



HUME CITY COUNCIL **CRITERIUM CYCLING FACILITY FEASIBILITY STUDY**

March 2015

www.hume.vic.gov.au

The Criterium Cycling Facility Feasibility Study has been developed with the support of the Victorian Government.



The Draft Criterium Cycling Facility Feasibility Study has been prepared for Hume City Council by SGL Consulting Group Australia Pty Ltd.

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1 Introduction and Background Information

Hume City Council is considering the feasibility of developing a dedicated off-road cycling facility (including criterium circuit).

A criterium is a circuit race conducted on either a road circuit or dedicated off-road purpose built circuit usually between 800m and 3km in length. Riders complete multiple laps in a set time period and then complete a specified number of laps.¹ An example of this is a race of 60 minutes plus 3 laps.

Dedicated off-road purpose built criterium tracks (standard road design) provide cycling clubs and peak bodies with access to a safe facility for races, training, programs and events (e.g. State or National championships). Criterium tracks are also utilised by recreational cyclists and families, other sports such as Duathlons and athletics (races, training and fun runs), Human Powered Vehicles, bike education (all ages), new sporting opportunities in a safe environment for people of all abilities and schools (bike education and sport).

Hume has a strong connection to the sport of cycling with the 1956 Melbourne Olympics road race being held in the Broadmeadows area. Criterium cycling in Hume City is currently conducted at National Boulevard, Campbellfield, however due to increased traffic and lack of support infrastructure the long term use of the site for this purpose is not sustainable.

In recent years local cycling clubs approached Council expressing an interest in the development of an off-road cycling facility in the city. The clubs have indicated to Council that benefits of such a facility will include providing opportunities for increased participation, particularly for juniors and school groups and for improved rider safety.

Other benefits of criterium tracks for cycling clubs and peak sporting organisations are improved community safety such as the elimination of potential conflict between road users; reduced/no traffic management infrastructure and requirements for races and reduction in costs to conduct races.

The *Hume City Council Cycling and Walking Strategy 2010-2015* recommended that a feasibility study be undertaken to determine the need for an off-road cycling facility that incorporates a criterium circuit in Hume. A regional off-road cycling facility in Hume that would provide opportunities for cyclists from across the north of Melbourne, servicing a number of existing clubs, was the key consideration.

Hume City was successful in obtaining part funding for the Feasibility Study through the State Government's 2011/2012 Community Facility Funding Program (Planning).

¹ Sources: Cycling Australia Technical Regulations (Road & Track) Revised 1 April 2013 and About.com Bicycling http://bicycling.about.com/od/glossarydefinitions/g/Crit_defined.htm Last accessed 12 April 2013

1.1 Study Key Aims and Objectives

The key aims and objectives for the project were:

- Identify the off-road cycling needs of the Hume community for sporting purposes.
- Determine the demand for and viability of an off-road cycling facility, which includes a criterium circuit based in Hume, serving the Northern Metropolitan region.
- Identify facility requirements and possible locations.

1.2 Cycling Participation Trends

Analysis of available cycling participation data from 2001 to 2010 indicates that participation in cycling has increased over the ten year period (+45%).

Cycling participation in Victoria in 2010 was estimated at 12.7% with 16.9% of males and 8.6% of females having participated at least once in cycling in the previous 12 months. This was higher than the National cycling participation rate.

The following table lists the top ten physical activities (total participation) 2010 for Australia and Victoria.

Table 1.1 Top Ten Physical Activities for Australia and Victoria

Ranking	National		Victoria	
	Activity	Total Participation Rate %	Activity	Total Participation Rate %
1	Walking	35.9	Walking	36.6
2	Aerobics/fitness	23.5	Aerobics/fitness	24.7
3	Swimming	13	Swimming	13.5
4	Cycling	11.9	Running	12.7
5	Running	10.6	Cycling	12.7
6	Golf	6.7	Golf	7.3
7	Tennis	6	Tennis	6.8
8	Bushwalking	4.8	Australian rules football	5.4
9	Football (outdoor)	4.8	Basketball	4.8
10	Netball	3.7	Bushwalking	4.6

Source: *Participation in Exercise, Recreation and Sport Annual Report 2010, Standing Committee on Recreation and Sport 2011.*

In terms of the top ten physical activities listed in the above table, cycling is ranked fourth nationally (11.9%) and fifth in Victoria (12.7%).² Males had a participation rate almost double that of females both nationally and in Victoria.

The National Cycling Participation Survey (2011) found that 19% of Victorians (18% of Australians) ride in a typical week, increasing to 29% in a month and 42% in a year. In Victoria, males (23%) had a higher participation rate than females (16%) with more girls than boys under 10 riding a bike each week.

² Participation in Exercise, Recreation and Sport Annual Report 2010, Standing Committee on Recreation and Sport 2011.

In regards to participation in organised sport or recreation regular participation (at least three times per week) in Victoria was 12.4% (12.0% nationally) with cycling ranked fifth nationally (0.6%) in regular organised physical activity.

In terms of membership of Cycling Victoria (competition, recreational and social/volunteers) membership increased 27.9% from 2009 to 2012 (4,900 to 6,798). This growth is predicted to continue to increase by one-third in 2015 to 10,000, with growth in female membership a key component of this increase (48.1% increase).

The membership from Hume in 2012 was 300, Northern Metro 1,200, with both predicted to increase by 2015 to 500 and 2,000 respectively, a 40% increase.

Membership data was provided by four cycling clubs (Brunswick Cycling Club, Coburg Cycling Club, Eastern Veterans Cycling Club and Sunbury Cycling Club) with all clubs indicating that membership numbers had increased between 2009 to 2012. The majority of the members were male (between 84.3% and 93.8%). All four clubs predicted further increases from 2012 to 2015 (range 11.4% for Eastern Veterans Cycling Club to 35% Sunbury Cycling Club).

1.3 Benefits of Cycling

In considering the options and demand for developing a municipal wide off-road cycling facility (including criterium circuit) in Hume City the benefits of cycling have been identified and summarised. These have been summarised from the Hume City Council Walking and Cycling Strategy, Australian Bicycle Council website, Better Health Channel website and Bike Safe website.³

The benefits of cycling are promoted to include:

- **Health:**
 - As a low impact, aerobic activity cycling improves cardio vascular fitness.
 - Develop fitness without joint stress.
 - Increase aerobic fitness.
 - Improve muscle tone and strength.
 - Help prevent disease (heart disease, diabetes).
 - Manage weight.
 - Heighten energy levels.
 - Manage pain.
 - Assist in reducing stress, anxiety and depression.

- **Social:**
 - Good for wellbeing.
 - Fosters and provides opportunities for social / neighbourhood interaction and 'conversation'.
 - Connection - meet people in community.

- **Environmental:**
 - Reduces carbon emissions from transport.
 - Helps to reduce urban traffic congestion.

³ Australian Bicycle Council <http://www.austroads.com.au/abc/benefits-of-cycling>, Better Health Channel - http://www.betterhealth.vic.gov.au/bhcv2/bhcarticles.nsf/pages/Cycling_health_benefits and Bike Safe <http://geelongsurfcoast.bikesafe.com.au/cycling-benefits> Last accessed 23 January 2013.

- Improves air quality and reduces noise in neighbourhoods and cities, thereby lessening the impact of traditional transport modes on the natural environment and amenity.
- **Safety:**
 - Cycling is safer than most forms of transport.
 - Increased activity in local neighbourhoods enhances people's perceptions of safety.
 - Increase the passive surveillance of private and community infrastructure.
- **Economic/Financial:**
 - Minimal or no financial outlay or requirement for specialised equipment.
 - Reducing personal and family expenses, e.g. save on travel/fuel costs.
 - Reduced impact on infrastructure such as road maintenance, provision of parking facilities and pressure on public transport.



2 Summary of the Key Findings

2.1 Market Research and Consultation Findings

This section of the report covers the key research and consultation findings including:

- Hume City Cycling Facility Survey 2012.
- Key informant and stakeholder consultations.
- Consultation with neighbouring Councils.
- Benchmarking of selected Criterium and Off-road Cycling Facilities.

2.1.1 Cycling Facility Survey

The Hume City Cycling Facility Survey 2012 provided information on:

- Respondent profile.
- Cycling (bike ownership and club membership).
- Cycling activities in the past 12 months.
- Desired cycling facilities in Hume City.

