding to undertake more detailed research on cycling participation.	✓		
10	Cycling Victoria to partner with LGAs to undertake programs at under-utilized velodromes.	✓		
Recommendation 2: Supporting key planning initiatives for cycling facilities				
11	The Great Ocean Road region LGA's continue to progress initiatives to capitalise on the cycling tracks and trails in the region. These tracks and trails would be well suited for cross country mountain bike events.	✓		
12	The Gippsland region progress with its plan to undertake a regional mountain bike plan which will facilitate a coordinated approach to the development of mountain bike facilities.	✓		
13	Latrobe City Council continue progressing the development of a municipal level mountain bike facility at Haunted Hills Rd.	✓		

No.	Recommendations	Timeframe		
		Short 1-3 yrs	Medium 4-7 yrs	Long 8-10 yrs
14	Development of plan for Darebin International Sports Centre to become National Cycling Centre.	✓		
15	Support the Master Plans for Casey Fields	✓		
16	Support the COGG mountain bike park program.	✓		
17	A cyclo-cross circuit is developed at either Marnock Vale, Belmont Common or the You Yangs.		✓	
Recommendation 3: Investment in Providing Inclusive Homes for Cycling Clubs				
18	Support the development of the 'Home of Cycling' Master Plan at the Off Road Circuit in Belmont Common by the CoGG.	✓		
19	Development of partnerships with sporting and community clubs to provide club rooms for cycling clubs. In particular: Portland, Port Fairy, Bairnsdale, Albury, Camperdown, Footscray, Hawthorn, Seymour, Southern Masters, St Kilda, Wellington & Whittlesea	✓	✓	✓
20	Upgrades to Ararat, Hamilton, Horsham, Latrobe, Wangaratta and Warragul Velodromes to provide adequate change and toilet facilities for women and girls		✓	✓
21	Upgrades to Ballarat, Bendigo, Knox, Warrnambool, Shepparton, Wyndham and Frankston BMX clubs to provide adequate change and toilet facilities for women and girls.		✓	✓
22	Cycling Victoria with the support of VicRoads and Sport and Recreation Victoria progress with investigating the suitability of the two identified cycling corridors in this study.	✓	✓	
23	Support Warbuton Mountain Bike Trail Development	✓	✓	
Recommendation 4: Formalizing the On-Road Network for Training				

No.	Recommendations	Timeframe		
		Short 1-3 yrs	Medium 4-7 yrs	Long 8-10 yrs
23	Formal recognition of the On-Road Training Routes by VicRoads and Local Authorities into the Principal Bicycle Network. A minimum total routes by region: Barwon South West – 15 Metropolitan – 8 Grampians – 12 Gippsland – 15 Hume – 10 Loddon Malle – 15	✓	✓	✓
Recommendation 5: Provision of Off-Road Training and Racing Facility Network				
24	The development of a network of 4 Off-Road Training Facilities be developed around Metropolitan Melbourne (South-East, North, West and South).		✓	
25	A regional level off road Off Road Circuit is developed in the Ballarat municipality.		✓	
26	Wellington Shire continue to progress its planning to develop a regional level off road Off Road Circuit in Sale.	✓		
27	In the short to medium term Cycling Victoria work with Parks Victoria to identify a Criterium Circuit for St Kilda CC until a more permanent solution is found.	✓		
28	A regional level off road Off Road Circuit is developed at Shepparton. Where possible this should be co-located with other cycling facilities.		✓	
29	A regional level Off Road Circuit is developed in Wodonga. Where possible this should be co-located with other cycling facilities.		✓	
30	City of Greater Bendigo investigate the development of an off road Off Road Circuit that incorporates a cyclo-cross circuit.		✓	
Recommendation 6: Modernization of Cycling Facilities for All				
	Development of Women's Changeroom and Toilet Facilities at 4 velodromes, 5 BMX Tracks and 5 Road Facilities.		✓	
31	Mt Baw Baw continues to develop its mountain bike tracks and trails.	✓	✓	✓
32	Colquhune Forest is further developed to a Regional level cross-country Mountain Bike facility.	✓		

No.	Recommendations	Timeframe		
		Short 1-3 yrs	Medium 4-7 yrs	Long 8-10 yrs
33	Redevelop the Warragul BMX Track into a regional level facility.		✓	
34	Continue to develop Shepparton as a regional BMX track and regional centre of excellence.	✓	✓	✓
35	Development of a Horsham BMX Track		✓	
36	A Municipal level BMX facility is developed in Mitchell Shire within the next ten years.			✓
37	Greater Bendigo progress with the planned BMX upgrade at Albert Reserve.	✓		
38	Greater Bendigo progress with the planned upgrade at the Tom Flood Velodrome.	✓		
39	A local level BMX facility is developed in the inner south of Melbourne.		✓	
40	A regional level off road Off Road Circuit is developed in the west of Melbourne preferably within the Brimbank, Maribyrnong, Hobsons Bay and Wyndham region.	✓		
41	A regional level off road Off Road Circuit is developed to the north of Melbourne, preferably in the Hume municipality.		✓	
42	A local level BMX facility is developed in Mornington		✓	
43	City of Casey upgrade their Off Road Circuit at Casey Fields.	✓		
44	City of Casey develop a state level BMX facility at Casey Fields.	✓		
45	City of Casey incorporate a cyclo-cross circuit in the upgrade of the Off Road Circuit and the development of a State level BMX facility at Casey Fields.	✓		
46	To accommodate the forecast significant growth in the 0–14 year age cohort in Whittlesea and Wyndham, a minimum of three local level BMX facilities are developed in these municipalities, subject to more detailed studies.			✓
47	DISC upgrades to boards		✓	
48	Club Rooms to be upgraded at Brunswick Velodrome	✓		
Recommendation 7: Development of Cyclo-Cross as a legitimate Venue				
49	A cyclo-cross circuit is developed at the Warragul velodrome.	✓		
50	A cyclo-cross track is developed within the Ballarat municipality at a site that includes other sport cycling facilities such as a BMX track, velodrome or Off Road Circuit.	✓		

No.	Recommendations	Timeframe		
		Short 1-3 yrs	Medium 4-7 yrs	Long 8-10 yrs
51	A regional level cyclo-cross circuit is developed in Wodonga. Where possible this should be co-located with other cycling facilities.		✓	
52	A regional level cyclo-cross circuit is developed at Shepparton. Where possible this should be co-located with other cycling facilities.		✓	
53	Development of four Cyclo-Cross specific courses through the metropolitan area.		✓	



CYCLE SPORT FACILITY HIERARCHY



This ten-year facilities strategy provides a structured approach for the provision of cycling facilities across Victoria, with a focus on establishing a cohesive strategic direction for the 2016 – 2026 period.



FACILITY PLANNING PRINCIPLES

Facilities will be planned and developed with consideration of the following fundamental principles:

- ▶ Alignment with the strategic plans and requirements of BMXV, CV and Mountain Bike Australia.
- ▶ Alignment with the requirements of key stakeholders including all levels of government.
- ▶ Flexible facilities that cater for a variety of purposes and where possible, mixed use to enable wider compatible activities that benefit all users.
- ▶ Innovative design that inspires and reflects best practice in terms of technical standards and universal design to maximise facility use and encourage diverse participation with a focus on women, CALD and disadvantaged communities.
- ▶ Financially sustainable facilities and clubs.
- ▶ Design should be encouraged to improve user's safety by minimising / reducing conflict between vehicles, bicycles and pedestrians.

UNIVERSAL DESIGN GUIDELINES

Universal Design allows everyone, to the greatest extent possible, and regardless of age or disability, to use buildings, transport, products and services without the need for specialised or adapted features. It helps to provide more inclusive facilities than relying on minimum standards prescribed in building codes.

While this strategic document primarily focuses on physical accessibility to the built environment it is important to also consider other dimensions of accessibility such as the social, communication and information systems within the built environment.

While the concept of universal design emerged primarily with people

with disability in mind, universal design helps everyone with support and assistance needs including the elderly, pregnant women, children and people with a temporary illness or injury. Thus the benefits of implementing universal design are wide.

The issues of access and accessibility have in the past been addressed by legislating for a set of measurable requirements set out in documents such as the Building Code of Australia and other construction standards. The Building Code of Australia represents the minimum standards set by legislation to provide accessible buildings. The Code actually falls short of requirements stated in the Disability Discrimination Act (DDA).

Facility design should demonstrate Universal Design Principles in the project. Applying the seven universal design principles will support practitioners to better meet the needs of as many users as possible.

The seven Universal Design principles are outlined below:

- ▶ Equitable use – the design does not disadvantage or stigmatise any group of users.
- ▶ Flexibility in use – the design accommodates a wide range of individual presences and abilities.
- ▶ Simple and intuitive use – use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- ▶ Perceptible Information – the design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- ▶ Tolerance for error – the design minimises hazards and the adverse consequences to accidental or unintended actions.
- ▶ Low Physical effort – the design can be used efficiently and comfortably, and with a minimum of fatigue.
- ▶ Size and Space for Approach and use – appropriate size and space is provided for approach/reach/manipulation, and use, regardless of the body size, posture, or mobility of the user.

CYCLING VICTORIA FACILITY HIERARCHY

The hierarchical classification of facilities is a planning tool utilised by recreation and open space planners. There are no agreed or mandatory categories and many of the classification levels – local, district, sub-regional and regional – have not been agreed and the classifications frequently overlap each other.

Generally with recreation and open space planning, facilities are categorised based on their size, the type of participation opportunities they cater for, the catchment area they draw from and the frequency with which they are provided.

The consulting team worked with Cycling Victoria to develop the following facility classifications and hierarchy, which are divided into local, municipal, regional and state level facilities. The following facility classifications and hierarchy addresses a need for the sport to provide some advice on design guidelines for its 'field of play' and minimum requirements for supporting infrastructure.

This hierarchical classification was adopted to provide an indication of the future facility requirements based on the likely growth in sport cycling participation over the next 10 years. This report is a practical tool that can be utilised by Cycling Victoria, local and state government to guide facility development. The definition for each level of the hierarchy is as follows:

- ▶ **Local Facilities** – are those facilities such as a BMX pump track or MTB trail developed by a club / group of local enthusiasts. These facilities provide opportunities for local persons to participate in the sport. These facilities are very basic and are likely to provide minimal amenities.
- ▶ **Municipal Facilities** - principally attract people from within the municipality within which they are located, but also cater for participants affiliated with clubs or competitions based outside of the municipality. Municipal sports facilities will serve a municipal-wide catchment. Facility

provision will be a higher level than is available at other facilities in order to accommodate a higher level of competition or activity. Examples of Municipal Facilities include Oakleigh BMX track.

- ▶ **Regional Facilities** – will attract people from within and outside the municipality in which they are located and will be built and maintained to an elite or premier standard for that sport. They will cater for training and State-wide competitions, and will have the capacity to host National standard competitions. Regional facilities will serve a catchment extending beyond the municipal boundary. Examples of Regional Facilities include Casey Fields criterium track, Warragul velodrome, Sandown Park, Knox BMX track and Shepparton BMX track.
- ▶ **State Facilities** – will principally be facilities that cater for training and state/national level competitions. These facilities are built and maintained to a very high standard and there will only be one or two of these types of facilities. Examples of State Facilities include Darebin Indoor Sports Centre, Hisense Arena and the State Mountain Bike Centre (Lysterfield).

The hierarchical classification of cycling facilities by region (excluding the road network) is included in Appendix 5

BMX FACILITY HIERARCHY

Universal Design guidelines should be incorporated in the following BMX facility requirements.

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
BMX Track	Min 40 m – Max 300m (length) x 5m (width)	300m (length) x 10m (width)	400m (length) x 10m (width)	400m (length) x 10m (width)	Standards for Municipal, Regional and State level facilities are a UCI requirement and a safety provision.
	Commonly known as a pump track and serves to introduce participants to the sport. It is a loop or series of small loop circuits which have smaller jumps or rollers that are designed for riders to push and pull their bike in a “pumping” manoeuvre through the bumps without pedalling.	Starting hill must be 10m wide and at least 1.5m above ground. The initial straight shall be a minimum of 40 metres in length. The track shall have a minimum of 3 turns.	Starting hill must be 10m wide and at least 2.5m above ground. The initial straight shall be a minimum of 40 metres in length. The track shall have a minimum of 3 turns.	Starting hill must be 10m wide and at least 2.5m above ground. The initial straight shall be a minimum of 40 metres in length. The track shall have a minimum of 3 turns.	The track must be of a compact, closed looped design, forming a circuit with the length measured along its centre line.
Area	0.4 – 0.8 Ha	0.8 – 1.0 Ha	1.2 Ha	1.5 Ha	Indicative only and subject to final design. Area excludes car parking.
Functional Infrastructure					

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Spectator area	Shaded area (i.e. can be trees) for approx. 100 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Covered area (i.e. can be under cover of pavilion) for up to 500 pax.	
Lighting	No	To be determined by program and training requirements.	Refer to Section 4.5 for further information.		
Reserve Fencing	To be determined on a case by case basis, however as a basic principle, reserve fencing should only be required where it might be necessary to enhance participant and spectator safety.				
Starters hut	No	Yes	Yes	Yes	Should have direct line of sight over track and starting gate.
Change rooms (include. Showers)	No	Yes	Yes	Yes	Size of change rooms to be determined by average number of participants and Building Code requirements.
Toilets	No	Yes	Yes	Yes	Level of provision to be by determined by average crowd size and Building Code requirements.
Marshalling/ staging area	No	Yes	Yes	Yes	An area where participants are marshalled prior to the commencement of their race. Area should be 20m x 10m, covered and have power supplied for lighting and PA.

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Storage	No	Yes	Yes	Yes	Will depend on the number of resident clubs. Area can be used as a workshop during events.
First Aid	No	Yes	Yes	Yes	
Kiosk	No	Yes	Yes	Yes	
Drainage	Due to the configuration of the track it is likely drainage will be required.	To be determined following completion of detailed design.			Key source of income for resident clubs.
Car parking	Car parking provision will be subject to local planning requirements.				

MOUNTAIN BIKE FACILITY HIERARCHY

Universal Design guidelines should be incorporated in the following mountain bike facility requirements.

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Mountain Bike Downhill	Minimum course length is 1,500m and minimum duration is 2 mins.	Minimum course length is 1,500m and minimum duration is 2 mins.	Minimum course length is 1,500m and minimum duration is 2 mins.	Preferred course is 3,500m (length) and 5 mins (duration).	Standards are a UCI requirement and safety provision.
	Start area is a minimum of 1m and no more than 2m wide.	Start area is a minimum of 1m and no more than 2m wide.	Maximum course is 3,500m (length) and 5 mins (duration).	Start area is a minimum of 1m and no more than 2m wide.	Course is a combination of a minimum length and time. They are not mutually exclusive.
	Finish area to be a minimum of 6m wide with a minimum braking area of 35 – 50m post finish line and must be clear of obstructions.	Finish area to be a minimum of 6m wide with a minimum braking area of 35 – 50m post finish line and must be clear of obstructions.	Start area is a minimum of 1m and no more than 2m wide. Finish area to be a minimum of 6m wide with a minimum braking area of 35 – 50m post finish line and must be clear of obstructions.	Finish area to be a minimum of 6m wide with a minimum braking area of 35 – 50m post finish line and must be clear of obstructions.	The course must present a descending profile and differing types of track (e.g. narrow and wide, filed paths, road, rocky road). It is important the course should achieve a balance between technical and speed sections. It should be designed to test the technical abilities of riders more than their pedalling ability. Uphill sections should not be part of the course.