A total of 335 surveys were completed with the key findings being:

- 76.7% of survey respondents were a member of a cycling club or group with 30.0% (77) from Eastern Veterans Cycling Club, 14.8% (38) from Sunbury Cycling Club and Brunswick Cycling Club 10.1% (26).
- Of those who had participated in cycling in the past 12 months, 86.9% (273) had participated in road cycling whilst 63.6% (200) had participated in criterium cycling. 82.9% of Hume residents had participated in road cycling and 46.2% in criterium cycling.
- The majority of road cycling and criterium cycling occurred both within and outside Hume City.
- The top two facilities used were both criterium tracks, National Boulevard, the current temporary facility in Hume and the purpose built Casey Fields.
- A review of the results for time spent cycling shows that over three-quarters (76.9%, 247) of the respondents spent more than 10 hours cycling.

A total of 94.9% of survey respondents (318) and 94.7% (124) of Hume City respondents indicated that they would use a criterium facility if provided in Hume City in the future.

- Frequency of use – survey respondents were asked how often they would use the criterium facilities if provided in Hume City in the future with results provided in the following figure.

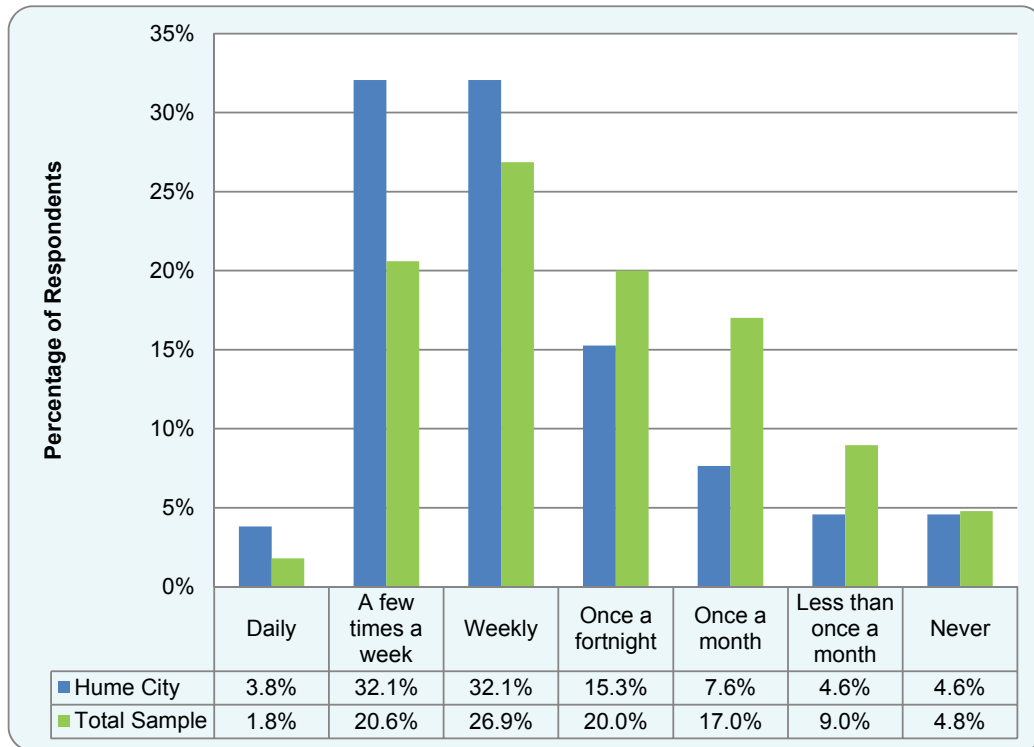


Figure 2.1 Frequency of Use – Future Criterium Facilities

- Over two-thirds (69.3%) of respondents would use the criterium facility between daily and up to once a fortnight. In addition a further 17.0% would use the facility once a month.
- 83.3% of Hume City residents would use the criterium facility between daily up to once a fortnight.
- For the majority of respondents the criterium facility is very important (51%) or important (35.8%) with only 2.7% responding unimportant or very unimportant.
- The top ten facilities or features that would encourage usage are provided in the following table.

Table 2.1 Top 10 facilities or features

Facility or Feature	
1	Car parking provision
2	Change areas / amenities
3	Affordable / low cost
4	Flexible operating hours
5	Accessible by bike paths / shared paths
6	Suitable to a range of standards / skill levels
7	Co-located with other cycling facilities
8	Social area
9	Facilities suitable for children / families
10	Facilities suitable for older adults

- Usage of Other Off-road Cycling Facilities:
 - Over half (54.1%, 181) of the respondents would use a mountain bike track and 48.1% (161) would use a velodrome, with 18.8% who would not use any other off-road cycling facility.
 - Respondents from Hume City 60.3% (79) would utilise a mountain bike track and almost half (48.9%, 64) would use a velodrome with 12.2% who would not use any other off-road cycling facility.

2.1.2 Key Stakeholder Consultations

Interviews were held with a range of key informants to discuss the project and potential development of a municipal wide off-road cycling facility (including criterium circuit) in Hume City.

The key stakeholders who were consulted included sporting and peak cycling bodies, cycling clubs, cycling businesses, community organisations, neighbouring Councils and Hume City Council staff.

The main findings from the consultations with key stakeholders were:

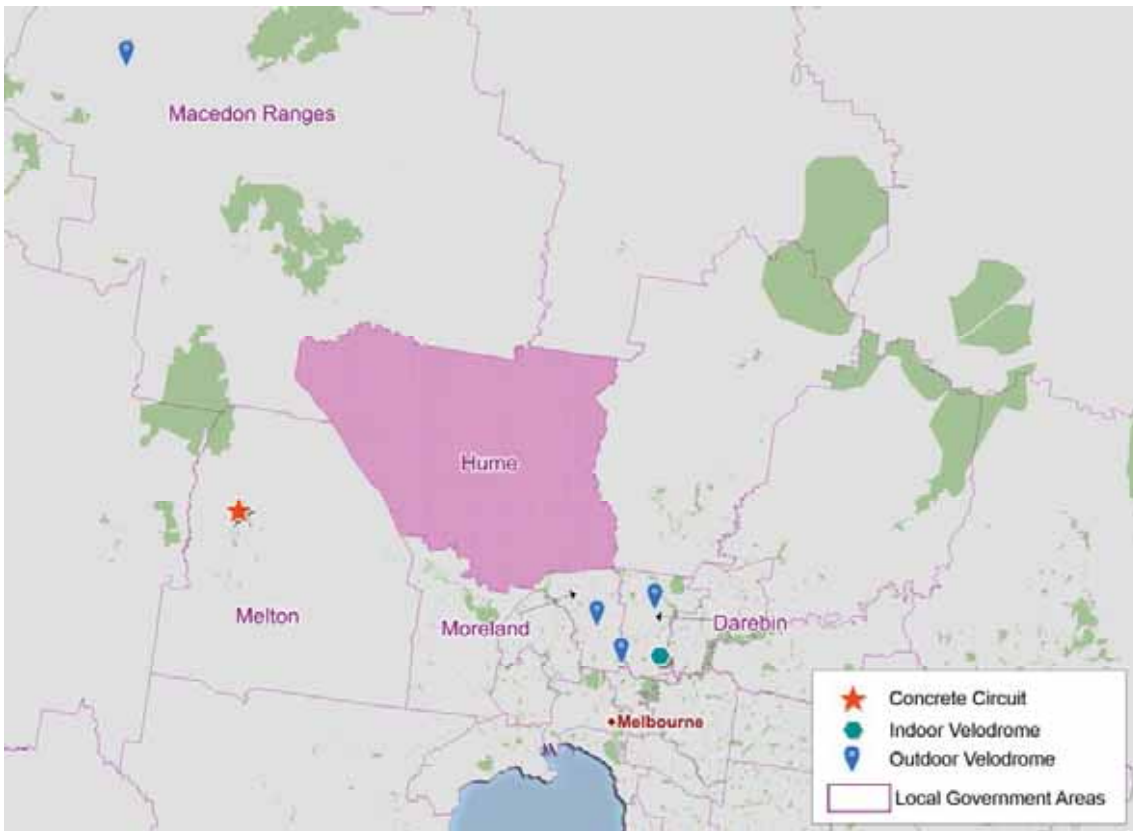
- Strong support for development of a criterium facility and the provision of a safe place to ride and for the development of juniors.
- Strong growth in well managed veterans cycling clubs.
- There are currently only two off-road purpose built criterium tracks in Victoria, Casey Fields Criterium, Casey Fields, Cranbourne East and Geelong Criterium Track, Belmont, Geelong (refer map below). There is also a concrete circuit at McPherson Park in Melton which overlaps with a netball court.

Figure 2.2 Map of purpose-built Criterium Tracks in Victoria



- Cycling events identified that could be re-located / conducted at a purpose built criterium facility in Hume if provided in the future:
 - National: junior, under 15 and 17, Women's National Road Series, National Masters (road race, time trial and criterium).
 - State: Cycling Victoria's Criterium Championships; Victorian Veterans Cycling Council State Championships (road, sprint, time trial and criterium championships); Triathlon Victoria's Duathlons.
 - Clubs identified a range of events that are currently conducted either at National Boulevard or other facilities that would be or could be conducted at a Hume Criterium facility including weekly, seasonal and annual events.
- Existing Facilities Utilised:
 - A number of different road criterium circuits are utilised (National Boulevard, Kew, Richmond, and Diggers Rest).
 - Purpose built facilities used includes Casey Fields and the concrete track at McPherson Park.
 - Issues with National Boulevard – no support amenities or infrastructure with cyclists mixing with public on roads during races.
- Two of the six clubs indicated that the facility (National Boulevard) is not available when they would like to use it.
- All six clubs indicated that they would use a criterium facility if provided by Hume City in the future (Eastern Veterans Cycling Club usage is dependent on location) and that provision was important or very important.
- Frequency of use would vary by club and time of year (criterium races tend to be conducted in the summer).
- Facilities or features that would encourage use:
 - Identified as essential by majority of stakeholders were:
 - ✓ Affordable / low cost.
 - ✓ Car parking provision.
 - ✓ Suitable to a range of standards / skill levels.
 - ✓ Toilets.
 - Other areas identified as essential by some of the clubs included officials/race control/registrations area, social area and flexible operating hours were identified as important by five participating clubs. Change areas and showers and co-location with mountain bike facilities were identified by some clubs as good to have.
 - Other stakeholders also identified some other features in addition to those already listed such as facilities suitable for families and youth and accessible and appealing to a wide range of user groups.
- Representatives from a number of clubs indicated that they would be interested in being involved in facility design.
- Limited current or planned cycling facilities in the six neighbouring municipalities to Hume City. Current off-road cycling facilities were:
 - One concrete circuit combined with netball court which significantly limits usage (Melton).
 - Three velodromes (Coburg, Brunswick and Kyneton).
 - Some other informal/unofficial facilities and trails.

Figure 2.3 Cycling Facilities in surrounding municipalities



- There are a number of cycling clubs throughout the surrounding municipalities catering to range of cycling disciplines (Macedon Ranges Cycling Club, Melton Cycling Club, Seymour Broadford Cycling Club, Brunswick Cycling Club, Coburg Cycling Club as well as BMX clubs)⁴.
- Diversity of potential users – cycling clubs, peak bodies, recreational cyclists and families, other sports (e.g. Duathlons and athletics), Human Powered Vehicles, schools (bike education and sport).
- Cycling Australia provided details on current regulations in regards to criterium circuits, which relates to standards a course should meet to be eligible to hold a championship event as follows:

3.42 CRITERIUM - 3.42.01 Definition / Course

*“A criterium is a circuit race held on a circuit of not less than 800m and not more than 3km with a minimum width of 6 metres, except for the finishing straight, which shall be a minimum of 8 metres wide for the last 200 metres at least before the finish line (unless approved by the CA Technical Commission). The course must be closed to all traffic except for the officials’ vehicles”.*⁵

⁴ BMX facilities are being considered separately by Hume City Council.

⁵Source: Sean Muir, National Manager – Sport, Cycling Australia, email 19/12/2012.

2.1.3 Benchmarking of Criterium and Off-road Cycling Facilities

To assist in gaining more information on the potential development of a criterium cycling facility, six LGAs were invited to participate in a questionnaire about off-road cycling facilities. The survey had a key focus on criterium facilities. The six participating LGAs and eight off-road cycling facilities involved are listed in the table on the following page.

Table 2.2 LGA Criterium and Off-road Cycling Facilities Benchmarking

LGA	Off-road Cycling Facilities
Australian Capital Territory Government	• Stromlo Forest Park
City of Casey	• Casey Fields Criterium
Glenorchy City Council, Tasmania	• Glenorchy Criterium Circuit • Glenorchy Mountain Bike Park
Gold Coast City Council, Queensland	• Gold Coast Cycle Centre • Luke Harrop High Performance Cycle Circuit
City of Greater Geelong	• Geelong Criterium Track
Toowoomba Regional Council, Queensland	• Toowoomba Cycling Criterium

The key findings from the criterium and off-road facilities benchmarking review were:

- Key facility details:
 - Criterium track length range 800m to 2.3km; width 5 metres to 8 metres (some had wider home straight).
 - Size of land - most ranged from 10 hectares up to 21 hectares.
- Design and construction:
 - Several experienced issues with the surface including cracking, subsidence and drainage issues.
 - Other information included adequate suitable storage, water for cyclists, conduit for lighting if not initially provided, suitable sized pavilion and signage.
- Financial Information:
 - State government contributed to the funding of seven facilities.
 - All the criterium facilities (where financial data provided) required an annual subsidy from Council mainly to cover maintenance costs.
- Management and Usage:
 - All facilities are managed by Council.
 - There are regular user groups at all facilities including cycling clubs, veterans/masters cycling clubs, triathlon club, duathlons, other sporting/training groups, human powered vehicles and local schools.
 - In terms of other users this included recumbent cycling club, recreational cyclists, Blokart, solar powered car race, street luge, cycling retailers, fun runs and running races, rollerbladers, families, children and community groups.
 - Strategies required for managing the mixing of sport and recreation usage.

2.2 Facility Management Options

A review of management models and usage agreements was undertaken in order to identify the best management model for the Hume Criterium Cycling Facility. Management models from the LGA Benchmarking as well as an assessment of industry best practice and other Hume City Council sport and recreation facility management models were completed. The key findings were:

- LGA Benchmarking Review:
 - All facilities are managed by Council with three having some form of user or advisory group being Casey Fields, Glenorchy Mountain Bike Park and Toowoomba Cycling Criterium.
 - The facility management for all the participating off-road cycling facilities is incorporated into existing roles or by overall venue/facility management.
- Hume City Council's active recreation reserves are managed by Council officers with sporting clubs being able to apply for a seasonal allocation of Council owned/controlled reserves and pavilions.
- Management:
 - Based on the research and benchmarking it is recommended that the Hume Criterium Cycling Facility is managed by Council.
 - As it is likely that there will be multiple tenant clubs consideration be given to establishing a User Representative Group.
- Usage Agreement:
 - Based on the review of the advantages and disadvantages of the available usage agreements and current situation at Hume City Council it is recommended that the proposed Hume Criterium Cycling Facility is available on a seasonal basis to clubs and for casual hire by groups and individuals.

2.3 Summary of Study Findings

The findings of the studies key research and consultation support the development of a criterium facility in Hume City in the future. The key points to note are:

- Participation in cycling has increased over the ten year period from 2001 – 2010 (+45%). 19% of Victorians ride a bicycle in a typical week (National Cycling Participation Survey, 2011). In the top ten physical activities cycling is ranked 4th Nationally (11.9%) and 5th in Victoria (12.7%) (ERASS, 2010). In regular organised physical activity (at least three times per week) cycling was ranked 5th Nationally. Club cycling (based on club membership) has increased over the three years to 2012 and is predicted to increase further by 2015.
- Benefits of cycling identified included health (eg increases aerobic fitness, help prevent disease and manage weight), social (eg good for wellbeing and social connections), environmental (eg reduces carbon emissions for transport), safety (eg safer than most forms of transport and increases local neighbourhood activity) and economic/financial (eg minimal equipment outlay).

- The existing facility at National Boulevard, Campbellfield is well utilised by clubs for criterium racing, however the lack of amenities and infrastructure together with the safety issues related to cyclists mixing with public (no road closures – reliance on traffic management) means continued or increased use is not sustainable.
- Of the 335 respondents (131 from Hume City) to the Hume City Cycling Survey (2012), 94.9% (318) and 94.7% (124) of Hume City respondents indicated that they would use a criterium facility if provided in Hume City in the future, with over two-thirds indicating that they would use the criterium facility between daily and up to once a fortnight (Hume residents 83.3%).
- Consultation with cycling clubs including Sunbury Cycling Club, cycling clubs using National Boulevard and clubs from the Northern Metropolitan area all responded that they would utilise the facility if provided. Activities included racing, training (individuals and clubs/groups) and junior development programs.
- A dedicated purpose built criterium facility in Hume City will provide a safe off-road facility to ride, race, teach (bicycle education) and train for residents, cycling clubs, community groups and organisations including Sunbury Cycling Club and Northern Cycling Club as well as other cycling clubs in the region including those using the Northern Boulevard circuit.



3 Recommendations

The findings of the project research and consultation support the development of a dedicated purpose built criterium cycling facility in Hume City. The capacity for the development of other sport and recreation facilities at the site resulting in increased benefits including cost-savings and viability of multi-use facilities, networking and social benefits were also identified in the research.