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Mountain Bike Cross Country	Course length is between 4 – 10km.	Course length is between 4 – 10km.	Course length is between 4 – 10km.	Course length is between 4 – 10km.	Course is a closed loop design.
	Start must be on a flat or uphill section.	Start must be on a flat or uphill section.	Start must be on a flat or uphill section.	Start must be on a flat or uphill section.	Paved road may comprise a maximum of 15% of the total distance of the course.
	The start zone must be a minimum 6m wide for a minimum of 50m before the start line and a minimum of 100m after the start line.	The start zone must be a minimum 6m wide for a minimum of 50m before the start line and a minimum of 100m after the start line.	The start zone must be a minimum 6m wide for a minimum of 50m before the start line and a minimum of 100m after the start line.	The start zone must be a minimum 8m wide for a minimum of 50m before the start line and a minimum of 100m after the start line.	Extended single track sections must have periodic passing sections.
	The finish zone must be a minimum of 4m wide for a minimum 50m before the finish line and 20m after the finish line.	The finish zone must be a minimum of 4m wide for a minimum 50m before the finish line and 20m after the finish line.	The finish zone must be a minimum of 4m wide for a minimum 50m before the finish line and 20m after the finish line.	The finish zone must be a minimum of 4m wide for a minimum 50m before the finish line and 20m after the finish line.	
Mountain Bike Four Cross	<p>First 5m of course must have four lanes of equal width that are marked.</p> <p>Start straight must be 30m long.</p> <p>Race duration is 30 – 60 sec.</p> <p>Optimal race duration is 45 – 60 sec.</p>	<p>Course is developed on moderate slopes with regular gradients and includes a mix of jumps, humps, banked turns, berms, dips, natural tables and other special features.</p> <p>Normally no climbing requiring the riders to pedal.</p>			

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Trail Difficulty Rating (for all MTB disciplines)	Easy – Intermediate	Intermediate – Difficult	Difficult	Difficult – Extreme	Trail Difficulty Ratings are those published by IMBA Australia. Note UCI requirements should take precedent over IMBA guidelines.
Area	Total area required will depend on final design and number and length of trails included.				
Functional Infrastructure					
Spectator area	Course design to consider spectator viewing areas. Due to the likely location and topography of MTB courses shading can be provided by existing flora.				
Lighting	Security lighting to be provided for functional infrastructure.				
Reserve Fencing	To be determined on a case by case basis, however as a basic principle, reserve fencing should only be required where it might be necessary to enhance participant and spectator safety.				

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Judge's platform	Must provide unobstructed view of entire course and in an area not accessible for spectators.				
Change rooms (incl. showers)	No	No	No	Yes	Due to the potential remote location of MTB courses build cost for amenities are likely to be higher. Amenities should be located within reasonable proximity to trail head.
Toilets	Yes	Yes	Yes	Yes	
Storage	No	No	Yes	Yes	Small area to be provided.
Kiosk	No	No	Yes	Yes	Should be located within reasonable proximity to trail head.
Drainage	Due to the configuration of the track it is likely drainage will be required	Track design should incorporate IMBA sustainable trail principles.			
Car parking	Car parking provision will be subject to local planning requirements				

TRACK CYCLING FACILITY HIERARCHY

Universal Design guidelines should be incorporated in the following track cycling facility requirements.

The following is the classification and facility hierarchy for criterium, cyclo-cross and velodromes.

Criterium Circuit

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Criterium Circuit	<p>Closed road circuit (on or off road) of not less than 800m and not more than 3km.</p> <p>Minimum width of 6m with a finishing straight of a minimum of 200m (length) and 8M (width).</p>	<p>Closed road circuit (on or off road) of not less than 800m and not more than 3km.</p> <p>Minimum width of 6m with a finishing straight of a minimum of 200m (length) and 8M (width).</p>	<p>Off road circuit of not less than 800m and not more than 3km.</p> <p>Minimum width of 7.5m with a finishing straight of a minimum of 200m (length) and 8M (width).</p>	<p>Off road circuit of not less than 800m and not more than 3km.</p> <p>Minimum width of 7.5m with a finishing straight of a minimum of 200m (length) and 8M (width).</p>	<p>Course can be undulating but shall be a sealed surface with minimal roadway/roadside hardware likely to cause hazards/falls. All such hazards shall be rendered safe prior to any event. Barriers to control pedestrians to be erected.</p>
Spectator area	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Covered area (i.e. can be under cover of pavilion) for up to 500 pax.	
Functional Infrastructure					
Lighting	To be determined by program and training requirements.	Refer to Section 4.5 for further information.			

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Fencing	To be determined on a case by case basis, however as a basic principle, reserve fencing is required to ensure/enhance participant and spectator safety.				
Change rooms (incl. showers)	No	Yes	Yes	Yes	Size of change rooms to be determined by average number of participants and Building Code requirements.
Toilets	Yes	Yes	Yes	Yes	Level of provision to be by determined by average crowd size and Building Code requirements.
Storage	Yes	Yes	Yes	Yes	Will depend on the number of resident clubs. Area can be used as a workshop during events.
First Aid	Yes	Yes	Yes	Yes	
Kiosk	Yes	Yes	Yes	Yes	Key source of income for resident clubs.
Drainage	Due to the circuit being outdoors and its configuration, it is likely drainage will be required.	To be determined following completion of detailed design.			
Car parking	Car parking provision will be subject to local planning requirements				

Cyclo-cross

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Cyclo-cross	Course length between 2.5 – 3.5 km, with at least 90% rideable. Minimum 3m wide throughout.	Course length between 2.5 – 3.5 km, with at least 90% rideable. Minimum 3m wide throughout.	Course length between 2.5 – 3.5 km, with at least 90% rideable. Minimum 3m wide throughout.	Course length between 2.5 – 3.5 km, with at least 90% rideable. Minimum 3m wide throughout.	Course should be incorporated with other sport cycling facilities which will allow access to toilets, showers, etc.
	Start must be on firm ground, preferably a surfaced road, a minimum of 200m (length) and 6m (wide), be as straight as possible and not include any descent.	Start must be on firm ground, preferably a surfaced road, a minimum of 200m (length) and 6m (wide), be as straight as possible and not include any descent.	Start must be on firm ground, preferably a surfaced road, a minimum of 200m (length) and 6m (wide), be as straight as possible and not include any descent.	Start must be on firm ground, preferably a surfaced road, a minimum of 200m (length) and 6m (wide), be as straight as possible and not include any descent.	<p>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 weather conditions. The course must form a closed circuit.</p> <p>The angle of the first corner must be greater than 90 degrees. The finish section must be flat or uphill and run straight for a minimum 100m (length) and 6m (width).</p> <p>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.</p>
Spectator area	Shaded area (i.e. can be trees) for approx. 100 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded/covered area (i.e. can be under cover of pavilion) for up to 500 pax.	

Velodromes

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Velodrome	Outdoor track must be 250m – 500m (length), with a radius of 19m – 50m and a uniform width of 7 – 10m.	Outdoor track must be 250m – 500m (length), with a radius of 19m – 50m and a uniform width of 7 – 10m.	Outdoor track must be 250m – 500m (length), with a radius of 19m – 50m and a uniform width of 7 – 10m.	Indoor track must be 250m – 400m (length), with a radius of 19m – 50m and a uniform width of 7 – 10m. Infield of track to be accessible by tunnel.	All velodromes must have line markings as per UCI specifications. Must be designed with competitor safety as paramount and to guarantee a minimum safe speed of 75km/h. The length of the track shall be such that a whole number of laps or half laps shall equal 1km exactly.
Spectator area	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Shaded area (i.e. can be trees) for approx. 150 pax	Permanent seating for 500+.	
Reserve Fencing	UCI specify the outside edge of the track must be surrounded by a safety fence to protect riders and spectators. It must be stable and solidly mounted, with an overall height of at least 90 cm. For outdoor velodromes the inside part must be smooth (no protruding fencing twists) and unbroken. For indoor velodromes the inside part must be completely smooth and unbroken to a height of at least 65 cm above the track.				
Functional Infrastructure					
Lighting	To be determined by program and training requirements.				Refer to Section 4.5 for further information.
Infield area	Can be utilised as a training/playing venue for junior sports, however attention will be required to ensure there are no scheduling conflicts.				

Facility component	Requirement				Comment
	Local	Municipal	Regional	State	
Change rooms (incl. showers)	No	Yes	Yes	Yes	Size of change rooms to be determined by average number of participants and Building Code requirements.
Toilets	Yes	Yes	Yes	Yes	Level of provision to be by determined by average crowd size and Building Code requirements.
Storage	Yes	Yes	Yes	Yes	Will depend on the number of resident clubs. Area can be used as a workshop during events.
First Aid	Yes	Yes	Yes	Yes	
Kiosk	Yes	Yes	Yes	Yes	Key source of income for resident clubs.
Drainage	Due to the configuration of the outdoor tracks, water will be shed to the infield and it is likely drainage will be required				To be determined following completion of detailed design.
Car parking	Car parking provision will be subject to local planning requirements				

SPORTS CYCLING FACILITY LIGHTING STANDARDS

The Australian Standard for Sports Lighting (AS2560) does not identify lighting standards for sport cycling facilities. The lighting standards in AS2560 range from 50 lux (recreational level) to 1,500 lux (televised events).

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).

Another reference for lighting of sport cycling facilities is Sport England's 'Cycle Sports Facilities Design Guide'. This document refers to the following lighting standards for an indoor velodrome:

- ▶ 300 lux for training or general activity.
- ▶ 600 lux for racing events.
- ▶ 1,200 lux for televised events.

The Union Cycliste Internationale has specified the following lighting levels for velodromes:

- ▶ During training sessions without spectators, vertical lighting must be at least 300 lux.
- ▶ During competitions at least 1,400 Lux is required for Elite World Championships and the Olympic Games (category 1 velodromes).
- ▶ A minimum 1,000 Lux for World Cups, Continental Championships and Junior World Championships (category 2).
- ▶ A minimum 500 Lux for Other international and National events (category 3 and 4).

BMX Victoria are reviewing their lighting needs and prefer lighting levels from 200 – 300 lux for BMX tracks.

Other guidelines that provide some information are the Austroads Guide to Road Design that refers to lighting of bicycle paths.



CONCLUSION



The 'Cycling Victoria Facility Strategy' includes 55 recommendations under seven categories for new and improved sport cycling facilities in Victoria that closely align with two significant Victorian government policies, Plan Melbourne and Cycling into the Future.

The implementation plan (as included) provides CV, state and local governments and stakeholder groups with the necessary planning direction for facility developments to capitalise on the significant growth of cycling. The strategy identifies a network of upgraded and new cycling facilities required over the next ten years across Victoria including the need for a State Criterium Circuit in the south-east of Melbourne. The strategy recognises the importance of a network of facilities that meet the needs of stakeholder groups and offer different cycling experiences and activities that will support opportunities for anyone to participate. This in turn will enable the growth of a more diverse and sustainable cycling community across Victoria. CV has identified the need to create more inclusive environments and have developed strategies to address this issue.

The proposed Regional Off-Road Circuit Network can easily be developed to become a hub of cycling activity that is programmed and supported by CV and the clubs. CV's vision is to program and facilities with activities for all ages and abilities, from the child learning to ride their bicycle in a safe off road environment, through to conducting spin classes for persons wanting to keep fit. Safe riding skills could be taught with the aim to increase safety, competence and overall the number and frequency of riding in Victoria.

The recommendations for facility development and planning support are separated into six planning regions that provide for a coordinated approach to further develop the sport of cycling in Victoria. This strategy puts cycling at the forefront of ensuring cycling and delivering world class participation opportunities to Victorians and the State of Victoria.

Planning Support Recommendations

None.

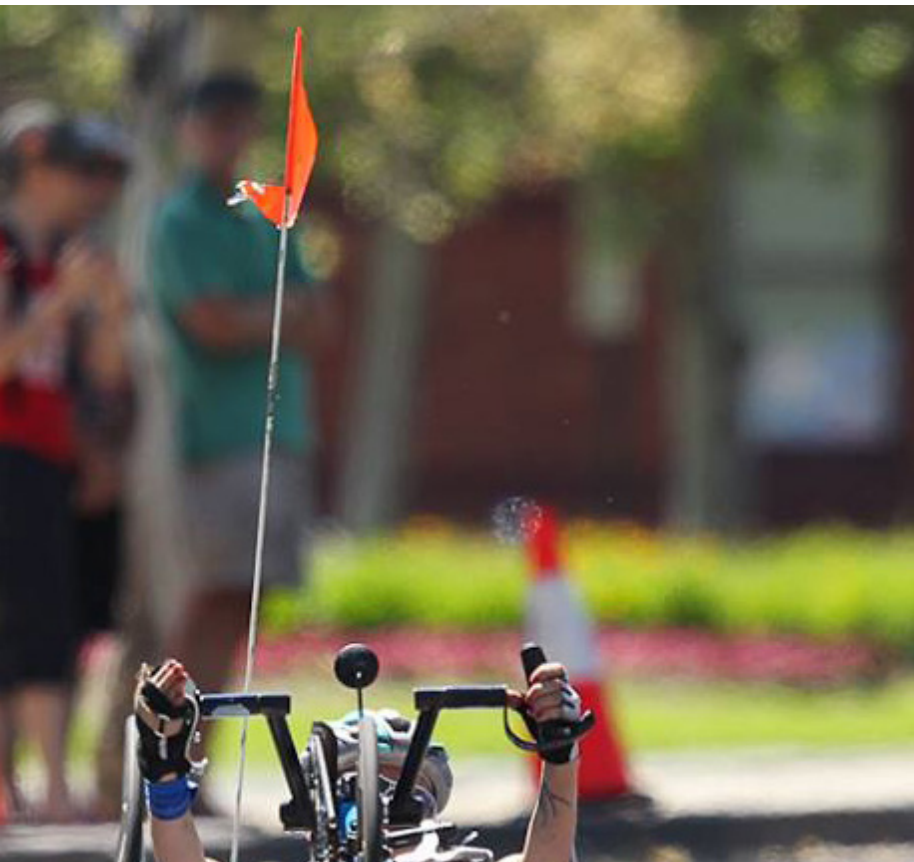
Facility Development Recommendations

- ▶ A regional level off road criterium circuit is developed in the Ballarat municipality.
- ▶ A cyclo-cross track is developed within the Ballarat municipality at a site that includes other sport cycling facilities such as a BMX track, velodrome or criterium circuit.
- ▶ Ballarat BMX track is upgraded to provide change and toilet facilities for participants.
- ▶ Development of a Regional BMX Facility in Horsham.
- ▶ 12 On Road Training Network courses recognised.