The Hume Cycling Criterium Facility would be an asset to the community providing a safe place to ride, race, teach (bicycle education) and train. A dedicated purpose built criterium facility in Hume City:

- Provides a safe venue for all to ride, race, teach and train including the growing veterans participation base (ageing population), juniors (important for junior development), recreational cyclists, families and for bicycle education.
- Addresses the lack of any off-road cycling facilities in Hume, providing a safe off-road cycling facility for Sunbury Cycling Club and Northern Veterans Cycling Club as well as other local cycling clubs including those using the Northern Boulevard circuit. This includes Coburg Cycling Club, Brunswick Cycling Club, Eastern Veterans Cycling Club and Northern Combine.
- Provides clubs and cyclists with access to the essential support amenities such as change rooms, toilets, race control, first aid and accessible amenities enabling access for all.
- Reduces the safety issues related to cyclists mixing with public and requirement for ongoing traffic management (no road closures) at the current Northern Boulevard venue (also a cost issue).
- Potential for event attraction and the associated economic, tourism and social benefits.
- Be well utilised by Hume residents as well as attracting users from outside Hume City (94.9% of respondents would utilise a criterium facility and 83.3% of Hume residents that responded to survey would use between daily and up to once a fortnight).
- Provides residents with a safe venue for a range of other sport and recreation activities such as athletics (fun runs and running races), people of all abilities (eg wheelchair cyclists and athletes), Human Powered Vehicles (HPV), triathlons and duathlons (training and racing including potential venue for junior development / talent identification programs), local schools, recumbent cycling, recreational cyclists, Blokart (land-based sailing), street luge, cycling retailers, rollerbladers, families, children and community groups (community room).

Table 3.1 Hume Criterium Cycling Facility Feasibility Study Project Recommendations

Recommendation	Recommendation Detail
1. Research and Consultation Findings	That Council confirm that the study findings support the Hume City Council developing a new dedicated purpose built criterium cycling facility to service the current and future needs of local and regional sports organisations and local residents.
2. Project Implementation	That the study findings together with the fact that long term use of the National Boulevard, Campbellfield for criterium cycling has been identified as not sustainable, indicates that Council consider construction of the project as soon as a site is identified, funding is secured and any planning and development matters are resolved.
3. Identification of Site	That Council identify a site suitable for the development of a dedicated purpose built criterium cycling facility that meets the criteria as outlined in Table 3.1 Site Considerations. Site options for consideration to include opportunities for potential sites within future Precinct Structure Plans (PSPs) and an option to purchase land in a rural zone.
4. Facility Components	That Council consider the proposed facility component brief as listed in Section 3.3 of the report and the facility concept designs in Section 3.4 as the starting point for guiding the development of the Hume City Criterium Cycling Facility.
5. Future Facility Funding	That Council establish a project funding committee that will review funding, grants and investment options and development opportunities and develop a final project funding strategy and development timeline.
6. Project Planning	<p>a. That Council work in consultation with the six local and regional cycling clubs and other key stakeholders to further plan the development of the Hume Criterium Cycling Facility and to seek their feedback at specific design phases of the project.</p> <p>b. That following funding support/strategy being confirmed that Council develop a final facility component design brief, capital budget, funding strategy and development timeline and appoint an experienced facility design team to complete final facility concepts, business and cost plans for final review and consideration.</p>
7. Project Delivery	That Council consider establishing a Project Reference Group that includes representation from Council, funding partners, cycling clubs and key stakeholders.
8. Management	That if the project is funded that the Hume Criterium Cycling Facility is developed and managed by Council.
9. Usage Agreement	That if provided in the future, the Hume Criterium Cycling Facility is available on a seasonal basis (Seasonal Allocation) to clubs and associations and for casual hire (community groups, schools and individuals) seven days per week.

Recommendation	Recommendation Detail
<p>10. Fees and Charges</p>	<p>a. That given the proposed facility components and based on the specialised nature of the facility the fees and charges for a Hume Criterium Cycling Facility should be included in Council's annual fees and charges schedule as part of Council's annual budget process.</p>
	<p>b. That the fees and charges for use of the criterium track, pavilion and community room by sporting clubs and associations under Seasonal Allocations are guided by a fee per use based on actual usage for training and competition under which Council would subsidise 85% of the year round cost of the sports facility maintenance and recover 15% from facility users.</p>
	<p>c. That discounts would be available under a similar structure to that of the <i>Hume City Council Fees & Charges for Sportsground Usage Policy</i>. That is for junior groups, senior/junior groups, women's groups and for groups less than 25 participants.</p>
	<p>d. That casual hire fees for usage of the criterium track, change rooms and community room will be approved annually as part of Council's annual budget process.</p>



4 Proposed Operational Model

This section provides information on the proposed operational model for the proposed Hume Criterium Cycling Facility. Given that final a site has not been able to be confirmed (at this time) a number of the following sections will need to be reviewed and updated once a specific site is determined.

The *2013/14 Conditions of Hire Hume City Council Recreation Reserves and Pavilion* has also been utilised in the development of proposed facility management and operations.

4.1 Potential Facility Usage

As part of the consultations each club was asked to identify how often they may utilise the criterium facilities as well as any significant / major criterium and cycling events that the club would conduct if the criterium facility was provided in the future.

It is important to note that the final location of the Hume Criterium Cycling Facility within the municipality is likely to impact on the level of usage by the clubs, organisations and community. The following table summarises the potential usage feedback.

Table 4.1 Potential Cycling Club Criterium Track Usage

Club	Racing / Training	Events / Activities
Brunswick Cycling Club	Weekly over summer and less frequently in winter.	Club Criterium Championships (50 – 60 participants) and Junior Crit Series (3 per year with 50 – 60 participants) and Cyclocross events (if suitable space).
Coburg Cycling Club	Weekly Thursday and Saturday as per current usage at National Boulevard. Training on circuit, e.g. Tuesday and Thursday would also be good.	Annual teams race (Northern Combine).
Eastern Veterans Cycling Club	Potentially once a month in summer depending on location.	Team Series would include Hume Circuit and depending on track may hold Club Championships.
Northern Combine	Three to four times per year over summer.	Northern Combine Championships (annual 200 – 250 participants).
Northern Cycling	Racing twice a week and also training 2 – 3 times per week.	Victorian Criterium Open Championships for Veterans (annual February / March with 120 participants) and possibly annual three day series (approximately 175 entries). Interested in premises for club (clubrooms/home base).
Sunbury Cycling Club	1 – 2 times per week. Regular club races and training.	1 – 2 bigger open races for Cycling Australia members.

A range of other key organisations were also asked to identify potential usage as well as any events or activities that could be re-located / conducted at a purpose built criterium track if it was provided in the future. The results are summarised in the following table.

Table 4.2 Potential Usage of Criterium Track by Other Cycling Organisations

Organisation	Event / Activity	Comments
Cycling Victoria	National Junior, Under 17 and Under 15	Currently at Stromlo Forest because of suitability for time trial, race start and finish at facility and out to surrounding roads.
	Women's National Road Series	Current Victorian venues include King Valley, Murray River, Shipwreck Coast and Goldfields.
	National Masters	Currently in Ballarat; road race, time trial and criterium; approximately 700 participants.
	State Criterium Championships	Bidding process to secure; approximately 300 participants.
Triathlon Victoria	Triathlons	Usage would be dependent on the location especially in terms of all necessary facilities in proximity to each other. Availability / access to open water would see better buy in.
	TV Duathlon's	More regular duathlon's could be conducted if suitable facilities were available. Approximately 200 competitors usually participate. A longer track is better for duathlon's. If a suitable facility was available that could incorporate drafting TV advised that it is more likely that elite riders may participate.
	Training	By individuals and also potential to provide structured training sessions, in particular for juniors where training on roads is a safety issue.
Victorian Veterans Cycling Council	National Championships, State Championships plus club events	2013 Victorian Open Criterium Championships were held at National Boulevard, Campbellfield on 17 February 2013.
	South Pacific Championships	Were conducted in Maryborough in March / April 2013 including Road Championships and State Title, Straight Line Sprint Championships, Individual Time Trial Championships and State Title and Criterium Championships and State Title.
Banksia Gardens Community Centre	Possible for young peoples' sport and recreation program (monthly).	Maybe depending on location.
Bicycle Superstore, Sunbury	Would conduct events or activities in conjunction with Sunbury Cycling Club. Weekly to fortnightly usage of criterium facility.	Opportunity to conduct more events especially with population growth.
Bike Coach, Sunbury	Would utilise a few times a week for coaching and training.	Mainly 1 to 1 and some groups.

In addition to the potential usage identified in the tables 3.1 and 3.2, the criterium track will be available for casual usage (e.g. cycling training, recreational bike riding, wheelchair sports training, etc.) when not booked by sporting clubs/organisations or regular users.

As a guide such use could include:

- Schools (races and bicycle education).
- Open days for the community to try the track with local clubs.
- Human Powered Vehicles (HPV)
- Recumbent cycling clubs
- Recreational cyclists

- Blokart
- Street luge
- Cycling retailers (displays, product trials and launches)
- Athletics - fun runs and running races.
- Rollerblading
- Casual use by families and children and community groups.

The community room proposed has the potential to be the home base for a diverse range of local community groups such as health and wellbeing groups and activities, play groups, meetings, one-off (or casual) community and social events for local residents.

4.2 Management

In accordance with the anticipated nature of use and the management of other active recreation reserves and pavilions in Hume City it is recommended that the Hume Criterium Cycling Facility is managed by Hume City Council.

As it is likely that there will be multiple tenant clubs, consideration be given to establishing a User Representative Group. The User Representative Group ensures representation of local interests including facility user groups and the broader community and provides a forum to share information, discuss ideas and reach solutions.

4.2.1 Facility Signage and Rules

In order to manage seasonal, casual and public / recreation usage the benchmarking identified the importance of developing facility signage. The signage provides details of the various track options, times available for public use as well as safety rules and requirements.

4.3 Usage Agreement

It is proposed that the Hume Criterium Cycling Facility is available on a seasonal basis (Seasonal Allocation) to clubs / organisations and for casual hire (community groups, schools and individuals) seven days per week. Clubs and associations would apply for seasonal allocations in accordance with the season dates in the following table.

Table 4.3 Seasonal Division

Season	Dates
Summer	1 October to 31 March
Winter	1 April to 30 September

The Hume Criterium Cycling facilities will generally be available for use for the times listed in table 3.4, however variations to the times would be considered by Council in special circumstances on a case by case basis.

Table 4.4 Time of Use

Days	Activity	Time
Sunday to Thursday	Complete training sessions, competitions and outdoor activities	By 9.30pm
	Vacate facility	By 10.30pm
Friday and Saturday	Complete training sessions, competitions and outdoor activities	By 10.30pm
	Vacate facility	By 12 midnight

4.3.1 Cleaning

Seasonal and casual users will be responsible for cleaning the facility after usage. In the case of shared facilities the joint users will be responsible to ensure the necessary arrangements are in place to ensure the pavilion, community room, track and reserve are maintained in a clean and tidy condition.

There may be a need for Hume City Council to undertake additional cleaning services of the community room and amenities (e.g. bi-monthly or quarterly).

At Hume City Council recreation reserves and pavilions, Council maintains and cleans the free standing public toilets. Whilst the public toilets are not free standing in the concept plans, based on the popularity of benchmarked criterium cycling facilities with casual users it is likely that an accessible public toilet will need to be made available and open to the public, not only during seasonal allocations and bookings.

It is therefore recommended that Council would be responsible for maintaining and cleaning of the public toilet, including costs. For special events and longer usage / hire periods users will be responsible for providing additional toilet paper and for the cleanliness of the public toilets during the hire period.

4.4 Fees and Charges

This section provides information regarding fees and charges for seasonal sporting club / association and casual hire.

4.4.1 Seasonal Sporting Clubs / Associations Fees and Charges

The *Hume City Council Fees and Charges for Sports Ground Usage Policy* (2003) provides the framework for the setting of fees and charges for reserves with active sporting fields. Under the policy there are four separate categories with the level of Council subsidy reflecting the level of support from Council to the facility in each of the categories.

Discounts are available for junior groups, senior/junior groups, women's groups and for groups with less than 25 participants (seniors, juniors and seniors/juniors).

However for other sporting facilities fees and charges are set separately in accordance with the specialised nature of the facility. Given the components of the Hume Criterium Cycling Facility and that there is not a sporting field to be maintained it is recommended that the fees and charges are not included as part of the *Hume City Council Fees and Charges for Sports Ground Usage Policy* (2003).

A policy option for Council consideration is that the fees and charges for use of the criterium track, pavilion and community room by sporting clubs/associations under Seasonal Allocations are guided by a fee per use based on actual usage for training and competition. Council would subsidise 85% of the year round cost of the sports facility maintenance and recover 15% from facility users.

Discounts would be available under a similar structure to that for tenant clubs of active sporting fields (junior groups, senior/junior groups, women's groups and for groups with less than 25 participants). Clubs would be responsible for meeting utility charges associated with allocated seasonal use and payment of the required security bond.

4.4.2 Casual Usage and Hire

Casual hire fees for usage of the criterium track, change rooms and community centre could be approved annually as part of Council's Annual Budget process. In principle these fees will be increased by CPI each year or an appropriate amount as determined by Council.

Hume City Council currently has an hourly fee for hire of sporting reserves or pavilions (\$9.40 / hour in 2013/2014). The hire fees for a community centre are provided per function and per hour plus a per function bond with rates varying depending on the size and type of facilities available.

4.4.3 Utilities

Under the Hume City Council seasonal allocation, clubs are responsible for payment of the pavilion utility charges (telephone/internet, electricity and gas) in accordance with allocated usage.

Where clubs are sharing facilities each club is responsible for a percentage of the utility charge with Council issuing invoices. It is recommended that at the time of development a technology solution is implemented to ensure accurate recording of usage (electricity).

4.5 Maintenance

The facility maintenance that Hume City Council will need to fund includes:

- **Track Cleaning** – a number of benchmarked facilities identified the importance of regular track sweeping to remove debris as beneficial in maintaining the quality of the surface.
- **Grounds** – including mowing, fertilising, top dressing, tree and other vegetation maintenance, weed control and irrigation (if applicable).
- **Buildings** – all repairs and maintenance required to keep in good working condition.

4.6 Income and Expenditure Review of Benchmarked Facilities

In order to assist Hume City Council in future planning (until a final location and site is confirmed) the following table provides a summary of the financial information for operating and maintenance costs provided by the eight benchmarked criterium and off-road cycling facilities.

Table 4.5 Criterium and Off-road Cycling Facilities Maintenance and Operational Costs

Facility	Income	Expenditure	Annual Maintenance	Annual Profit (Loss)
One	\$875	\$60,000	\$60,000	(\$119,125)
Two	10% of actual building maintenance from user groups.	Not recorded – part of overall facility budget.	Not recorded	N/A
Three	N/A	N/A	N/A	N/A
Four	Nil	Nil	\$25,000	(\$25,000)
Five	\$24,361	\$50,116	\$60,200	(\$85,955)
Six	\$4,680	\$3,947 (estimated)	\$3,560	(\$2,827)
Seven	Not recorded – charge \$2/head for club use.	Not recorded – part of overall park budget.	Approx. \$1,500 – sweeping 2 – 3 times per year.	N/A
Eight	\$1,000	Nil	\$10,000	(\$9,000)

A review of this information indicates that:

- All the facilities (where financial data provided) operated at a loss (maintenance and operating).
- Operating income ranged from nil to \$24,361, whilst operating expenditure ranged from nil to \$60,000.
- Annual maintenance for facilities incorporating criterium tracks ranged from \$3,560 at to \$60,200.



5 Facility Concept Development

This section provides the site and facility criteria and considerations, facility component brief, design considerations, concept plans, indicative costings and future facility funding development options.

5.1 Site Considerations

Despite this study Hume City Council has not been able to confirm a preferred suitable site to develop a Criterium Cycling Facility in the future. The following table summarises the sites investigated during the review process and reasons they were deemed unsuitable or unable to proceed.

Table 5.1 Potential Sites Considered

SITE	REASONS DEEMED UNSUITABLE
2-70 Bolinda Road, Campbellfield	Former landfill; environmental and soil subsidence issues; track safety and maintenance issues; deemed not suitable for criterium track construction.
Donnybrook Reserve, Donnybrook Road, Donnybrook	VicRoads land acquisition will impact the current sporting (two ovals) use of the site in future. Site too small to accommodate criterium track.
1275 Mickleham Road, Greenvale	Subject to further environmental assessment. Being considered for other uses. Size and location considered suitable.
Greenvale Recreation Reserve, Section Road, Greenvale	Would also require use of some neighbouring Parks Victoria land which was not supported. Concerns about the large number of kangaroos at the reserve and associated safety issues.
Lakeside Drive, Roxburgh Park	Vacant Council land opposite lake with power lines dissecting site. Just under 6 hectares – too small.

Table 5.2 Sites for future investigation

SITE	COMMENTS/STATUS
Merrifield Park	Requires further investigation and negotiations with stakeholders, including State Government
Industrial land in existing or development areas	Requires further investigation as land becomes available
Land in new/proposed development areas	Requires further investigation as growth area planning for new land is undertaken

In order to provide information to assist in future site identification Table 5.3 provides the essential and preferred requirements for a . These site considerations have been used in the assessment of the specific sites in Table 5.1 and will also form part of the investigation of any sites investigated in future, such as those identified in Table 5.2.