APPENDIX 1

Consultation — Full Notes



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

LOCAL GOVERNMENT AUTHORITIES

A series of workshops were conducted with representatives from local government authorities. A workshop was conducted in the Barwon South Region, Gippsland Region and two workshops were conducted in the Melbourne Metropolitan Region. The following is a summary of the key outcomes of the discussions:

Issues	Opportunities
<ul style="list-style-type: none"> ▪ It is very difficult to make any changes to Precinct Structure Plans once the Metropolitan Planning Authority has released them as a draft. ▪ Local Government Authorities have limited financial and staffing resources. ▪ Project costs have continued to increase and now there are additional requirements such as environmental and heritage considerations. ▪ Obtaining support from councillors for cycling projects is more difficult than getting support for football, netball and cricket projects. ▪ There are limited greenfield sites in Melbourne and land acquisition costs are generally prohibitive. ▪ There is a lack of funding for roads infrastructure from VicRoads and from LGA's. ▪ Question the viability / intensity of use of a dedicated sport cycling facility compared to other sports due to lack of robust data. ▪ There doesn't seem to be any coordination between land managers for the use of Crown Land. ▪ LGA's and CV have limited to no resources available for club development. ▪ There is limited recognition of the sport of cycling as compared to cricket, football and netball. 	<ul style="list-style-type: none"> ▪ Advocate for increased share of funding from the Victorian government for regional and state level facilities. ▪ Develop a collaborative programming model that utilises the combined resources of cycling clubs, Cycling Victoria and LGA's. ▪ Opportunity for clubs to consolidate if the 'burden of volunteering' is becoming too much for individual clubs. ▪ Develop the evidence base for cycling, which in turn can be used to advocate for a competitive dedicated cycling funding program. ▪ Utilise the resources of clubs, Cycling Victoria and the local LGA to resource management and programming of sport cycling facilities. ▪ Working with other land managers to develop an agreed approach to cycling's use of Crown Land. ▪ Taking a regional approach to identify and develop sport cycle racing and training routes. ▪ Cycling events are a great sports tourism product for regional areas. ▪ The Principal Bicycle Network (PBN) should be integrated and can be used as a lever to advocate for more funding for the sport cycling facilities. ▪ Develop standards for sport cycling facilities.

Issues	Opportunities
<ul style="list-style-type: none"> ▪ There is a lack of data available on the sport. The level of information and research available does not differentiate between sport cyclists, commuters and recreational riders. ▪ Advocating for a single use facility, such as a velodrome, is difficult when most LGA's recreation planning policies advocate for multi-use facilities. ▪ Cycling clubs are not welcoming of recreational riders. Clubs are only interested in developing cyclists to compete in races. ▪ It is likely higher service levels will be required for roads and verges. Road surfaces will need to be swept more frequently and verges kept free of debris. ▪ Generally speaking cycling clubs are not as vocal or organised as other local sports clubs. ▪ Cycling appears to have a higher recreation base as compared to those who compete. Anecdotaly there appears to be lots of cyclists who aren't club members and they ride as a loose affiliation. ▪ Projects that cross municipal boundaries are difficult to fund because councils are reticent to fund projects outside their municipal boundaries. ▪ There is a lack of guidance on cycling facilities and standards. ▪ Cycling tends seem to show it as be a male dominated sport, which in turn can make it more difficult to advocate for funding when sport cycling projects are competing against other projects than appeal to a broader demographic. ▪ Safety issues of on road network can make it difficult to attract juniors and less skilled cyclists. ▪ Costs to develop facilities in remote areas more expensive if service connections are required. 	

BMX VICTORIA

An interview was conducted with the President and Manager of BMX Victoria and the following is a summary of the key outcomes of the discussions:

- ▶ BMX Victoria (BMXV) is affiliated to the national sport organisation BMX Australia.
- ▶ BMXV is independent of CV however both organisations work very closely together.
- ▶ BMX tracks provide safe –off-road riding opportunities for cyclists.
- ▶ There are 20 BMX clubs in Victoria, 10 in the metropolitan area and 10 are regionally based.

Issues	Opportunities
<ul style="list-style-type: none"> ▪ Facilities are club based and the majority of clubs use old shipping containers as clubrooms. ▪ BMX tracks seem to have been placed in reserves without much thought given to integrating them with the rest of the reserve. ▪ Limited / no change rooms for females. ▪ Club facilities are very basic, often without toilets close by or a water point. ▪ As a result of lack of standards Councils or individuals have not properly conferred with BMXV before designing/building their track. ▪ Sport has had little involvement or contact with Councils. ▪ Overall standard of tracks has been uncontrolled and as a result only one Victorian track (Shepparton) is accredited for national events. ▪ Limited number of qualified BMX track designers and builders. 	<ul style="list-style-type: none"> ▪ Generally the local BMX club maintains their own track. ▪ Strong interest in BMX as a low cost facility and participation opportunity. ▪ Integrated cycling facilities planning (with cyclo-cross, MTB or criterium facilities) ▪ Most BMX participants are under the age of 15 years and as a result they travel in family groups. ▪ BMX has a very strong no smoking and drinking policy at all tracks.

MOUNTAIN BIKE AUSTRALIA (MTBA)

An interview was conducted with the CEO of Mountain Bike Australia (MTBA) and the following is a summary of the key outcomes of the discussions:

- ▶ MTBA is independent of Cycling Australia.
- ▶ MTBA is currently undertaking a strategic planning process.
- ▶ Pemberton MTB Park (WA) and Stromlo Bike Park (ACT) are good examples of mountain bike tracks / trails. Stromlo is also a particularly good example of an integrated cycling facility.
- ▶ International Mountain Biking Association (IMBA) Australia has identified itself as a separate body from MTBA. IMBA Australia's focus has been primarily on trail development and trail builders.
- ▶ IMBA's trail standards have been adopted in Australia. MTBA are looking to develop Australian trail standards based on the IMBA standards.
- ▶ MTBA prefer major event venues to be in close proximity to airports and accommodation (i.e. 1.5 hours)

Issues	Opportunities
<ul style="list-style-type: none"> ▪ There has been a general shifting of responsibility from land managers to clubs. For example the maintenance of tracks / trails is being shifted onto clubs. ▪ Obtaining insurance for events and who is responsible for insurance is a major issue. For events that traverse through land managed by different land managers there doesn't appear to be any consistency in the insurances required. ▪ Cost of developing trails can be prohibitive for clubs. There are a limited number of qualified trail designers, builders and auditors, all of which adds to the cost of trail construction. ▪ There are no Australian standards for trails. ▪ Cost of maintaining trails is prohibitive and is impacted by the amount of club volunteers. 	<ul style="list-style-type: none"> ▪ Strategically located clubs that can support events. ▪ Victoria's Alpine Area (particularly Bright) has a lot of potential and could be developed further. ▪ There are only two Union Cycliste Internationale (UCI) accredited tracks in Australia; one in Cairns and the other in Lysterfield, Melbourne. ▪ Clubs can be used to support and assist with maintain tracks / trails. ▪ MTBA do not require mountain bike parks to cater for both cross country and downhill events. ▪ Government investment should be in two or three parks that can cater for down hill events. ▪ Warbuton Mountain Bike Trail Feasibility.

SPORT AND RECREATION VICTORIA

A meeting was conducted with representatives from Sport and Recreation Victoria (SRV) and the following is a summary of the key outcomes of the discussions:

Issues	Opportunities
<ul style="list-style-type: none"> ▪ Change to land use planning and what impact this will have on sport cycling facilities. ▪ If sport cycling facilities are proposed to be developed in growth areas they will need to be planning strategically and early on (5 to 10 years) ▪ Melbourne Planning Authority (MPA) is the key planning agency for the Victorian government. MPA is considering varying the open space allocations for planning. Sports can work with LGA's to advocate what benefits their sports can bring to the area. ▪ Cycling cuts across municipal boundaries, which will likely raise challenges around which body has responsibility for managing facility standards, signage and dealing with different LGA's/bodies. ▪ SRV has made a significant investment in program delivery for cycling and this investment may be at risk if there aren't sufficient facilities at which the programs can be conducted. ▪ Limited diversity in cycling participation particularly female, CALD and people with a disability. ▪ Lack of state planning and strategic direction for cycling facilities has made it difficult to advocate for investment into facility priorities with limited strategic justification. 	<ul style="list-style-type: none"> ▪ Trialling sport cycling training routes in partnership with VicRoads. Routes can be identified and signed (using fixed and variable signage). Will need to have a clear vision about the proposal and what the outcomes will be. ▪ Potential opportunity to work with Department of Transport, Planning and Local Infrastructure and City of Port Phillip to incorporate dedicated off road sport cycling facilities in the planned redevelopment of Fishermans Bend. ▪ Cycling events have an economic impact and bring people to the region where the event is being conducted. This benefit can be used to advocate for the development of sport cycling facilities. ▪ Inclusion of Universal Design principles in program activities and any proposed facility developments. ▪ Providing a clear strategic direction for facility development over next 10 years and advocating this to all levels of government and other key stakeholders. ▪ Consult early with all relevant stakeholders when planning for new facilities.

OTHER GOVERNMENT AGENCIES

VicRoads

An interview was conducted with VicRoads' Manager Road Use Strategy and the following is a summary of the key outcomes of the discussion:

- ▶ There are three directorates within VicRoads that deal directly with the arterial road network; they are Strategy and Planning, Policy and Programs and Operations. Any proposed changes would require an agency wide approach.
- ▶ VicRoads has limited funding. Concern will be that any proposed changes would lead to increase in service standards (e.g. keeping road verges free of debris, ensuring there are no potholes, etc).
- ▶ Limited understanding of sport cycling activity on the road network by VicRoads.
- ▶ An option to deal with cycling's use of the road network may be to identify a couple of designated routes / corridors for cyclists. These would need to be prescriptive regarding the trial area (e.g. where does it start and finish), will the time and days of use be variable like school zones and how many users will there be?



Parks Victoria

An interview was conducted with the Team Leader Recreation Planning for Parks Victoria (PV) and the following is a summary of the key outcomes of the discussion:

- ▶ PV has been proactive in seeking to manage mountain biking activity on public land. To this end they have developed the 'Public Land Mountain Bike Guidelines'(2012) to assist public land managers to manage mountain biking as an appropriate and sustainable activity on public land. These guidelines were developed to ensure there is a consistent approach across Victoria for mountain biking activity on public land.

Issues	Opportunities
<ul style="list-style-type: none"> ▪ Level of infrastructure required to service groups and events. Developing infrastructure in national parks, state forests and other public lands will be expensive and needs to be carefully planned. ▪ Impact of mountain biking activity on public land values (e.g. erosion, braiding of trails). ▪ Impact of mountain bike activity on PV resources if not managed. Park rangers have finite resources to devote to events for road closures, staffing, monitoring event, etc. ▪ Frequency of events on public lands. The higher the frequency the more resources PV may have to devote to the event and the impact of the event on other park users. ▪ PV has very limited financial resources. ▪ PV and Department of Environment and Primary Industries (DEPI) have been in discussions concerning the risks associated with downhill events. ▪ Cost to develop infrastructure in remote locations and areas with poor access. 	<ul style="list-style-type: none"> ▪ Public Land Mountain Bike Guidelines can be used as a resource for clubs to engage with public land managers. ▪ PV works with 'Friends of Groups' to maintain tracks and vegetation management. ▪ More clubs can engage with public land managers to ensure mountain biking is supported and coordinated. ▪ PV and DEPI supportive of Enduro style events on appropriate public land.

You Yangs Regional Park

A CASE STUDY IN WORKING WITH LAND MANAGERS

In 1994 the Geelong Mountain Bike Club conducted a couple of events at the You Yangs Regional Park, approximately half way between Melbourne and Geelong. Following the success of these first events the club approached the land manager Parks Victoria to develop some trails within the Park. Parks Victoria's response was in the negative as they were not familiar with mountain bike activities as it was a relatively new activity. In 2001 the regulations under which the You Yangs were managed, were sun-setting so a major planning study was commenced. The outcome was the development of a Recreation Plan for the Park, which established a vision for recreation and identified two areas for mountain bike activities. Following the development of the Recreation Plan, the mountain bike zones within the Park were gazetted, the first time this had occurred in Victoria. This gazettal of the mountain bike zones provides enforcement powers to Parks Victoria staff and allows for improvements to be undertaken without the need for further planning permission. Since this time a working group has been established to further develop the mountain bike areas in accordance with a master plan. All the mountain bike tracks in the You Yangs are developed and maintained to IMBA standards.

The benefits to the Park and to Parks Victoria have been significant. In 2002 there was an entry fee to the You Yangs, only 65,000 visits were recorded of which approximately 5% were mountain bikers. In 2004 entry fees were removed and park visitations increased to 87,000. In 2014 there were 300,000 visits to the You Yangs, of which 142,000 were by mountain bikers.

With this significant increase in visitations by mountain bike riders, there has been an increased need for maintenance of trails and facilities. The Park Ranger at the You Yangs has a resource and small budget allocation for maintenance of tracks and trails. On top of this the mountain bike clubs contribute \$25,000 - \$30,000 in cash and approximately \$80,000 in kind support per annum, primarily through volunteer labour and machine operation.

Department of Transport Planning and Local Infrastructure (DTPLI)

An interview was conducted with two senior representatives from Transport Planning and the following is a summary of the key outcomes of the discussions:

- ▶ There has been a shift in planning policy whereby cycle paths are moving to being more off road and segregated. Growth area councils have moved to off road paths for cyclists and this may present a problem for cyclists using the road network.
- ▶ There is a lack of operational policy for the road network that causes confusion and demarcation issues around what each relevant agency's responsibilities are.
- ▶ There may be an opportunity to identify some key cycling corridors. This could have the effect of concentrating riders to key routes, which in turn would mean any requirement for improved maintenance would be limited to the key routes and on road obstacles could be reduced.
- ▶ Identification of cycling corridors is consistent with Victoria's Cycling Strategy. There will be a need to document cyclists needs (e.g. how far they ride), how many cyclists would use the identified routes, what time of day and what day they would ride and where the ride would start and finish.
- ▶ There are issues in regional areas with the interaction between drivers and riders.
- ▶ There is potentially an opportunity to use some of the land under freeways for BMX and other off road cycling facilities such as those developed by the City of Portland (USA).
- ▶ Cycling facilities should be linked to the Metropolitan Trail Network and trails in regional areas.



CYCLISTS

A self-completion survey was available online from 30/09/13 to 23/12/13 following an awareness campaign amongst registered sport cyclists. A total of 118 persons started the survey and 116 persons fully completed the survey. Partial responses have been included in the survey results. Whilst the sample size is small the responses do provide some insight into club cyclists' preferences.

The following is a summary of the key outcomes from the survey; a more detailed copy is attached in Appendix 2.

- ▶ Majority of respondents were male (80%), with 20% female.
- ▶ The most popular type of cycling sport respondents participated in was road cycling (64.9%), criterium racing (39.5%), BMX (37.7%), track cycling (28.1%), mountain biking (24.6%) and duathlon / triathlon (2.6%). Note more than one response was allowed for this question.
- ▶ On average the majority of cyclists (67.2%) will spend 5 – 15 hours per week cycling, including training and racing.
- ▶ Aside from a cycle path, the most common type of cycling facility used was the road network, followed by criterium track, velodromes, BMX tracks and mountain bike facility / trail.
- ▶ The average distance travelled to access:
 - A BMX track is approximately 15 kms.
 - Mountain bike facilities are approximately 40 kms.
 - A velodrome is approximately 15 kms.
 - A criterium track is approximately 20 kms.

OTHER CYCLING BODIES

An interview was conducted with the CEO of Westcycle, the peak cycling body in Western Australia. The following is a summary of the key outcomes of the discussions:

- ▶ Westcycle are developing a Strategic Cycling Facilities Plan for Western Australia. The first stage of this project will focus on the cycling facilities needed to advance road, criterium and track cycling in the Perth, Peel and South West regions.
- ▶ The project is nearing completion and Westcycle anticipate a draft report will be ready sometime in July 2014
- ▶ A lot of the focus of the facility plan has been on identifying key cycling routes in metropolitan Perth and to raise awareness of cyclists.

APPENDIX 2

Sport Cycling Definitions

The following provides an understanding of each sport cycling discipline and its events considered in this strategy, recreational riding pursuits are excluded:



Road Cycling

- ▶ Road race – conducted on roads and course varies in length, from 5km – 260km.
- ▶ Criterium – event conducted around a tight technical circuit, which varies in length from 0.8km – 3 km lapping over a specific time period.
- ▶ 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.