Table 5.3 Site Considerations

SITE / FACILITY FEATURE	ESSENTIAL	PREFERRED	COMMENTS
Site Area and Shape			
Capacity to meet Cycling Australia championship event criteria: <ul style="list-style-type: none"> Length – not less than 800m and not more than 3km (Benchmarked facilities ranged from 800m to 2.3km). Width – minimum of 6 metres except for finishing straight which shall be a minimum of 8 metres for the last 200 metres at least before finish line Closed to traffic except for official's vehicles. 	✓		<ul style="list-style-type: none"> Potential to host both state and national cycling events. Associated benefits of hosting events – economic, tourism and social.
Capacity to accommodate track length between 1.8km and 2.1km and 8 metres wide throughout (potential for wider final 200 metres) along with pavilion and community room and required facility support infrastructure.		✓	<ul style="list-style-type: none"> The final length is flexible depending on actual site chosen. The length proposed will enable the track to be able to be divided into two or three loops to enable multiple user groups at the same time and to accommodate a range of skill levels including catering to juniors. Meets Cycling Australia requirements. Capacity to host state and national events. Pavilion and community room outside of track (safety and ease of access).
Capacity to include two to three loops in track design.	✓		<ul style="list-style-type: none"> Will enable multiple user groups at the same time. Cater to a range of skill levels including juniors. Suitability for bicycle education.
Site that may enable the track design to include some of the features of the existing National Boulevard circuit if site permits - square flat circuit (12 m wide).		✓	<ul style="list-style-type: none"> Current National Boulevard Circuit is popular with clubs and racers. 12 m width may not be within budget. Consider additional width on final 200m.
Capacity for development of other sport and recreation facilities at site and any future expansion.		✓	<ul style="list-style-type: none"> Cost savings and viability of multi-use facilities. Amenity of users. Networking benefits. Social benefits. Suitable space/area to allow for any future expansion and/or co-location opportunities.
Site topography			
Some undulations.		✓	<ul style="list-style-type: none"> Provide different elements / features to track.

SITE / FACILITY FEATURE	ESSENTIAL	PREFERRED	COMMENTS
Site Location Site that provides: <ul style="list-style-type: none"> • Track and road connectivity - potential for out and back road race events. • Linkage to road network. • Public transport. • Linked (or in future) to bike path / share path network. • Proximity to airport and freeways. 		<ul style="list-style-type: none"> ✓ ✓ ✓ ✓ ✓ 	<ul style="list-style-type: none"> • Ease of access for sporting users. • Ease of access for local community. • Consistent with Council policies and strategies. • Maximise access for all users. • Beneficial to hosting state and national events.

5.2 Facility Component Brief

Based on the study's key findings a facility component brief for the development of a criterium cycling facility comprising track, pavilion and community room and support infrastructure has been developed.

As a specific site has not been able to be confirmed, this has resulted in some component requirements being generic in nature.

Once a specific site is confirmed a site analysis review will need to be conducted and the components reviewed and updated accordingly to reflect the specific site elements. The component brief is provided in two parts:

- Criterium Track and Support Infrastructure.
- Pavilion and Community Room.

The facility component brief for the Criterium Track and Support Infrastructure is provided in the Table 5.4 on the following page.

Table 5.4 Hume City Council Criterion Track and Support Infrastructure Component Brief and Area Schedules

CRITERIUM TRACK AND SUPPORT INFRASTRUCTURE							
ACTIVITY AREA	FACILITY COMPONENTS	TARGET MARKETS	FACILITY OBJECTIVES	FUNCTIONAL RELATIONSHIPS	OTHER FEATURES TO CONSIDER	AREA SCHEDULES	TOTAL AREA (m ²)
Criterion Track	<ul style="list-style-type: none"> 8 metre wide track with final 200m being 10 - 12m wide. Two concepts depending on site area and shape: <ul style="list-style-type: none"> 1.8 km 2.1 km. 	<ul style="list-style-type: none"> Competition Training Education Programs Events Casual Users 	<ul style="list-style-type: none"> Provide competition standard criterium cycling facility closed to traffic. Track dimensions to meet Australia Cycling championship event criteria. To provide safe venue closed to traffic for cycling, running, HPV and other activities. 	<ul style="list-style-type: none"> Design to enable finish area to be adjacent to Pavilion (race control) and additional hard stand event area. Ensure adequate access to areas by bikes, officials and emergency vehicles. 	<ul style="list-style-type: none"> At least two (preferably three) loops to facilitate concurrent multiple users and juniors. Conduit at finish area for electronic timing and competition needs. 	<ul style="list-style-type: none"> Track 8 metres wide road (that meets relevant Australian standard) with 10-12m wide final 200m. Two concepts: <ul style="list-style-type: none"> 1.8 km +/- 2.1 km +/- 	Unknown variable - required site area likely to be 10 – 15 hectares (+ / -)
Car Parking Area and Access Roads	<ul style="list-style-type: none"> Adequate car parking to cater for users and meet planning requirements. Mix of sealed and unsealed (overflow). Internal access roads to track and pavilion. 	<ul style="list-style-type: none"> Facility users Schools Events 	<ul style="list-style-type: none"> Provide required and essential support infrastructure for users. 	<ul style="list-style-type: none"> Proximity to Pavilion and Community Room and start/finish. 	<ul style="list-style-type: none"> Bus drop off/pickup. Sealed preferred due to competition bikes. Fenced. Additional areas suitable to cater for special events. Linkages between criterium track, internal access roads and road network to facilitate road races. 	<ul style="list-style-type: none"> Planning Requirements. Applicable Australian standards. 	TBD
Outdoor facilities for children, families and users. Spectator viewing	<ul style="list-style-type: none"> Playground (option as stage 2 depending on site and timing). BBQ and picnic facilities. Seating. Shade structures/shelters. Bike storage - undercover, secure (i.e. visibility from pavilion and track). 	<ul style="list-style-type: none"> Facility users Spectators Schools Local community and children Families and children 	<ul style="list-style-type: none"> To provide areas/shelter for tenant spectators and community to encourage social connections and facility usage. To enhance facility amenity, diversify and maximise usage. To cater for local children and families. 	<ul style="list-style-type: none"> Proximity to and with a clear view from Community Room (multi-purpose space). Proximity to kiosk, kitchen and bar facilities. Facing track (spectator viewing). Safe distance to car park. Close to public toilets and amenities. 	<ul style="list-style-type: none"> Verandah on pavilion to provide shade and shelter. Accessible by people with a disability. Protection/shelter from weather (rain, wind, sun). Refer Hume Open Space Strategy 2010-2015 Section 7.11). 	<ul style="list-style-type: none"> Playground neighbourhood level (m² TBD) External viewing area – 50 m². 	Playground plus 50 m ²

CRITERIUM TRACK AND SUPPORT INFRASTRUCTURE							
ACTIVITY AREA	FACILITY COMPONENTS	TARGET MARKETS	FACILITY OBJECTIVES	FUNCTIONAL RELATIONSHIPS	OTHER FEATURES TO CONSIDER	AREA SCHEDULES (m ²)	TOTAL AREA (m ²)
Outdoor facilities for children, families and users. Spectator viewing (Cont'd)	<ul style="list-style-type: none"> Secure cage for rubbish storage. 	<ul style="list-style-type: none"> Users 	<ul style="list-style-type: none"> Fulfil neighbourhood open space requirement (Hume Open Space Strategy 2010-2015). To provide secure and safe rubbish storage. 				
Rubbish enclosure	<ul style="list-style-type: none"> Secure cage for rubbish storage. 	<ul style="list-style-type: none"> Users 	<ul style="list-style-type: none"> To provide secure and safe rubbish storage. 	<ul style="list-style-type: none"> Free standing away from any building / structures. 		<ul style="list-style-type: none"> 5 m² 	5 m ²

The facility component brief for the Criterium Pavilion and Community Room is provided in the following table.

Table 5.52 Hume City Council Criterium Pavilion and Community Room Component Brief and Area Schedules

PAVILION AND COMMUNITY ROOM							
ACTIVITY AREA	FACILITY COMPONENTS	TARGET MARKETS	FACILITY OBJECTIVES	FUNCTIONAL RELATIONSHIPS	OTHER FEATURES TO CONSIDER	AREA SCHEDULES	TOTAL AREA (m ²)
Amenities	<ul style="list-style-type: none"> Toilets and showers. Accessible shower, toilet and change. 	<ul style="list-style-type: none"> Criterium users Community room users 	<ul style="list-style-type: none"> Provide modern, easy to maintain amenities for facility users. 	<ul style="list-style-type: none"> Direct access to change area. Connectivity to Community Room. 	<ul style="list-style-type: none"> Meet Building Code requirements and standards. 	<ul style="list-style-type: none"> Female amenities: 3 WCs and 2 Showers = 15 m² Male amenities: 3 WCs and 2 Showers = 15 m² Accessible shower, toilet and change: est. 8 m². 	38 m ²
Change rooms	<ul style="list-style-type: none"> Change area x two (male and female) with bench seating and clothing hooks. 	<ul style="list-style-type: none"> Criterium users 	<ul style="list-style-type: none"> Provide modern change rooms for facility users. 	<ul style="list-style-type: none"> Direct access to amenities. External access. 	<ul style="list-style-type: none"> Operable wall to enable conversion to one room – if no community room. 	<ul style="list-style-type: none"> Female Change 20 m² Male change 20 m² 	40 m ²
Community Room	<ul style="list-style-type: none"> Multi-purpose room. Kitchen. Kiosk. Bar. Amenities – male, female and accessible toilets. Club memorabilia storage/display. 	<ul style="list-style-type: none"> Local community All cycling clubs and groups Tenant clubs and regular users Spectators Health and wellbeing groups/activities 	<ul style="list-style-type: none"> Provide multi-purpose space to enable local community use as well as tenant sporting clubs. Provide home base for cycling clubs for club activities, event presentations and meetings. Inclement weather and sun protection. Event registrations. Spectator viewing area. 	<ul style="list-style-type: none"> Kiosk servery to face criterium track; also internal servery. Maximise viewing of criterium track. Accessible to change room amenities. Separate bar from kiosk and kitchen (junior activities). 	<ul style="list-style-type: none"> Operable wall to separate facility into smaller spaces to diversify usage. Combination of carpet and hard surface to facilitate indoor cycle training and other health and wellness activities/programs. Accessible. Size may vary depending on final location and community need in that area. 	<ul style="list-style-type: none"> Community room – 80 – 100 m² Kiosk, kitchen, store and bar 30 m² 	110 m ²
Circulation	<ul style="list-style-type: none"> General circulation 					<ul style="list-style-type: none"> Allowance 	TBD depending on design
First Aid / Medical Room	<ul style="list-style-type: none"> First aid 	<ul style="list-style-type: none"> Club officials Facility users 	<ul style="list-style-type: none"> To provide access to specialist area for first aid provision during club usage, competitions and venue hire. 	<ul style="list-style-type: none"> Emergency vehicle access. Internal and external access. Accessible space. 	<ul style="list-style-type: none"> Security. External emergency vehicle access. 	<ul style="list-style-type: none"> 10 m² 	10 m ²
Public Toilets	<ul style="list-style-type: none"> Unisex accessible public toilets with external access. 	<ul style="list-style-type: none"> Users Local community Spectators 	<ul style="list-style-type: none"> Public toilets with external access. 	<ul style="list-style-type: none"> Ease of access from track and outdoor amenities. 	<ul style="list-style-type: none"> Connectivity to Community Room. 	<ul style="list-style-type: none"> 10 - 15m² 	10 - 15m ²

PAVILION AND COMMUNITY ROOM							
ACTIVITY AREA	FACILITY COMPONENTS	TARGET MARKETS	FACILITY OBJECTIVES	FUNCTIONAL RELATIONSHIPS	OTHER FEATURES TO CONSIDER	AREA SCHEDULES (m ²)	TOTAL AREA (m ²)
Race Control / Officials / Office / Meetings	<ul style="list-style-type: none"> Administration. Secure area for tenant user groups (home base). 	<ul style="list-style-type: none"> Tenant clubs Competition and event administration 	<ul style="list-style-type: none"> To provide area for clubs to administer and control events and club activities. Security from other facilities. Small meeting space. 	<ul style="list-style-type: none"> Proximity and clear view of criterium track finish line. Proximity to Community Room, bar and kiosk. 	<ul style="list-style-type: none"> Broadband, telephone and computer access. 	<ul style="list-style-type: none"> 15 m² 	15 m ²
Utility / Cleaners Room	<ul style="list-style-type: none"> Cleaners sink with hot and cold water. 	<ul style="list-style-type: none"> Users/cleaner 	<ul style="list-style-type: none"> Provision of safe, secure storage of cleaning products and equipment. 	<ul style="list-style-type: none"> Proximity and access to Community Room, Pavilion, amenities and service entry. 	<ul style="list-style-type: none"> Shelving and hooks. 	<ul style="list-style-type: none"> 5 m² 	5 m ²
Storage	<ul style="list-style-type: none"> Internal access storage for club equipment. External access storage for club equipment. Storage for Community Room users and equipment. 	<ul style="list-style-type: none"> Regular criterium track user groups. Community room users. 	<ul style="list-style-type: none"> To provide suitable secure storage for regular community group users, tenant sporting clubs and Community Room equipment. 	<ul style="list-style-type: none"> Lockable areas for secure storage. External and internal access for club storage. 	<ul style="list-style-type: none"> OH&S 	<ul style="list-style-type: none"> Regular Community Groups – 10 m². Club storage – 25m² (split internal and external access). Community Room Equipment – tables and chairs, etc. – 10 m². 	45 m ²

5.3 Facility Concept Design

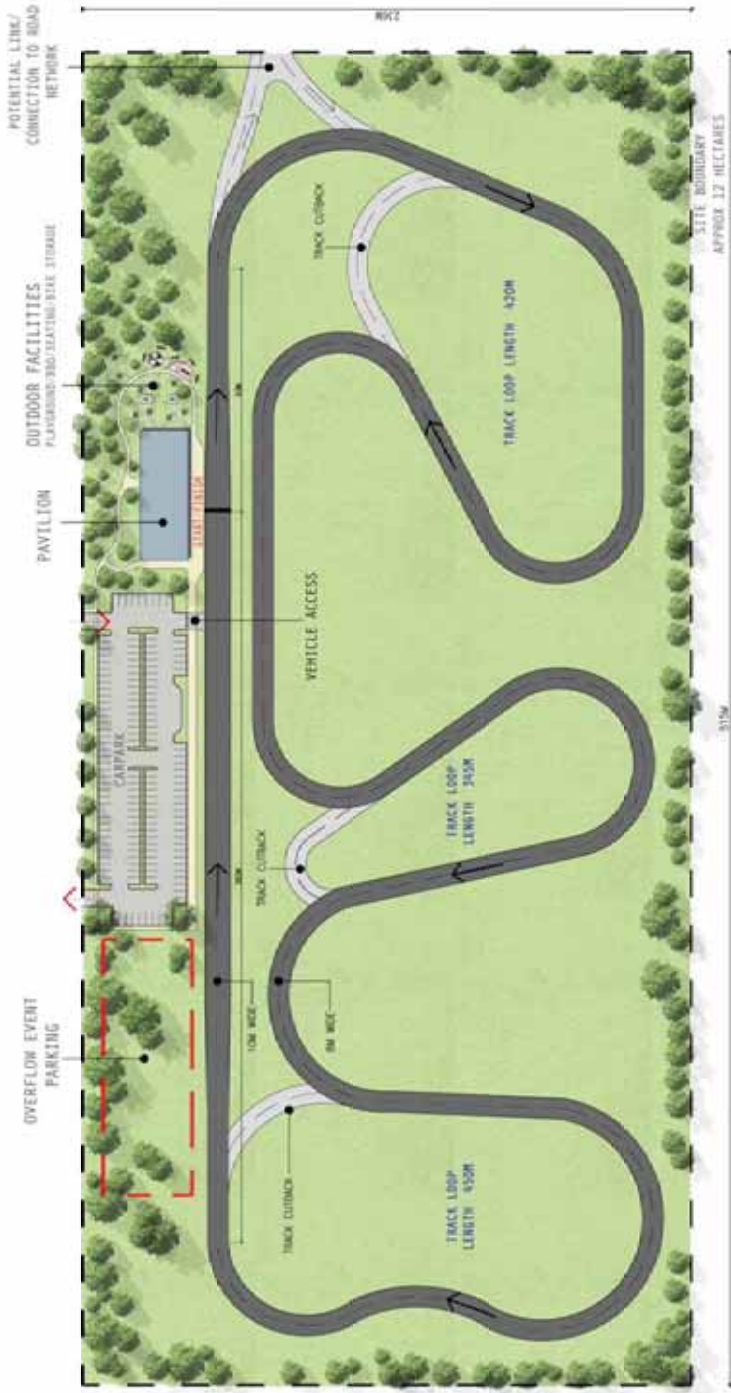
The project design architects Peddle Thorp have developed two different generic non site identified track concept plans as well as a concept plan for the pavilion and community room. These are all based on the component brief.