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 km – 4 km.
- ▶ Teams pursuit – similar to the individual pursuit but raced in teams of four over 3km – 4 km.
- ▶ Madison – two riders compete in a team over a prescribed number of laps.
- ▶ Handicap races – usually run over 2 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 km – 20 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.
- ▶ Omnium – An omnium is a multiple race event.
- ▶ Elimination – Participants are eliminated throughout the event after specific sprint points.

BMX (Bicycle Moto Cross)

- ▶ Freestyle – riders utilise skate parks, half pipes, dirt jumps and flat smooth surfaces for performing tricks.
- ▶ Track racing – While there is no single standard design for a BMX track they are generally 300 m – 400 m in length. Each race is started with a group of up to eight competitors, generally matched by age or ability.

Mountain Bike

- ▶ 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 uphill, 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.

Cyclo-Cross

Combines a number of elements from cross country mountain biking 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.

APPENDIX 3

Facilities Changeroom and Toilet Audi



Road

Facility Name	LGA Name	Field/Surface Type	Women's Changeroom	Women's Toilets	Change-Rooms	Toilets
Belmont Criterium Facility	City of Greater Geelong	Criterium Track	N	N	N	N
Casey Fields	City of Casey	Criterium Track	N	N	N	Y
Sandown Race Course	City of Greater Dandenong	Criterium Track	N	Y	N	Y
METEC	City of Knox	Criterium Track	N	N	N	N
Victoria Universtiy of Technology	City Of Maribynong	Criterium Track	N	Y	N	Y
Yarra Blvd Loop	City of Yarra	Criterium Track	N	N	N	N
South Gisborne Loop	Macedon Ranges Shire Council	Road	N	N	N	N
Dookie Circuit	Greater Shepparton City Council	Road	N	N	N	N
Boolarra CIRCUIT	LaTrobe City Council	Road	N	N	N	N
Willow Grove CIRCUIT	LaTrobe City Council	Road	N	N	N	N
Lancefield Circuit	Macedon Ranges Shire Council	Road	N	N	N	N
Winchelsea Circuit	Town of Winchelsea	Road	N	N	N	N
Paraparap Circuit	City of Greater Geelong	Road	N	Y	N	Y
Eastern Park	City of Greater Geelong	Criterium Track	N	N	N	N
Colac Circuit	Colac Otway Shire Council	Criterium Track	N	N	N	N
Beeac Circuit	Colac Otway Shire Council	Road	N	N	N	N
Meredith Old School Circuit	Golden Plains Shire	Road	N	N	N	N
Sutherland Creek Circuit	City of Greater Geelong	Road	N	N	N	N
Balliang - Glenmore Circuit	Shire of Moorabool	Road	N	N	N	N
John Sewell Circuit	Shire of Moorabool	Road	N	N	N	N
Balliang Time Trial	Shire of Moorabool	Road	N	N	N	N
Carlsrushe West	Mitchell Shire	Road	N	N	N	N

Facility Name	LGA Name	Field/Surface Type	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Carlsrushe West 2	Mitchell Shire	Road	N	N	N	N
Red Rock Circuit	Macedon Ranges Shire Council	Road	N	N	N	N
Hume Vale TT Circuit	Hume City Council	Time Trial	N	N	N	N
Kyneton Pastoria Circuit	Macedon Ranges Shire Council	Road	N	N	N	N
Newham Circuit	Macedon Ranges Shire Council	Road	N	N	N	N
Strath Creek Circuit	Mitchell Shire	Road	N	N	N	N
Kew Boulevard	City of Yarra	Road	N	N	N	N
Phillip Island Circuit	Bass Coast Shire Council	Road	N	N	N	N
Crib Point Circuit	Mornington Peninsula Shire	Road	N	N	N	N
Modella Circuit	Cardina Council	Road	N	N	N	N
Cora Lynne - Nar Nar Goon Circuit	Cardina Council	Road	N	N	N	N
Somers Circuit	Mornington Peninsula Shire	Road	N	N	N	N
Lakewood Blvd Circuit	City of Kingston	Criterion Circuit	N	N	N	N
Lang Lang - Yannathan	Cardina Council	Road	N	N	N	N
Cora Lynne - Ripplebrook	Cardina Council	Road	N	N	N	N
Ararat to Cowlands	Ararat Rural City	Road	N	N	N	N
Ararat to Elmherst	Ararat Rural City	Road	N	N	N	N
Armstrong Circuit	Ararat Rural City	Road	N	N	N	N
One Tree Hill	Ararat Rural City	Time Trial	N	N	N	N
Stawell - Ararat Circuit	Northern Grampian Shire	Road	N	N	N	N
Tatyoan Circuit	Ararat Rural City	Road	N	N	N	N
Rutherglen Loop	Indigo Shire	Road	N	N	N	N
Barnawartha Loop	Indigo Shire	Road	N	N	N	N
Fireshed Circuit	City of Woodonga	Road	N	N	N	N

Facility Name	LGA Name	Field/Surface Type	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Cookinburra Circuit	City of Woodonga	Road	N	N	N	N
Flemings Circuit	City of Woodonga	Road	N	N	N	N
Belbridge Circuit	City of Woodonga	Road	N	N	N	N
Kyonga Circuit	Campaspe Shire	Road	N	N	N	N
Lockington Circuit	Campaspe Shire	Road	N	N	N	N
Nanneella Circuit	Campaspe Shire	Road	N	N	N	N
Terricks Circuit	Campaspe Shire	Road	N	N	N	N
Granite Road Circuit	City of Greater Geelong	Road	N	N	N	N
Kirksbridge Circuit	City of Greater Geelong	Road	N	N	N	N
Sheoaks	Golden Plains Shire	Road	N	N	N	N
Ocean Grove Crit Circuit	City of Greater Geelong	Criterion	N	N	N	N
Mayfair Park	City of Greater Bendigo	Criterion	N	N	N	N
Emu Creek Circuit	City of Greater Bendigo	Road	N	N	N	N
Burke St Crit Circuit	Baw Baw Shire Council	Criterion	N	N	N	N
Cloverlea Circuit	Baw Baw Shire Council	Road	N	N	N	N
Darnum Circuit	Baw Baw Shire Council	Road	N	N	N	N
Shady Creek Circuit	Baw Baw Shire Council	Road	N	N	N	N
Shady Creek Time Trial	Baw Baw Shire Council	Time Trial	N	N	N	N
Yarragoon Hill Climb	Baw Baw Shire Council	Time Trial	N	N	N	N
Port Fairy Criterion Circuit	Moyne Shire Council	Criterion	N	N	N	N
Port Fairy Road Circuit	Moyne Shire Council	Road	N	N	N	N
Korraine Circuit	Bass Coast Shire Council	Road	N	N	N	N
Leongatha North Circuit	Bass Coast Shire Council	Road	N	N	N	N
Mardan Circuit	Bass Coast Shire Council	Road	N	N	N	N
Mt Misery	Bass Coast Shire Council	Time Trial	N	N	N	N

Facility Name	LGA Name	Field/Surface Type	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Outtrim Circuit	Bass Coast Shire Council	Road	N	N	N	N
Pound Creek Circuit	Bass Coast Shire Council	Road	N	N	N	N
Tarwin - Liptrap Circuit	Bass Coast Shire Council	Road	N	N	N	N
George Circuit	Bass Coast Shire Council	Road	N	N	N	N
Whitfield Course	Shire of Mansfield	Road	N	N	N	N
Barwite Loop	Shire of Mansfield	Road	N	N	N	N
Buller Road Circuit	Shire of Mansfield	Road	N	N	N	N
Benella Road	Shire of Mansfield	Road	N	N	N	N
Chapel Hill ITT	Shire of Mansfield	Road	N	N	N	N
Sawpit Circuit	Shire of Mansfield	Road	N	N	N	N
Black & Tan	Shire of Mansfield	Road	N	N	N	N
Groves ITT	Shire of Mansfield	Time Trial	N	N	N	N
Lord Howes Circuit	Shire of Mansfield	Road	N	N	N	N
Chocolyn Circuit	Corangamite Council	Road	N	N	N	N
Terang Racecourse	Corangamite Council	Road	N	N	N	N
Lake Bullen Merri Circuit	Corangamite Council	Road	N	N	N	N
Briagalong/Stockdale Circuit	East Gippsland Shire	Road	N	N	N	N
Heyfield Circuit	East Gippsland Shire	Road	N	N	N	N
Maffra Criterium	East Gippsland Shire	Criterium	N	N	N	N
Munro to Beverley	East Gippsland Shire	Road	N	N	N	N
Newry Circuit	East Gippsland Shire	Road	N	N	N	N
Staford - Beverleys	East Gippsland Shire	Road	N	N	N	N
Nerina Lane Circuit	East Gippsland Shire	Road	N	N	N	N
Stratford to Dargo	East Gippsland Shire	Road	N	N	N	N
Tinamba Circuit	East Gippsland Shire	Road	N	N	N	N

Facility Name	LGA Name	Field/Surface Type	Women's Changeroom	Women's Toilets	Change-Rooms	Toilets
Anvel Loop	Mitchell Shire	Road	N	N	N	N
Talarook Circuit	Mitchell Shire	Road	N	N	N	N
Wallace – Bungaree	Moorabool Shire	Road	N	N	N	N
Burrumbeet Circuit	City of Ballarat	Road	N	N	N	N
Dunstown Corkscrew	Moorabool Shire	Road	N	N	N	N
Chris Cashin Memorial	City of Ballarat	Road	N	N	N	N
Learmonth - Windmill Circuit	City of Ballarat	Road	N	N	N	N
Snake Valley - Mt Emu Circuit	Golden Plains Shire	Road	N	N	N	N
Miners Rest Circuit	City of Ballarat	Road	N	N	N	N
Collier - Kingston Circuit	Hepburn Shire	Road	N	N	N	N
Cape Clear Circuit	Golden Plains Shire	Road	N	N	N	N
Gordon	Golden Plains Shire	Road	N	N	N	N
Rokewood Circuit	Golden Plains Shire	Road	N	N	N	N
15 Mile Creek	Wangaratta Rural City Council	Road	N	N	N	N
Reith Road ITT	Wangaratta Rural City Council	Time Trial	N	N	N	N
Boweya Road ITT	Wangaratta Rural City Council	Time Trial	N	N	N	N
Eldorado Loop	Wangaratta Rural City Council	Road	N	N	N	N
Glenrowan Loop	Wangaratta Rural City Council	Road	N	N	N	N
Moyhu Loop	Wangaratta Rural City Council	Road	N	N	N	N
Victoria Park	Ballarat City Council	Road	N	N	N	N
Wangoom Recreation Reserve	Moyne Shire Council	Road	N	N	N	N
MacPherson Park Recreation Reserve	Melton Shire Council	Criterium Track	N	N	N	N

BMX

Facility Name	State	LGA Name	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Border BMX Track	Vic	Woodonga	N	Y	N	Y
Eastfield BMX Track	Vic	Yarra Ranges Council	N	Y	N	Y
Geelong BMX Track	Vic	City of Greater Geelong	N	Y	N	Y
Bendigo BMX Track	Vic	Bendigo	N	Y	N	Y
Knox Bmx Track Vic	Vic	Knox	N	Y	N	Y
Lilydale Bmx Track	Vic	Yarra Ranges Council	N	Y	N	Y
Northern Park Bmx Track	Vic	Whittlesea	N	Y	N	Y
Park Orchards Bmx Track	Vic	Manningham City	N	N	N	N
South Eastern Bmx Track	Vic	Monash	N	Y	N	Y
Sunbury Bmx Track	Vic	Hume	N	N	N	Y
Western Park Bmx Track	Vic	Wyndham	N	N	N	Y
Frankston BMX Track	Vic	Frankston	N	N	N	N
Shepparton BMX Track	Vic	Shepparton	N	Y	Y	Y
Portland BMX	Vic	Glenelg	N	Y	N	Y
Warrnambool BMX	Vic	Warrnambool	N	N	N	Y
Mildura BMX	Vic	Mildura	N	Y	N	Y
Warragul BMX Track	Vic	Warragul	N	N*	N*	N

Velodrome

Facility Name	LGA Name	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Marty Busch Recreation Reserve	Ballarat City Council	N	Y	N	Y
Warragul Velodrome	Baw Baw Shire Council	N	Y	N	Y
HA Smith Velodrome	Boroondara City Council	N	Y	N	Y
Maryborough Velodrome	Central Goldfields Shire Council	N	Y	N	Y
Darebin International Sports Centre	Darebin City Council	Y	Y	Y	Y
Packer Park	Glen Eira City Council	N	Y	N	Y
Tom Flood Sports Centre	Greater Bendigo City Council	Y	Y	Y	Y
John McEwen Reserve (Shepparton Sports Precinct)	Greater Shepparton City Council	Y	Y	Y	Y
Horsham Velodrome	Horsham Rural City Council	N	Y	N	Y
Kyneton Velodrome	Macedon Ranges Shire Council	N	N	N	N
Brunswick Velodrome	Moreland City Council	N	N	N	N
Leongatha Recreation Reserve	South Gippsland Shire Council	N	Y	N	Y
Wangaratta Showgrounds	Wangaratta Rural City Council	N	Y	N	Y
Sale Velodrome	Wellington Shire Council	N	N	N	N
East Burwood Reserve	Whitehorse City Council	N	Y	N	Y
Hisense Arena	City of Melbourne	y	y	y	y
Chelsea Velodrome	Chelsea	y	y	y	y
Castlemaine Velodrome	Mount Alexandra Shire	N	Y	N	Y
Preston Velodrome	Darebin City Council	N	Y	N	Y
Geelong West Velodrome	City of Greater Geelong	N	Y	N	Y
Stawell Velodrome	Grampians Shire	N	N	N	N
Bob Whitford Velodrome	LaTrobe City Council	N	Y	N	Y

Facility Name	LGA Name	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Coburg Velodrome	Moreland City Council	N	N	N	N
H.A. Smith Reserve Velodrome	Bundoora	N	Y	N	Y
David Blackie Velodrome	Ararat Rural City	N	Y	N	Y

MTB Trails

Facility Name	Suburb/Town	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Beechworth Mtb Park	Beechworth	N	N	N	N
Buxton MTB Park	Buxton	N	N	N	N
Colquhoun Mtb Track	Lakes Entrance	N	N	N	N
Copperhead	Mt Buller	N	N	N	N
Forrest Mtb Trails	Forrest	N	N	N	N
Gang Gangs	Mt Buller	N	N	N	N
Lake Mountain	Marysville	Y	Y	Y	Y
Lysterfield Park	Melbourne	Y	Y	Y	Y
Mount Buller MTB Complex	Mt Buller	Y	Y	Y	Y
Ocean Grove Sand Dunes	Ocean Grove Victoria	N	N	N	N
Stonefly	Mt Buller	N	N	N	N
Wombat Track	Woodend	N	N	N	N
Yarra Trails	Melbourne	N	N	N	N
You Yangs Regional Park	Geelong	Y	Y	Y	Y
Anglesea Bike Park	Anglesea	N	N	N	N
Big Hill MTB Park	Mt Beauty	N	N	N	N
Black Hill	Black Hill	N	N	N	N

Facility Name	Suburb/Town	Women's Changeroom	Women's Toilets	Change- Rooms	Toilets
Blores Hill	Heyfield	N	N	N	N
Buxton MTB Complex	Buxton	N	N	N	N
Erica MTB Park	Erica	N	N	N	N
Forrest MTB Park	Forrest	N	N	N	N
Mt Major	Dookie	N	N	N	N
Mt Tarrengower	Maldon	N	N	N	N
Officer Scout Park	Officer	N	N	N	N
Mt Baw Baw	Warragul	Y	Y	Y	Y
Dallas Brooks Park	Beaconsfield Upper	N	N	N	N
Cammeray Waters	Woodend	N	N	N	N
Thunderpoint Track	Warrnambool	N	N	N	N
Koolamurt Scout Camp	Bendigo	N	N	N	N
Pines	Castlemaine	N	N	N	N

APPENDIX 4

Victorian Demographic Forecasts 2016 – 2026 by LGA and SRV Planning Region



State Cycling Facility Plan - Barwon Sth West Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Colac-Otway (S)	2016	4,091	2,739	2,659	2,755	3,070	3,205	4,702	23,220
	2021	4,205	2,652	2,670	2,943	3,190	3,267	5,452	24,379
	2026	4,291	2,738	2,586	3,192	3,254	3,302	6,220	25,582
Corangamite (S)	2016	3,240	2,230	1,561	2,156	2,490	2,463	3,736	17,875
	2021	3,130	2,114	1,764	2,049	2,309	2,571	4,236	18,172
	2026	2,976	2,018	2,140	1,865	2,226	2,521	4,731	18,477
Glenelg (S)	2016	3,651	2,383	2,365	2,544	3,314	3,197	4,301	21,754
	2021	3,524	2,163	2,385	2,562	3,047	3,381	5,151	22,214
	2026	3,545	1,930	2,287	2,690	2,795	3,458	5,985	22,690
Greater Geelong (C)	2016	44,335	31,361	30,328	30,928	30,846	29,100	44,083	240,981
	2021	48,702	32,417	31,756	33,472	32,420	30,927	51,613	261,308
	2026	51,931	35,278	32,822	36,344	34,460	32,082	59,669	282,587
Moyne (S)	2016	3,545	2,062	1,768	2,304	2,515	2,435	3,109	17,737
	2021	3,620	1,973	1,839	2,429	2,526	2,544	3,565	18,496
	2026	3,537	2,094	1,900	2,432	2,655	2,554	4,059	19,231
Queenscliffe (B)	2016	433	239	202	288	427	606	1,197	3,393
	2021	437	197	211	253	415	631	1,304	3,446
	2026	424	173	224	232	363	636	1,455	3,506

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Southern Grampians (S)	2016	3,168	2,126	1,942	1,973	2,447	2,399	3,848	17,903
	2021	3,173	2,064	2,012	2,000	2,346	2,393	4,267	18,256
	2026	3,137	2,091	1,871	2,273	2,187	2,392	4,690	18,642
Surf Coast (S)	2016	5,930	3,132	3,266	4,570	4,263	4,258	4,517	29,935
	2021	6,464	3,347	3,485	5,047	4,834	4,750	5,664	33,592
	2026	6,805	3,934	3,588	5,441	5,414	4,996	7,138	37,315
Warrnambool (C)	2016	7,044	5,403	4,845	4,481	4,759	4,241	6,215	36,988
	2021	7,378	5,424	5,167	4,790	4,681	4,687	7,291	39,416
	2026	7,727	5,376	5,309	5,282	4,701	4,838	8,507	41,740

State Cycling Facility Plan - Gippsland Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Bass Coast (S)	2016	5,658	3,451	3,154	4,114	4,621	5,703	9,063	35,763
	2021	6,232	3,567	3,574	4,550	4,972	6,356	10,785	40,037
	2026	6,932	4,007	4,036	4,852	5,513	6,984	12,868	45,190
Baw Baw (S)	2016	9,464	6,210	5,325	6,068	6,481	6,720	8,906	49,174
	2021	10,543	6,187	6,151	6,693	6,746	7,177	10,941	54,439

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
	2026	11,295	6,773	6,532	7,495	7,050	7,339	13,094	59,578
East Gippsland (S)	2016	7,909	4,550	4,392	4,935	6,145	7,448	12,202	47,581
	2021	8,447	4,263	4,507	5,466	6,099	7,954	14,413	51,150
	2026	8,807	4,638	4,364	5,946	6,242	8,245	16,717	54,958
Latrobe (C)	2016	14,931	10,417	10,576	9,287	10,580	10,144	13,956	79,891
	2021	15,779	9,453	10,775	10,091	9,942	10,653	16,838	83,531
	2026	16,339	9,427	10,207	11,350	9,556	10,478	19,789	87,145
South Gippsland (S)	2016	5,102	2,861	2,580	3,239	3,912	4,662	6,759	29,116
	2021	5,118	2,748	2,466	3,322	3,667	4,738	8,128	30,187
	2026	4,973	2,920	2,346	3,449	3,556	4,693	9,414	31,351
Wellington (S)	2016	7,904	5,047	5,095	5,016	5,978	6,763	8,939	44,742
	2021	7,874	4,780	4,841	5,232	5,384	6,874	11,028	46,013
	2026	7,741	4,851	4,714	5,421	5,146	6,498	13,104	47,475

State Cycling Facility Plan - Grampians Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Ararat (RC)	2016	2,155	1,515	1,366	1,533	1,569	1,891	2,759	12,788
	2021	2,226	1,389	1,406	1,721	1,477	1,810	3,124	13,153
	2026	2,187	1,450	1,602	1,690	1,557	1,594	3,481	13,560
Ballarat (C)	2016	19,679	15,069	14,610	12,866	13,029	12,257	18,068	105,577
	2021	21,331	15,041	14,397	14,330	13,383	13,247	21,746	113,475
	2026	22,221	15,616	13,967	16,118	13,894	13,722	25,757	121,295
Golden Plains (S)	2016	4,641	2,162	1,953	3,103	3,213	2,995	2,817	20,883
	2021	4,754	2,609	1,901	3,293	3,472	3,175	3,709	22,915
	2026	4,811	2,995	2,055	3,471	3,623	3,381	4,632	24,967
Hepburn (S)	2016	2,566	1,707	1,334	1,965	2,478	2,572	3,352	15,976
	2021	2,692	1,514	1,597	2,052	2,283	2,722	3,979	16,838
	2026	2,712	1,521	1,805	2,238	2,167	2,716	4,548	17,707
Hindmarsh (S)	2016	984	635	499	615	777	856	1,636	6,003
	2021	960	548	486	628	643	828	1,732	5,826
	2026	934	468	560	571	579	752	1,799	5,662
Horsham (RC)	2016	3,958	2,461	2,447	2,595	2,680	2,843	4,018	21,002
	2021	3,992	2,375	2,343	2,652	2,653	2,919	4,652	21,586
	2026	3,895	2,416	2,291	2,663	2,703	2,784	5,364	22,116

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Moorabool (S)	2016	6,739	4,257	3,687	4,588	4,524	4,280	4,933	33,007
	2021	7,406	4,270	4,156	5,186	4,613	4,489	6,412	36,531
	2026	7,920	4,566	4,640	5,665	4,737	4,703	7,787	40,018
Northern Grampians (S)	2016	1,958	1,495	1,169	1,295	1,728	1,849	2,845	12,338
	2021	1,822	1,332	1,314	1,254	1,497	1,820	3,229	12,267
	2026	1,783	1,181	1,412	1,174	1,291	1,813	3,553	12,207
Pyrenees (S)	2016	1,134	673	535	901	1,003	1,243	1,720	7,209
	2021	1,161	568	590	895	1,032	1,203	1,984	7,433
	2026	1,149	604	595	834	1,054	1,240	2,206	7,682
West Wimmera (S)	2016	738	509	439	440	661	675	1,044	4,505
	2021	688	458	449	460	525	691	1,134	4,404
	2026	723	342	470	489	412	668	1,200	4,305
Yarriambiack (S)	2016	1,112	804	600	667	1,024	1,271	1,962	7,441
	2021	1,055	711	632	584	834	1,361	2,074	7,251
	2026	992	589	707	577	685	1,182	2,330	7,061

State Cycling Facility Plan - Hume Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Alpine (S)	2016	2,082	1,154	1,051	1,415	1,883	2,126	3,312	13,023
	2021	1,937	1,185	1,054	1,286	1,648	2,249	3,854	13,214
	2026	1,872	1,152	1,038	1,288	1,488	2,093	4,494	13,424
Benalla (RC)	2016	2,440	1,660	1,383	1,525	1,977	2,355	3,478	14,820
	2021	2,396	1,438	1,500	1,570	1,791	2,418	4,138	15,251
	2026	2,442	1,298	1,470	1,730	1,665	2,227	4,833	15,663
Greater Shepparton (C)	2016	13,571	9,539	8,331	8,230	8,669	8,086	11,273	67,699
	2021	14,146	9,140	9,188	8,234	8,674	8,582	13,325	71,288
	2026	14,275	9,438	9,852	8,638	8,271	8,687	15,384	74,545
Indigo (S)	2016	3,050	1,534	1,394	2,161	2,623	2,682	3,190	16,635
	2021	3,014	1,393	1,319	2,193	2,529	2,866	3,874	17,187
	2026	2,918	1,447	1,113	2,291	2,530	2,839	4,601	17,738
Mansfield (S)	2016	1,483	774	768	956	1,254	1,434	1,780	8,450
	2021	1,562	615	728	1,076	1,277	1,560	2,197	9,015
	2026	1,484	820	576	1,130	1,381	1,556	2,669	9,615
Mitchell (S)	2016	9,915	6,607	5,311	6,729	5,878	4,767	5,597	44,805
	2021	13,478	8,029	7,431	9,493	7,150	5,740	7,582	58,903
	2026	17,933	10,621	9,495	13,294	9,175	6,992	9,880	77,391

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Moirā (S)	2016	5,382	3,345	3,189	3,552	4,204	4,301	7,259	31,232
	2021	5,504	3,224	3,215	3,924	4,251	4,608	8,437	33,164
	2026	5,443	3,321	3,203	4,250	4,307	4,880	9,618	35,021
Murrindindi (S)	2016	2,496	1,555	1,381	1,961	2,290	2,655	3,247	15,585
	2021	2,614	1,425	1,555	1,975	2,189	2,853	3,887	16,499
	2026	2,548	1,491	1,660	1,962	2,130	2,778	4,666	17,236
Strathbogie (S)	2016	1,483	863	836	1,146	1,352	1,708	2,875	10,263
	2021	1,511	725	819	1,144	1,342	1,693	3,287	10,523
	2026	1,456	728	780	1,211	1,320	1,641	3,676	10,811
Towong (S)	2016	1,016	663	482	611	964	1,041	1,624	6,402
	2021	1,004	577	527	551	884	1,026	1,868	6,437
	2026	1,027	489	556	634	685	997	2,105	6,491
Wangaratta (RC)	2016	5,439	3,104	3,078	3,699	4,144	4,074	6,047	29,585
	2021	5,500	2,945	2,916	3,739	4,071	4,257	6,868	30,295
	2026	5,429	3,021	2,707	3,766	4,061	4,212	7,790	30,987
Wodonga (RC)	2016	7,971	5,956	5,882	5,299	4,988	4,364	5,472	39,933
	2021	8,229	6,524	6,039	5,620	5,137	4,742	6,747	43,037
	2026	8,399	6,784	6,146	6,392	5,377	4,836	8,021	45,955

State Cycling Facility Plan - Loddon Mallee Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Buloke (S)	2016	1,239	672	506	745	941	992	1,824	6,919
	2021	1,178	605	497	687	866	985	1,961	6,779
	2026	1,088	599	517	662	740	905	2,128	6,640
Campaspe (S)	2016	7,440	4,759	4,017	4,688	5,666	5,355	8,380	40,305
	2021	7,322	4,774	4,170	4,721	5,557	5,708	9,637	41,890
	2026	7,129	4,896	4,481	4,821	5,434	6,042	10,968	43,771
Central Goldfields (S)	2016	2,113	1,416	1,059	1,269	1,615	2,055	3,730	13,257
	2021	2,078	1,319	1,129	1,181	1,502	2,060	4,199	13,467
	2026	2,042	1,288	1,222	1,123	1,377	1,950	4,718	13,721
Gannawarra (S)	2016	1,924	1,476	1,086	1,253	1,424	1,624	2,783	11,570
	2021	1,722	1,401	1,184	1,275	1,316	1,505	3,076	11,479
	2026	1,679	1,183	1,426	1,157	1,233	1,409	3,289	11,377
Greater Bendigo (C)	2016	22,367	14,855	14,017	14,450	14,845	14,183	19,231	113,948
	2021	24,081	15,399	13,410	16,144	15,420	15,002	23,146	122,602
	2026	25,080	16,645	13,191	17,310	16,411	15,622	27,099	131,357
Loddon (S)	2016	1,285	744	688	771	1,098	1,330	1,981	7,896
	2021	1,198	681	662	839	918	1,277	2,197	7,772
	2026	1,092	671	716	808	849	1,196	2,355	7,686

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Macedon Ranges (S)	2016	9,749	5,546	4,353	6,586	7,281	6,612	7,212	47,340
	2021	10,207	5,653	4,814	6,938	7,455	6,960	9,251	51,279
	2026	10,516	6,055	5,110	7,542	7,403	7,336	11,212	55,172
Mildura (RC)	2016	11,479	7,720	6,932	7,201	7,742	7,127	9,734	57,936
	2021	11,547	7,613	7,170	7,278	7,673	7,670	11,373	60,325
	2026	11,545	7,407	7,651	7,513	7,397	7,847	13,133	62,493
Mount Alexander (S)	2016	3,026	1,942	1,576	2,245	2,908	3,261	4,312	19,269
	2021	3,022	1,833	1,631	2,209	2,887	3,344	5,164	20,090
	2026	3,008	1,813	1,674	2,328	2,753	3,325	6,086	20,986
Swan Hill (RC)	2016	4,392	2,868	2,964	2,809	3,066	2,805	4,095	22,999
	2021	4,326	2,594	2,891	3,181	2,890	2,992	4,650	23,524
	2026	4,099	2,691	2,782	3,222	2,931	2,978	5,322	24,024

State Cycling Facility Plan - Metro Region Demographics 2016 - 2026

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Banyule (C)	2016	22,018	15,232	18,587	17,661	16,901	15,148	22,112	127,658
	2021	22,774	15,155	17,818	18,297	17,289	15,264	24,850	131,447
	2026	22,426	16,591	16,424	19,036	17,420	15,758	27,450	135,105
Bayside (C)	2016	18,938	11,780	10,744	13,493	15,397	12,652	18,473	101,476
	2021	18,270	12,295	11,392	12,608	15,086	13,178	20,336	103,166
	2026	17,226	13,402	11,331	13,200	13,694	13,528	22,365	104,747
Boroondara (C)	2016	29,350	27,787	27,525	21,763	23,867	19,787	26,755	176,834
	2021	28,897	28,001	28,894	23,273	22,904	19,306	29,097	180,371
	2026	28,379	28,156	28,924	26,449	21,492	18,940	31,429	183,769
Brimbank (C)	2016	37,702	28,481	33,138	27,582	25,957	23,633	28,080	204,572
	2021	38,451	25,089	32,097	29,779	26,282	23,921	34,509	210,128
	2026	37,405	25,378	28,286	31,849	26,682	23,893	40,335	213,829
Cardinia (S)	2016	22,718	13,770	14,954	14,563	12,153	9,749	11,076	98,982
	2021	27,618	16,145	19,167	17,383	14,660	11,411	14,450	120,835
	2026	30,804	17,824	20,507	20,274	16,512	12,947	17,971	136,839
Casey (C)	2016	64,095	41,924	46,409	41,937	40,120	30,304	30,335	295,124
	2021	70,226	43,039	51,174	46,377	42,242	35,900	39,546	328,504
	2026	77,104	45,825	53,923	53,231	44,107	40,233	50,503	364,925

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Darebin (C)	2016	23,932	18,644	28,945	23,147	19,056	13,803	22,355	149,882
	2021	25,483	19,098	29,788	24,942	19,968	15,431	22,803	157,514
	2026	26,211	20,118	29,991	27,394	20,240	17,051	24,171	165,176
Frankston (C)	2016	25,713	18,127	19,504	19,220	19,033	15,710	21,131	138,437
	2021	26,841	17,313	20,084	19,452	19,588	17,211	24,401	144,889
	2026	26,803	17,692	18,830	20,647	19,388	18,211	28,056	149,626
Glen Eira (C)	2016	25,222	16,737	23,064	20,668	18,813	15,519	22,503	142,525
	2021	26,170	17,293	21,686	21,848	19,224	16,254	24,286	146,760
	2026	25,475	19,302	21,149	22,877	18,912	16,782	27,169	151,666
Greater Dandenong (C)	2016	28,090	19,994	22,905	19,330	17,410	15,998	23,590	147,317
	2021	30,464	20,699	22,229	21,670	17,823	15,999	26,644	155,528
	2026	31,416	22,538	22,852	22,609	18,596	16,022	29,596	163,627
Hobsons Bay (C)	2016	16,660	11,282	12,761	13,295	13,155	10,034	13,920	91,107
	2021	17,196	11,284	13,414	12,753	13,056	11,231	15,340	94,275
	2026	17,283	11,707	13,870	12,808	12,384	11,981	17,304	97,336
Hume (C)	2016	42,924	29,435	30,509	27,128	26,901	19,455	20,918	197,269
	2021	46,429	30,179	33,991	29,431	28,194	23,187	26,514	217,926
	2026	49,964	31,733	36,094	34,053	28,176	26,542	33,468	240,029

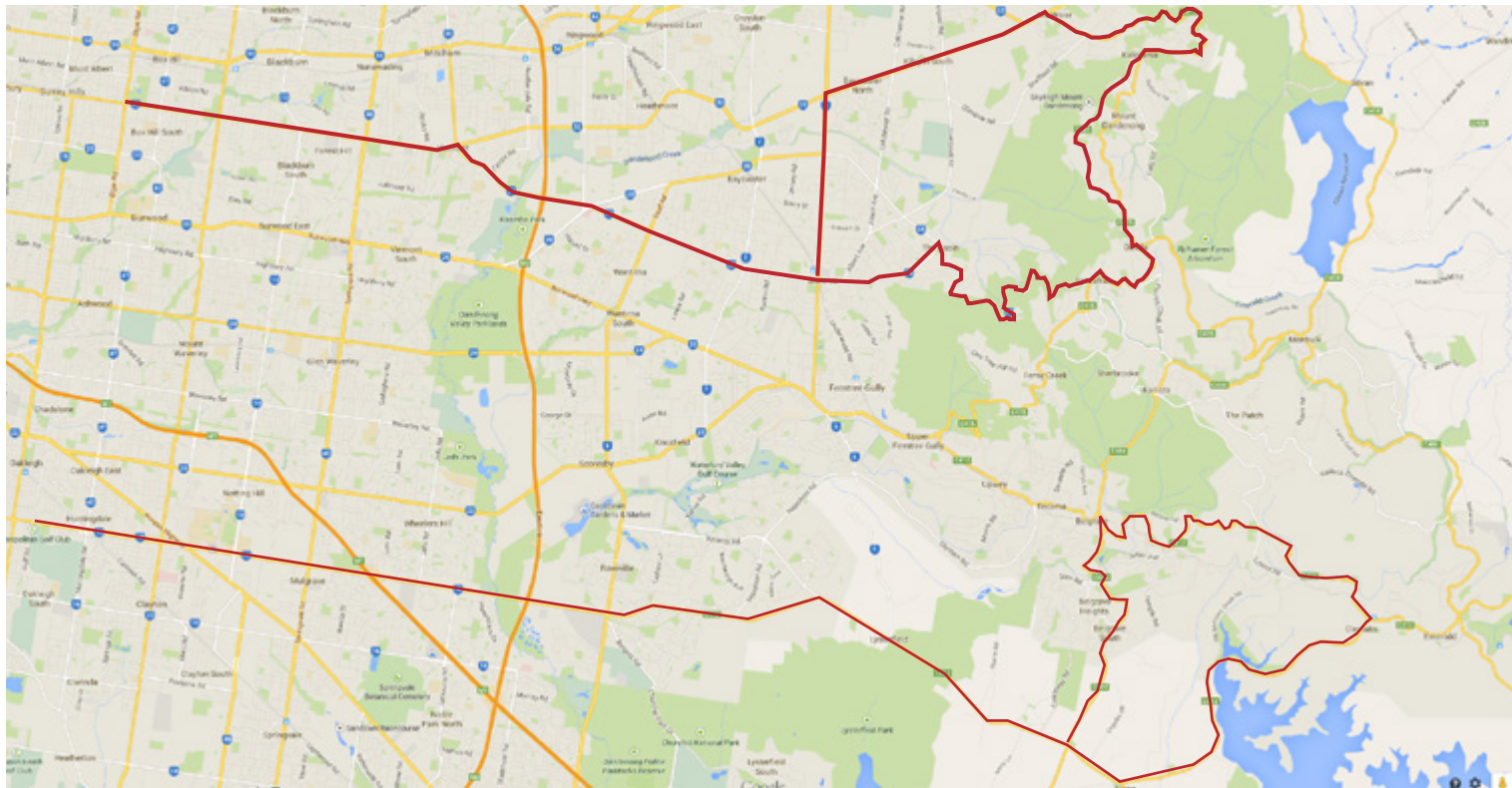
Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
Kingston (C)	2016	26,676	17,426	22,060	23,004	21,344	17,739	26,876	155,125
	2021	27,415	17,883	21,668	22,971	22,701	18,920	29,832	161,390
	2026	26,796	19,451	21,374	23,770	22,882	20,146	32,822	167,242
Knox (C)	2016	27,473	22,467	22,674	20,751	22,789	20,652	24,048	160,854
	2021	27,154	20,982	23,362	20,786	21,667	21,555	30,151	165,658
	2026	27,118	20,619	22,166	22,608	20,361	21,087	36,478	170,437
Manningham (C)	2016	19,292	16,240	14,901	15,131	17,384	14,669	26,071	123,688
	2021	19,445	17,011	15,457	14,908	17,320	15,268	28,483	127,891
	2026	19,462	18,060	15,608	16,359	16,493	15,797	30,722	132,502
Maribyrnong (C)	2016	13,727	10,350	19,035	13,976	9,964	6,939	7,891	81,882
	2021	16,165	10,364	20,533	16,650	10,905	7,985	7,624	90,226
	2026	17,930	10,959	20,756	19,138	12,413	8,607	8,305	98,108
Maroondah (C)	2016	19,927	14,050	15,964	14,914	15,132	12,884	19,652	112,522
	2021	20,569	13,993	15,576	15,199	15,022	13,903	22,817	117,078
	2026	20,784	14,367	15,246	16,057	14,524	14,409	26,253	121,640
Melbourne (C)	2016	8,853	25,772	46,338	17,066	8,698	7,787	7,267	121,781
	2021	12,768	24,822	48,839	29,259	11,729	8,283	9,291	144,992
	2026	16,531	25,863	42,184	44,442	17,398	9,409	11,584	167,411
Melton (S)	2016	34,919	17,344	22,955	23,487	16,048	12,808	13,276	140,836

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
	2021	41,927	20,680	22,802	28,823	19,672	14,411	20,177	168,491
	2026	46,665	26,137	25,535	30,319	25,056	16,697	27,115	197,524
									0
Monash (C)	2016	27,180	27,916	31,676	22,692	23,256	19,068	32,831	184,620
	2021	28,643	27,276	32,905	25,235	23,060	19,187	33,592	189,897
	2026	30,128	27,736	31,117	30,561	22,213	19,838	34,054	195,647
									0
Moonee Valley (C)	2016	18,577	15,617	19,710	16,050	15,165	12,861	19,765	117,745
	2021	18,974	15,622	20,463	16,875	15,097	13,391	21,380	121,800
	2026	18,831	15,556	20,643	18,121	14,194	13,566	23,198	124,110
									0
Moreland (C)	2016	25,808	20,615	32,460	24,804	18,891	14,004	23,436	160,017
	2021	27,226	20,540	32,986	27,819	19,972	15,731	22,970	167,243
	2026	27,399	21,514	33,524	29,798	21,278	16,819	23,617	173,948
									0
Mornington Peninsula (S)	2016	26,255	18,152	16,262	18,216	20,383	21,107	36,862	157,237
	2021	25,984	18,202	17,771	17,672	20,397	22,656	41,672	164,354
	2026	25,783	18,616	18,054	19,403	19,221	23,159	46,710	170,946
									0
Nillumbik (S)	2016	12,070	9,762	7,734	8,571	10,653	9,417	7,731	65,939
	2021	11,432	9,345	8,962	8,305	9,789	9,678	10,612	68,124
	2026	11,211	8,943	8,898	9,626	8,671	9,219	13,713	70,281
									0
Port Phillip (C)	2016	9,933	9,317	29,346	20,315	13,073	9,695	11,285	102,964
	2021	10,006	9,510	27,684	23,433	15,109	10,452	12,480	108,674

Region	Year	Age Cohort							Total
		0-14 yrs	15 -24	25-34	35-44	45-54	55-64	65+	
	2026	9,443	9,918	27,716	23,962	17,559	11,890	13,879	114,367
									0
Stonnington (C)	2016	13,292	14,599	24,175	15,087	12,139	10,820	16,603	106,714
	2021	13,302	14,583	24,119	17,285	12,638	10,727	18,323	110,978
	2026	12,713	15,091	23,945	18,776	13,100	11,033	19,944	114,603
									0
Whitehorse (C)	2016	27,208	20,693	23,531	22,008	21,077	17,275	29,450	161,241
	2021	26,870	21,784	23,645	21,918	21,553	17,998	31,261	165,029
	2026	25,918	23,362	22,969	23,369	21,132	19,018	33,033	168,801
									0
Whittlesea (C)	2016	42,045	26,162	34,299	29,868	25,136	19,464	22,407	199,381
	2021	49,967	29,545	37,640	36,437	28,847	22,770	28,684	233,890
	2026	55,586	33,466	38,220	41,589	32,628	26,101	35,425	263,016
									0
Wyndham (C)	2016	52,252	29,142	40,670	35,748	27,041	18,296	16,595	219,745
	2021	63,248	32,118	45,821	42,416	32,254	22,593	23,485	261,935
	2026	71,417	37,416	48,371	48,718	37,854	27,314	31,379	302,471
									0
Yarra (C)	2016	9,062	10,864	25,332	14,773	9,752	7,484	8,984	86,250
	2021	9,272	11,137	25,793	17,484	10,470	8,017	10,211	92,384
	2026	9,170	11,395	27,337	18,344	11,939	8,705	11,594	98,484
									0
Yarra Ranges (S)	2016	28,917	20,399	19,396	20,464	22,002	20,278	23,047	154,503
	2021	28,465	19,059	20,340	20,391	20,909	20,479	28,446	158,089
	2026	27,959	18,624	19,793	21,362	19,844	19,799	33,494	160,874

APPENDIX 5

Principal On-Road Training Network



APPENDIX 6

Hierarchical Classification of Cycling Facilities by Region (excludes Road Network)

BSW

LGA	Facility Name	Address			Sport Use	Sport Type	Classification	
Geelong City Council	Belmont Criterium Facility	5278	Belmont Common	GEELONG	Cycling	Criterium	Municipal	
Geelong City Council	Paraparap Circuit	5287	Hendry Main Road	PARAPARAP	Cycling	Road		
Geelong City Council	Eastern Park	5291	1 to 45 Garden Road	GEELONG	Cycling	Road		
Geelong City Council	Sutherland Creek Circuit	5295	Robbs Road	SUTHERLANDS CREEK	Cycling	Road		
Geelong City Council	Granite Road Circuit	5332	You Yangs Road	LITTLE RIVER	Cycling	Road		
Geelong City Council	Kirksbridge Circuit	5333	You Yangs Road	LITTLE RIVER	Cycling	Road		
Geelong City Council	Kirksbridge Circuit	5334	You Yangs Road	LITTLE RIVER	Cycling	Road		
Geelong City Council	Ocean Grove Criterium Circuit	5336	Sinclair Street	OCEAN GROVE	Cycling	Road	Local	
Geelong City Council	Corio Community Reserve	2989	Bogong Street	CORIO	3214	BMX	Dirt	Local

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Geelong City Council	Grinter Reserve	3031	Coppards Road	NEWCOMB	3219	BMX	Dirt	Municipal
Geelong City Council	South Barwon reserve	3143	Barwon Heads Road	BELMONT	3216	BMX	Dirt	Local
Geelong City Council	Western Oval	3166	Church Street	NORTH GEELONG	3215	Cycling	Outdoor Velodrome	Municipal
Geelong City Council	You Yangs Regional Park			LITTLE RIVER		MTB	Dirt	State
Colac Otway Shire Council	Colac Circuit	5292	Apollo Bay Road	COLAC		Cycling	Road	
Colac Otway Shire Council	Beeac Circuit	5293	Lang Street	BEEAC		Cycling	Road	
Colac Otway Shire Council	Forrest Mtb Trails			Forrest		MTB	Dirt	Regional
Corangamite Shire Council	Chocolyn Circuit	5365	Chocolyn Street	CAMPERDOWN		Cycling	Road	
Corangamite Shire Council	Terang Racecourse	5366	Dalvui Drive	TERANG		Cycling	Road	
Corangamite Shire Council	Lake Bullen Merri Circuit	5367	Sadlers Road	CAMPERDOWN		Cycling	Road	
Glenelg Shire Council	Alexandra Park	870	Park Street	PORTLAND	3305	BMX	Dirt	Municipal
Moyne Shire Council	Wangoom Recreation Reserve	1714	Wangoom Road	WANGOOM	3279	Cycling	Road	
Moyne Shire Council	Port Fairy Criterium Circuit	5346	Cox Street	PORT FAIRY		Cycling	Road	
Moyne Shire Council	Port Fairy Road Circuit	5347	Hamilton - Port Fairy Road	PORT FAIRY		Cycling	Road	
Moyne Shire Council	Wangoom Recreation Reserve	5397	Wangoom Road	WANGOOM	3279	Cycling	Road	
Surf Coast Shire Council	Anglesea Bike Park	1971	Camp Road	ANGLESEA	3230	BMX	Dirt	Pump

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Surf Coast Shire Council	Newling Reserve	1988	Hendy Main Road	MORIAC	3240	BMX	Dirt	Local
Surf Coast Shire Council	Kalkarra Park	1989	15 Kalkarra Crescent	MT DUNEED	3217	BMX	Dirt	Local
Surf Coast Shire Council	Winchelsea Circuit	5290	Austin Street	WINCHELSEA		Cycling	Road	
Surf Coast Shire Council	Anglesea Bike Park			Anglesea		MTB	Dirt	Local
Warrnambool City Council	Jetty Flat Reserve			WARRNAMBOOL	3280	BMX	Dirt	Regional
Warrnambool City Council	Thunderpoint Track			WARRNAMBOOL	3280	MTB	Dirt	Local

Gipps

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Bass Coast Shire Council	Coronet Bay Recreation reserve	281	39a Gellibrand Street	CORONET BAY	3984	BMX		Local
Bass Coast Shire Council	Phillip Island Circuit	5307		COWES	3922	Cycling	Road	
Bass Coast Shire Council	Korraine Circuit	5348	Koorumboora - Wonthaggi Road	FOREST HILL		Cycling	Road	
Bass Coast Shire Council	Leongatha North Circuit	5349	Roughead Street	LEONGATHA		Cycling	Road	
Bass Coast Shire Council	Mardan Circuit	5350	Mardan Road	LEONGATHA		Cycling	Road	
Bass Coast Shire Council	Mt Misery	5351	Outtrim - Moyarra Road	LEONGATHA		Cycling	Road	
Bass Coast Shire Council	Outtrim Circuit	5352	Lynnes Road	FOREST HILL		Cycling	Road	

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Bass Coast Shire Council	Pound Creek Circuit	5353	Pound Creek Road	INVERLOCH		Cycling	Road	
Bass Coast Shire Council	Tarwin - Liptrap Circuit	5354	Walkerville Road	VENUS BAY		Cycling	Road	
Bass Coast Shire Council	George Circuit	5355	Graham Street	WONTHAGGI		Cycling	Road	
Baw Baw Shire Council	Rawson Recreation Reserve (Dunstan Oval)	334	Pinnacle Drive	RAWSON	3825	BMX	Dirt	Local
Baw Baw Shire Council	Trafalgar BMX Track	350	Edward Crescent	TRAFALGAR	3824	BMX	Dirt	Local
Baw Baw Shire Council	Warragul Velodrome	357	Alfred Street	WARRAGUL	3820	Cycling	Outdoor Velodrome	Regional
Baw Baw Shire Council	Western Park Reserve	358	Tarwin Street	WARRAGUL	3820	BMX	Dirt	Local
Baw Baw Shire Council	Burke St Criterium Circuit	5339	Burke Street	WARRAGUL		Cycling	Outdoor Velodrome	Local
Baw Baw Shire Council	Cloverlea Circuit	5340	Parkers Road	CLOVERLEA		Cycling	Road	
Baw Baw Shire Council	Darnum Circuit	5341	Darnum Park Road	DARNUM		Cycling	Road	
Baw Baw Shire Council	Shady Creek Circuit	5342	Araluen Road	SHADY CREEK		Cycling	Road	
Baw Baw Shire Council	Shady Creek Time Trial	5344	Shady Creek Road	SHADY CREEK		Cycling		
Baw Baw Shire Council	Yarragoon Hill Climb	5345	Leongatha - Yarragoon Road	YARRAGOON		Cycling	Road	
Baw Baw Shire Council	Erica MTB Park			Erica		MTB	Dirt	Regional
East Gippsland Shire Council	Howitt Park	2676	McEacharn Street	BAIRNSDALE	3875	BMX	Dirt	Local
East Gippsland Shire Council	Briagalong/Stockdale Circuit	5368	Briagolong Road	BRIAGOLONG		Cycling	Road	
East Gippsland Shire Council	Heyfield Circuit	5369	Heafield - Seaton Road	HEYFIELD		Cycling	Road	

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
East Gippsland Shire Council	Maffra Criterium	5370	Sandy Creek Road	MAFFRA		Cycling	Road	
East Gippsland Shire Council	Munro to Beverley	5371	Munro Road	STOCKDALE		Cycling	Road	
East Gippsland Shire Council	Newry Circuit	5372	Three Chain Road	NEWRY		Cycling	Road	
East Gippsland Shire Council	Staford - Beverleys	5373	Stockdale Road	STOCKDALE		Cycling	Road	
East Gippsland Shire Council	Nerina Lane Circuit	5374	Nerina Lane	STRATFORD		Cycling	Road	
East Gippsland Shire Council	Stratford to Dargo	5375	Stockdale Road	STRATFORD		Cycling	Road	
East Gippsland Shire Council	Tinamba Circuit	5376	Tinamba-Seaton Road	TINAMBA		Cycling	Road	
East Gippsland Shire Council	West Bairnsdale Oval	2718	52 Anderson Street	BAIRNSDALE	3875	BMX	Dirt	Regional
East Gippsland Shire Council	Colquhoun Mtb Track			Lakes Entrance		MTB		Regional
LaTrobe City Council	Boolarra Skate Park	4916	Christan Street	BOOLARRA	3870	BMX		skate
LaTrobe City Council	Glendonald Park	4929	Amaroo Drive	CHURCHILL	3842	BMX		Pump
LaTrobe City Council	Glengarry BMX Track	4930	main street	GLENGARRY	3240	BMX		Municipal
LaTrobe City Council	Joe Carmody Athletics Track	4935	Old Sale Road	NEWBOROUGH	3825	Cycling	Outdoor Velodrome	Municipal
LaTrobe City Council	Morwell BMX & Skate Park	4953	Hannah street	MORWELL	3840	BMX		Skate
LaTrobe City Council	Newborough BMX Track	4958	Murry Road	NEWBOROUGH	3825	BMX		Local
LaTrobe City Council	Traralgon BMX Track	4970	Shakespear street	TRARALGON	3844	BMX		Local
LaTrobe City Council	Yallourn North BMX Track	4985	reserve street	YALLOURN NORTH	3825	BMX		Local

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Latrobe City Council	Boolarra Circuit	5285	Tarwin Street	BOOLARRA		Cycling	Road	
Latrobe City Council	Willow Grove Circuit	5286	Willow Grove Main Street	WILLOW GROVE		Cycling	Road	
Mount Baw Baw	Mt Baw Baw			MT BAW BAW		MTB	Dirt	Regional
Wellington Shire Council	Sale Velodrome	3631	Coverdale Drive	SALE	3850	Cycling	Outdoor Velodrome	Municipal
Wellington Shire Council	Blores Hill			Heyfield		MTB	Dirt	Local

Gramps

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Ararat Rural City Council	David Blackie Velodrome	5130	Pyrness Highway	ARARAT	3377	Cycling	Outdoor Velodrome	Municipal
Ararat Rural City Council	Ararat to Cowlands	5315	Pyreness Highway	ARARAT		Cycling	Road	
Ararat Rural City Council	Ararat to Elmherst	5316	Pyrenees Highway	ARARAT		Cycling	Road	
Ararat Rural City Council	Armstrong Circuit	5317	Military Bypass Road	ARARAT		Cycling	Road	
Ararat Rural City Council	One Tree Hill	5318	Brewster Road North	ARARAT		Cycling		
Ararat Rural City Council	Tatyoan Circuit	5320	Tatyoan Road	ARARAT		Cycling	Road	
Ballarat City Council	Ballarat Skate Park (Fraser Reserve)	140	Barkly Street	BALLARAT EAST	3350	BMX	Concrete	Skate
Ballarat City Council	C E Brown Recreation Reserve	152	Norman Street	WENDOUREE	3355	BMX		Local
Ballarat City Council	Doug Dean Recreation Reserve	161	Greenhalghs Road	DELACOMBE	3356	BMX	Dirt	Local

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Ballarat City Council	Marty Busch Recreation Reserve	175	Burnett Street	SEBASTOPOL	3356	BMX	Dirt	Municipal
Ballarat City Council	Marty Busch Recreation Reserve	175	Burnett Street	SEBASTOPOL	3356	Cycling	Outdoor Velodrome	Regional
Ballarat City Council	Victoria Park	201	Russell Street	BALLARAT	3350	BMX		Local
Ballarat City Council	Victoria Park	201	Russell Street	BALLARAT	3350	Cycling	Road	
Ballarat City Council	Burrumbeet Circuit	5380	Burrumbeet Road	BURRUMBEET		Cycling	Road	
Ballarat City Council	Chris Cashin Memorial	5382	Burrumbeet Road	BURRUMBEET		Cycling	Road	
Ballarat City Council	Learmonth - Windmill Circuit	5383	Donovans Road	LEARMONTH		Cycling	Road	
Ballarat City Council	Miners Rest Circuit	5385	Kennedy Road	MINERS REST		Cycling	Road	
Ballarat City Council	Victoria Park	5396	Russell Street	BALLARAT		Cycling	Road	
				Black Hill		MTB	Dirt	Regional
Golden Plains Shire Council	Meredith Old School Circuit	5294	Mt Mercer - Meredith Road	MEREDITH		Cycling		
Golden Plains Shire Council	Sheoaks	5335	Maude - Sheoaks Road	MAUDE		Cycling	Road	
Golden Plains Shire Council	Snake Valley - Mt Emu Circuit	5384	Chepstowe - Snake Valley Road	SNAKE VALLEY		Cycling	Road	
Golden Plains Shire Council	Cape Clear Circuit	5387	ryans Road	CAPE CLEAR		Cycling	Road	
Golden Plains Shire Council	Gordon	5388	Old Melbourne Road	GORDON		Cycling	Road	
Golden Plains Shire Council	Rokewood Circuit	5389	Rockwood - Shelford Road	ROCKWOOD		Cycling	Road	
Golden Plains Shire Council	Bannockburn Victoria Park Recreation Reserve	931	Moore Street	BANNOCKBURN	3331	BMX		Pump

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Golden Plains Shire Council	Enfield Skate Park	935	Briardale Avenue	ENFIELD	3352	BMX		Local
Golden Plains Shire Council	Haddon Skate Park	941	Racecourse Road	HADDON	3351	BMX		Skate
Golden Plains Shire Council	Inverleigh Skate Park	944	Napier Street	INVERLEIGH	3321	BMX		Skate
Golden Plains Shire Council	Linton Recreation Reserve	951	Brooke Street	LINTON	3360	BMX	Wooden Ramps	Local
Golden Plains Shire Council	Meredith Recreation Reserve	955	Wilson Street	MEREDITH	3333	BMX		Local
Golden Plains Shire Council	Rokewood Recreation Reserve	958	McMillan Street	ROKEWOOD	3330	BMX	Dirt	Local
Golden Plains Shire Council	Smythesdale (Woody Yaloak) Recreation Reserve	962	Heales Street	SMYTHESDALE	3351	BMX	Dirt	Local
Golden Plains Shire Council	Teesdale Skate Park	964	Pantics Road	TEESDALE	3328	BMX	Dirt	Pump
Hepburn Shire Council	Collier - Kington Circuit	5386	Kingston Road	KINGSTON		Cycling	Road	
Hepburn Shire Council	Daylesford Skate Park	3708	Duke Street	DAYLESFORD	3460	BMX	Concrete	Skate
Horsham Rural City Council	Horsham Velodrome	1113	Hamilton Street	HORSHAM	3400	Cycling	Outdoor Velodrome	Regional
Moorabool Shire Council	Balliang - Glenmore Circuit	5296	Bacchus Marsh - Balliang Road	BALLIANG		Cycling	Road	
Moorabool Shire Council	John Sewell Circuit	5297	Bacchus Marsh - Balliang Road	BALLIANG		Cycling	Road	
Moorabool Shire Council	Balliang Time Trial	5298	Bacchus Marsh - Balliang Road	BALLIANG		Cycling	Road	
Moorabool Shire Council	Wallace – Bungaree	5379	Old Western Highway	WALLACE		Cycling	Road	

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Moorabool Shire Council	Dunstown Corkscrew	5381	Dunstown Road	DUNSTOWN		Cycling	Road	
Northern Grampians Shire Council	Stawell Velodrome	5129	McBryde Street	STAWELL	3400	Cycling	Outdoor Velodrome	Local
Northern Grampians Shire Council	Stawell - Ararat Circuit	5319	Scalian Street	STAWELL		Cycling	Road	

Hume

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Alpine Shire Council	Mount Beauty recreation Reserve	3668	Lakeside Avenue	MOUNT BEAUTY	3699	BMX	Dirt	Local
Alpine Shire Council	Big Hill MTB Park	3668		MOUNT BEAUTY		MTB	Dirt	Regional
Shepparton City Council	John McEwen Reserve (Shepparton Sports Precinct)	2837	Brauman Street	SHEPPARTON	3630	Cycling	Outdoor Velodrome	Regional
Shepparton City Council	S-cape Regional Skate Park	2870	Trevaskis Parade	SHEPPARTON	3630	BMX		
Shepparton City Council	X-abition Skate Park Mooroopna	2889	McLennan Street	MOOROOPNA	3629	BMX		
Shepparton City Council	Yogi Skate Park Tatura	2890	Flanagans Lane	TATURA	3616	BMX		
Shepparton City Council	John McEwen Reserve (Shepparton Sports Precinct)	2837	Brauman Street	SHEPPARTON	3630	BMX	Dirt	Regional
Shepparton City Council	Dookie Circuit	5284	Dookie Road	DOOKIE		Cycling	Road	
Shepparton City Council	Mt Major			DOOKIE		MTB	Dirt	Regional

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Indigo Shire Council	Rutherglen Loop	5321	Chiltern - Rutherglen Road	RUTHERGLEN		Cycling	Road	
Indigo Shire Council	Barnawartha Loop	5322	High Street	BARNAWARTHA		Cycling	Road	
Indigo Shire Council	Beechworth Mtb Park			Beechworth		MTB		Regional
Wodonga City Council	Birallee Park	2100	Emerald Avenue	WODONGA	3690	BMX	Dirt	Municipal
Wodonga City Council	Fireshed Circuit	5324	McKoy Road	WODONGA		Cycling	Road	
Wodonga City Council	Cookinburra Circuit	5325	McKoy Road	WODONGA		Cycling	Road	
Wodonga City Council	Flemings Circuit	5326	McKoy Road			Cycling	Road	
Wodonga City Council	Belbridge Circuit	5327	Lake Road	BELBRIDGE		Cycling	Road	
Mansfield Shire Council	Mansfield Mt Buller BMX Club						Local	
Mansfield Shire Council	Whitfield Course	5356	Mansfield Botanic Gardens	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Barwite Loop	5357	Whitfield Road	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Buller Road Circuit	5358	Buller Road	MT BULLER		Cycling	Road	
Mansfield Shire Council	Benella Road	5359	Mansfield Race Course	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Chapel Hill ITT	5360	Chapel Hill Road	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Sawpit Circuit	5361	Whitfield Road	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Black & Tan	5362	Sculley's Lane	MANSFIELD		Cycling	Road	
Mansfield Shire Council	Groves ITT	5363	Groves Road	MANSFIELD		Cycling		
Mansfield Shire Council	Lord Howes Circuit	5364	Groves Road	MANSFIELD		Cycling	Road	
Mitchell Shire Council	Broadford BMX Track	3320	The Parade	BROADFORD	3658	BMX		Local
Mitchell Shire Council	Carlsrushe West	5299	Broadford - Glenaroua Road	CARLSRUSHE		Cycling	Road	
Mitchell Shire Council	Carlsrushe West 2	5300	Carlsrushe Central Road	CARLSRUSHE		Cycling	Road	

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Mitchell Shire Council	Strath Creek Circuit	5305	Broadford - Flowerdale Road	STRATH CREEK		Cycling	Road	
Mitchell Shire Council	Anvel Loop	5377	82 Emily Street	SEYMOUR		Cycling	Road	
Mitchell Shire Council	Talarook Circuit	5378	Trawool	TALAROOK		Cycling	Road	
Moirra Shire Council	Numurkah BMX	1357	sheyna Drive	NUMURKAH	3636	BMX	Dirt	Municipal
Mount Buller	Mount Buller MTB Complex			Mt Buller				Regional
Murrindindi Shire Council	BSX (Bicycle Supercross)		55 Watsons Road	Pheasant Creek			Local	
Murrindindi Shire Council	Bollygum Skate Park	3290	40 Whittlesea Road	KINGLAKE	3763	BMX		Skate
Murrindindi Shire Council	Yea Skate Park	3317	16 Station Street	YEA	3717	BMX		Skate
Murrindindi Shire Council	Buxton MTB Park			Buxton		MTB	Dirt	Regional
Murrindindi Shire Council	Lake Mountain			Marysville		MTB	Dirt	Regional
Murrindindi Shire Council	Bowden Spur			KINGLAKE		MTB	Dirt	State
Wangaratta Rural City Council	Wangaratta Showgrounds	2035	2-12 Evans Street	WANGARATTA	3678	Cycling	Outdoor Velodrome	Municipal
Wangaratta Rural City Council	15 Mile Creek	5390	Warby Ranges Road	WANGARATTA		Cycling	Road	
Wangaratta Rural City Council	Reith Road ITT	5391	Reith Road	WANGARATTA		Cycling		
Wangaratta Rural City Council	Boweya Road ITT	5392	Boweya Road	WANGARATTA		Cycling	Road	
Wangaratta Rural City Council	Eldorado Loop	5393	Main Street	ELDORADO		Cycling	Road	

LGA	Facility Name	Address			Sport Use	Sport Type	Classification
Wangaratta Rural City Council	Glenrowan Loop	5394	Winton-Lurg Road	WANGARATTA	Cycling	Road	
Wangaratta Rural City Council	Moyhu Loop	5395	Bartly Street	MOYHU	Cycling	Road	

LoddonMallee

LGA	Facility Name	Address			Sport Use	Sport Type	Classification
Bendigo City Council	Mayfair Park	5337	Alstonvale Court	BENDIGO	Cycling	Outdoor Velodrome	
Bendigo City Council	Emu Creek Circuit	5338	Emu Creek Road	EMU CREEK	Cycling	Road	
Bendigo City Council	Axedale Skate Park	3363	Mitchell Street	AXEDALE	3551	BMX	Skate
Bendigo City Council	Bendigo Skate Park	3377	Mclvor Road	BENDIGO	3550	BMX	Skate
Bendigo City Council	Canterbury Park	3382	20 Simpsons Road	EAGLEHAWK	3556	BMX	Skate
Bendigo City Council	Club Court Sporting Compex	3383	Club Court		3551	BMX	Local
Bendigo City Council	Elmore Recreation Reserve	3420	Hunter-Raywood Road	ELMORE	3558	BMX	Local
Bendigo City Council	Heathcote Skate Park	3437	Camp Street	HEATHCOTE	3523	BMX	Skate
Bendigo City Council	Tom Flood Sports Centre	3480	Barnard Street	BENDIGO	3550	Cycling	Outdoor Velodrome Regional
Bendigo City Council	Bendigo BMX Club		Victoria Street	Eaglehawk		BMX	Municipal
Campaspe Shire Council	Kyoga Circuit	5328	Fraser Road	KYOGA		Cycling	Road
Campaspe Shire Council	Lockington Circuit	5329	Lockington West Road	LOCKINGTON		Cycling	Road

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Campaspe Shire Council	Nanneella Circuit	5330	Bennetts Road	ROCHESTER		Cycling	Road	
Campaspe Shire Council	Terricks Circuit	5331	Echuca - Serpentine Road	ECHUCA		Cycling	Road	
Campaspe Shire Council	Kyabram Racecourse & Recreation Reserve	5243	Racecourse Road	KYABRAM	3620	BMX		Local
Central Goldfields Shire Council	Deledeo Recreation Reserve	552	Elgin Road	DUNOLLY	3472	BMX	Dirt	Local
Central Goldfields Shire Council	Maryborough Velodrome	566	Elgin Road	MARYBOROUGH	3465	Cycling	Outdoor Velodrome	Municipal
Macedon Ranges Shire Council	Barkly Square	1253	Beauchamp Street	KYNETON	3444	BMX	Dirt	pump
Macedon Ranges Shire Council	Ross Watt Recreation Reserve	1299	Station Road	NEW GISBORNE	3438	BMX	Dirt	Local
Macedon Ranges Shire Council	Kyneton Cycling	1269	Mollison Street	KYNETON	3444	Cycling	Outdoor Velodrome	Local
Macedon Ranges Shire Council	South Gisborne Loop	5283	Deverall Road	GISBORNE		Cycling	Road	
Macedon Ranges Shire Council	Lancefield Circuit	5289	Three Chain Road	LANCEFIELD		Cycling	Road	
Macedon Ranges Shire Council	Red Rock Circuit	5301	Mundy Road	GISBORNE SOUTH		Cycling	Road	
Macedon Ranges Shire Council	Kyneton Pastoria Circuit	5303	Kyneton - Baynton Road	KYNETON		Cycling	Road	
Macedon Ranges Shire Council	Newham Circuit	5304	Dons Road	NEWHAM		Cycling	Road	
Macedon Ranges Shire Council	Wombat Track			Woodend		MTB	Dirt	Local
Mildura Rural City Council	Old Aerodrome Sports Complex	4226	Eleventh Street	MILDURA	3500	BMX	Dirt	Regional

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Mount Alexander Shire Council	Castlemaine Motocross Track	1674	Castlemaine-Maldon Road	CASTLEMAINE	3450	BMX	Dirt	Municipal
Mount Alexander Shire Council	Wesley Hill Reserve	1638	McGrath Street	CASTLEMAINE	3450	Cycling	Outdoor Velodrome	Local
Mount Alexander Shire Council	Castlemaine Velodrome	5127	McGrath Street	CASTLEMAINE	3450	Cycling	Outdoor Velodrome	
Mount Alexander Shire Council	Mt Tarrengower			MALDON		MTB	Dirt	Regional
Swan Hill Rural City Council	Swan Hill Skate Park	3858	Hastings street	SWAN HILL	3585	BMX		Skate

Metro

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Boroondara City Council	HA Smith Velodrome	4012	Auburn Road	HAWTHORN	3122	Cycling	Outdoor Velodrome	Municipal
Boroondara City Council	Hill 'n' Dale BMX Park	4018	Summerhill Road	GLEN IRIS	3146	BMX	Dirt	Skate
Boroondara City Council	Junction Skate and BMX Park	4021	387 Riversdale Road	HAWTHORN EAST	3123	BMX	Concrete	Skate
Brimbank City Council	Brimbank Park	1322	Keilor Park Drive	KEILOR	3036	BMX		Local
Brimbank City Council	Carrington Reserve	1325	Carrington Drive	ALBION	3020	BMX	Dirt	Municipal
Cardinia Shire Council	Officer Scout Park			Officer		MTB	Dirt	Local
Cardinia Shire Council	Dallas Brooks Park			Beaconsfield Upper		MTB	Dirt	Local
Cardinia Shire Council	Atkins Road Reserve	3231	Atkins Road	PAKENHAM	3810	BMX	Dirt	Pump
Cardinia Shire Council	Cockatoo Bowls & Tennis Club	2899	Pakenham Road	COCKATOO	3781	BMX	Dirt	Pump

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Cardinia Shire Council	Garfield Recreation Reserve	2908	Beswick Street	GARFIELD	3814	BMX	Dirt	Pump
Cardinia Shire Council	Homegarth Reserve	2912	Martingale Place	PAKENHAM	3810	BMX	Dirt	Pump
Cardinia Shire Council	Hope St park	3240	Hope Street	BUNYIP	3815	BMX	Dirt	Pump
Cardinia Shire Council	Kath Roberts Reserve	3244	Kathleen Court	BEACONSFIELD	3807	BMX	Dirt	Pump
Cardinia Shire Council	Nar Nar Goon Recreation Reserve	3257	Spencer Street	NAR NAR GOON	3812	BMX	Dirt	Pump
Cardinia Shire Council	Upper Beaconsfield Recreation Reserve	3272	Stoney Creek Road	UPPER BEACONSFIELD	3808	BMX	Dirt	Pump
Cardinia Shire Council	Modella Circuit	5309	Koo Wee Rup - Longwarry Road	MODELLA		Cycling	Road	
Cardinia Shire Council	Cora Lynne - Nar Nar Goon Circuit	5310				Cycling	Road	
Cardinia Shire Council	Lang Lang - Yannathan	5313	Westernport Road	LANG LANG		Cycling	Road	
Cardinia Shire Council	Cora Lynne - Ripplebrook	5314	Bunyip River Road	CORA LYNNE		Cycling	Road	
Casey City Council	Glover Recreation Reserve,	493	Browns Road	DEAVON MEADOWS		BMX	Dirt	Pump
Casey City Council	Kevin Adlard Reserve	514	Doveton Avenue		3802	BMX	Dirt	Pump
Casey City Council	Cairns Road Recreation Reserve,	519	Cairns Road	HAMPTON PARK	3976	BMX	Dirt	Pump
Casey City Council	KM Reedy Recreation Reserve,	520	Pound Road	HAMPTON PARK	3976	BMX	Dirt	Pump
Casey City Council	Junction Village Recreation Reserve	524	Sherwood Road	JUNCTION VILLAGE	3977	BMX	Dirt	Pump
Casey City Council	Banjo Patterson Park	525	Patterson Drive	LYNBROOK	3975	BMX	Dirt	Pump
Casey City Council	Pearcedale Recreation Reserve,	544	Baxter-Tooradin Road	PEARCEDALE	3912	BMX	Dirt	Pump

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Casey City Council	Warneet Recreation Reserve,	547	Warneet Road	WARNEET	3980	BMX	Dirt	Pump
Casey City Council	Casey Fields	489	160 Berwick-Cranbourne Road	CRANBOURNE EAST	3977	Cycling Criterium		Regional
Casey City Council	Casey Fields	5279	160 Berwick - Cranbourn Road	CARNBOURNE EAST	3977	Cycling		
Dandenong City Council	Sandown Race Course	5280	591-659 Princess Highway	SPRINGVALE	3171	Cycling	Criterium	Regional
Dandenong City Council	Hemmings Park	993	Princess Hwy	DANDENONG	3175	BMX	Dirt	State
Darebin City Council	TW Andrews Park	5128	Fordham Street	PRESTON	3073	Cycling	Outdoor Velodrome	Municipal
Darebin City Council	All Nations Park	675	Dennis Street	NORTHCOTE	3070	BMX		Skate
Darebin City Council	Edwardes Lake Park	691	Griffiths Street	RESERVOIR	3073	BMX		Skate
Darebin City Council	J C Donath Reserve	701	Harmer Street	RESERVOIR	3073	BMX		Skate
Darebin City Council	Darebin International Sports Centre	688	281 Darebin Road	THORNBURY	3071	Cycling	Indoor Velodrome	State
Frankston City Council	Frankston Motorcycle & BMX Club	802	101 Old Wells Road	SEAFORD	3198	BMX	Dirt	Municipal
Glen Eira City Council	Packer Park	833	120 Lelia Road	CARNEGIE	3163	Cycling	Outdoor Velodrome	Regional
Hobsons Bay City Council	Newport Park Reserve	1082	Douglas Parade	NEWPORT	3015	BMX	Concrete	Skate
Hume City Council	Tullamarine Reserve	1200	243 Melrose Drive	TULLAMARINE	3043	BMX	Dirt	Local
Hume City Council	Sunbury Recreation Reserve	1198	Riddell Road	SUNBURY	3429	BMX	Dirt	Pump
Hume City Council	Hume Vale TT Circuit	5302	Humevale Road	HUMEVALE		Cycling		

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Kingston City Council	Edithvale Recreation Reserve	2920	Edithvale Road	EDITHVALE	3196	Cycling	Outdoor Velodrome	Municipal
Kingston City Council	Chelsea Velodrome	5126	Edithvale Road	EDITHVALE	3196	Cycling	Outdoor Velodrome	
Kingston City Council	Lakewood Boulevard Circuit	5312	Endeavour Way	BRAESIDE		Cycling		
Knox City Council	Knox Park Reserve	3566	Bunjil Way	KNOXFIELD	3180	BMX	Dirt	Municipal
Knox City Council	METEC	3648	112 Colchester Rd Road	BAYSWATER NORTH	3153	BMX	Dirt	Regional
Manningham City Council	Stintons Reserve	3761	Stintons Road	PARK ORCHARDS	3114	BMX	Dirt	Local
Manningham City Council	Wonga Park Reserve	3772	Launders Avenue	WONGA PARK	3115	BMX	Dirt	Regional
Maribyrnong City Council	Yarraville BXM	4126	Day Street	YARRAVILLE	3013	BMX	Grass	Local
Maribyrnong City Council	Victoria University of Technology	5281				Cycling	Road	
Maroondah City Council	Arrabri Reserve	2790	Allambanan Drive	BAYSWATER NORTH	3153	BMX		Local
Maroondah City Council	HE Parker Reserve	3201	Heathmont Road	HEATHMONT	3135	BMX		Local
Maroondah City Council	Yarrunga Reserve	3229	Croydon Hills Drive	CROYDON HILLS	3136	BMX		Local
Maroondah City Council	Ringwood Skate Park	3224	Seymour Street	RINGWOOD	3134	BMX		Skate
Melbourne City Council	JJ Holland Park	2593	Kensington Road	SOUTH KENSINGTON		BMX	Dirt	Pump
Melbourne City Council	Melbourne Park	2603	Olympic Boulevard	MELBOURNE		Cycling	Indoor Velodrome	State

LGA	Facility Name	Address				Sport Use	Sport Type	Classification
Melton Shire Council	MacPherson Park Recreation Reserve	5398	Coburns Road	MELTON	3337	Cycling	Outdoor Velodrome	Municipal
Melton Shire Council	MacPherson Park Recreation Reserve	2381	Coburns Road	MELTON	3337	Cycling	Concrete Pitch	
Monash City Council	Stan Riley Reserve	1467	Cameron Avenue	OAKLEIGH	3166	BMX	Dirt	Local
Moreland City Council	Brunswick Velodrome	1485	Harrison Street	BRUNSWICK	3056	Cycling	Outdoor Velodrome	Municipal
Moreland City Council	Richards Reserve	1537	30-34 Charles Street	COBURG NORTH	3058	Cycling	Outdoor Velodrome	Municipal
Moreland City Council	Harmony Park (Moreland Skate Park)	1517	Gaffney Street	COBURG	3058	BMX	Concrete	Skate
Mornington Peninsula Shire Council	Crib Point Circuit	5308	Disney Street	CRIB POINT		Cycling	Road	
Mornington Peninsula Shire Council	Somers Circuit	5311	Camphill Road			Cycling	Road	
Whitehorse City Council	East Burwood Reserve	3876	Burwood Hwy	BURWOOD EAST	3151	Cycling	Outdoor Velodrome	Municipal
Whitehorse City Council	Heatherdale Reserve	3886	Panel Street	MITCHAM	3132	BMX	Dirt	Pump
Whitehorse City Council	Box Hill Skate & BMX Park	3868	Canterbury Road	BOX HILL	3128	BMX	Dirt	Skate
Whittlesea City Council	Whittlesea Park	2567	50 Walnut Street	WHITTLESEA	3757	BMX		Local
Whittlesea City Council	Sycamore Reserve	2552	Sycamore Street	MILL PARK	3082	BMX		Municipal
Wyndham City Council	Heathdale Glen Orden Reserve	4171	Kookaburra Avenue	WERRIBEE	3030	BMX	Dirt	Municipal
Wyndham City Council	Boardwalk Skate Park	4155	Boardwalk Boulevard	POINT COOK	3030	BMX	Concrete	Skate
Yarra City Council	Yarra Boulevard Loop	5282	Yarra Boulevard	RICHMOND		Cycling	Road	
Yarra City Council	Kew Boulevard	5306	Kew Boulevard	KEW		Cycling	Road	

LGA	Facility Name	Address					Sport Use	Sport Type	Classification
Yarra Ranges Shire Council	Healesville Skate & BMX	2250	36 Don	Road	HEALESVILLE	3777	BMX		Skate
Yarra Ranges Shire Council	Monbulk Skate & BMX	2276	Moores	Road	MONBULK	3793	BMX	Dirt	Skate
Yarra Ranges Shire Council	Lysterfield Park				Lysterfield		MTB	Dirt	State