5.3.1 Track Concept Plan Option One

The key components of Track Concept Option One are:

- Track length of 1.8km on a 12 hectare site.
- 10m wide home straight and 8m wide track.
- Straight Length – 375m comprising 282m from corner to finish line and 93m from start line to first corner.
- Three single cutbacks providing three track loops measuring:
 - Loop One: 420m
 - Loop Two: 345m
 - Loop Three: 450m
- Potential link / connection to road network.
- Car park and overflow event car parking.

The 1.8km Hume Criterium Cycling Track Concept Plan is provided on the following page.



SCALE
 PROJECT NO: **F001**

**MASTERPLAN
 1.8 KM TRACK**

APPROVALS: 0
 DATE: 15-04-2014
 SCALE: 1:1,000 @ A2

**HUME CRITERIUM CYCLING FACILITY
 CONCEPT OPTIONS**

PROJECT NO: 341008
 DRAWING NO: 02/017

Northland Power Co.
 100-10000000
 100-10000000
 100-10000000

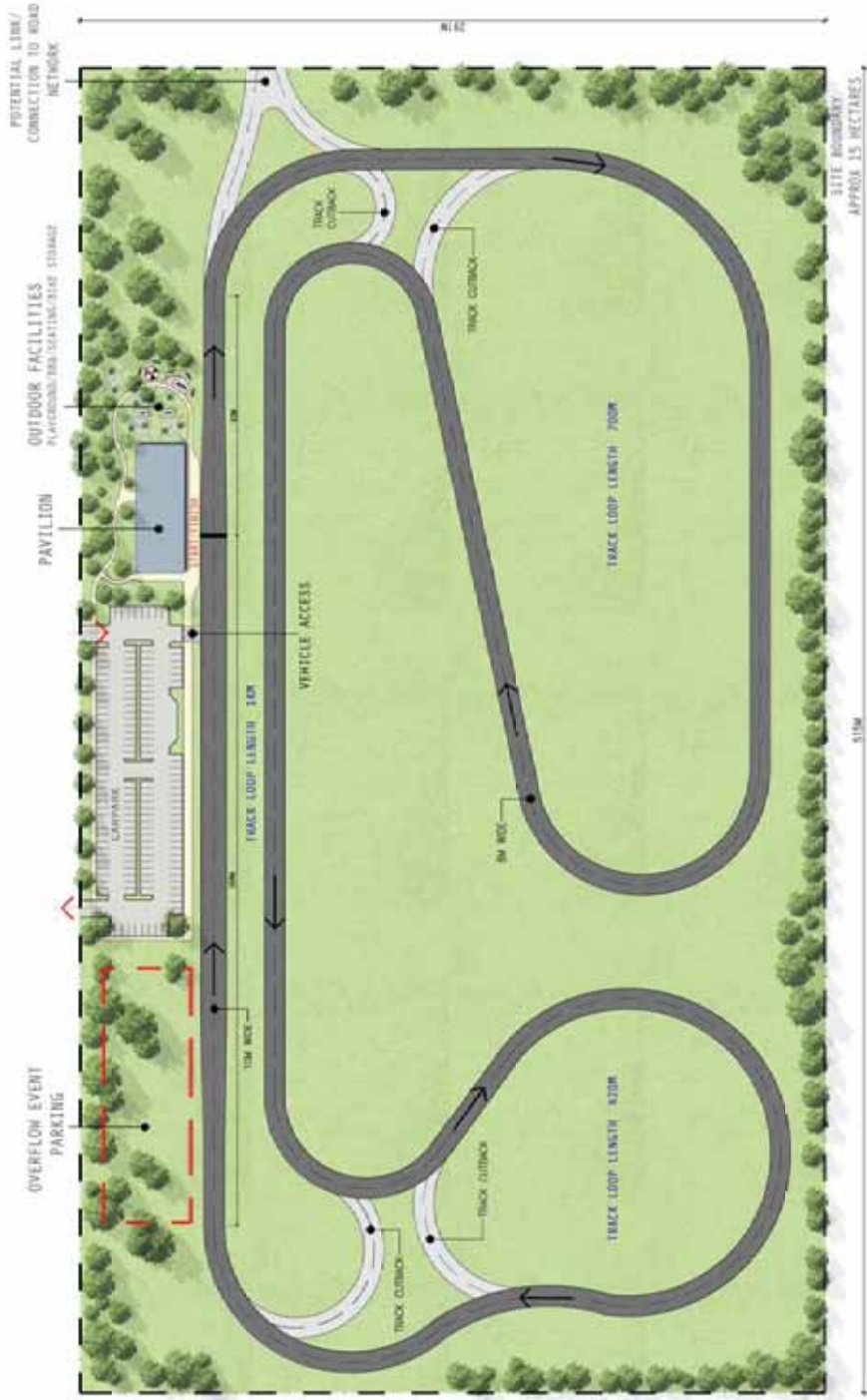
PEDDLE THORP

5.3.2 Track Concept Plan Option Two

The key components of Track Concept Option Two are:

- Track length of 2.1km on 15 hectare site.
- 10m wide home straight and 8m wide track.
- Straight Length – 361m comprising 268m from corner to finish line and 93m from start line to first corner.
- Two double cutbacks providing three track loops measuring:
 - Loop One: 700m
 - Loop Two: 420m
 - Loop Three: 1km
- Potential link / connection to road network.
- Car park and overflow event car parking.

The 2.1km Hume Criterium Cycling Facility track concept plan is provided on the following page.



SCALE
DRAWN BY
DATE
PROJECT NO.

MASTERPLAN
2.5KM TRACK
DATE
DRAWN BY

HOME CENTRUM CYCLING FACILITY
CONCEPT OPTIONS
PROJECT NO.
DATE

peddle thorp
P: 041 2 902 2122
E: info@peddlethorp.com.au
W: www.peddlethorp.com.au
A: 100-110 Victoria Road
Bendigo VIC 3480
AUS
PH: 08 252 2200

5.3.3 Pavilion and Community Room Concept Plan

The key components of the Pavilion and Community Room Concept plan are:

- Male and female change rooms and amenities.
- Accessible change room.
- Race Control / Officials Room that is also able to be utilised as an office or small meeting room.
- First Aid Room.
- Multi-purpose community room for club and community activities.
- Kiosk / kitchen and small bar.
- Storage (club, regular community groups and community room) and Cleaners Room.
- Public Toilets – includes one with external access.
- Outdoor facilities for children, families and users:
 - Playground
 - BBQ and picnic facilities
 - Seating and shade.
- Bike storage (two).
- Spectator viewing/deck.
- Rubbish enclosure (separate).

The Hume Criterium Cycling Facility pavilion and community room concept plan is provided on the following page.

Whilst not shown on the plan the concept design is such that the provision of a door in the passage at the corner of the accessible change would enable the pavilion area (change rooms and race control/officials, external storage and one accessible public toilet) to be utilised without access being provided to the community room and amenities. In addition depending on the final size of the community room the inclusion of an operable wall may increase versatility of the space as well as associated usage.

5.4 Indicative Capital Cost Estimates

Existing construction cost data for similar facilities has been utilised to complete an indicative concept cost plan for each of the concepts. It should be noted that the capital cost estimates should be regarded as a guide only as detailed plans would be required to be completed with the site features which will enable more accurate cost schedules.

Final project development timelines also need to be considered as construction cost escalation is at 3% to 4% annually so the timing of when the facility is developed will impact on the capital cost estimate.

The capital cost estimates are based on rates as at May 2014 and no cost escalation has been allowed for.

The following have been excluded from the cost estimate:

- Cost escalation.
- GST
- Land, legal, marketing, finance costs and provision/upgrade of any services.
- Council internal costs.
- Adverse soil conditions including excavation of rock, contaminated soil.
- Upgrading existing authority services infrastructure and diversion or re-location of any existing in-ground services.
- FFE including IT and AV equipment.
- ESD initiatives.
- Latent conditions.
- Site specific access works.
- Playground and outdoor amenities.

5.4.1 Track Options Indicative Capital Cost Estimates

The indicative cost estimates for the two track options, based on May 2014 are as follows:

- Track Concept Option One indicative cost estimate for the 1.8km, which results in a development area of 17,173m², which is costed at \$1,803,165.
- Track Concept Option Two indicative cost estimate for the 2.1km, which results in a development area of 19,990m², which is costed at \$2,098,950.
- The Car Park area of 3,880m², which is based on sealed / asphalt surface, is estimated to cost \$684,432.

5.4.2 Pavilion and Community Room Indicative Cost Estimate

The indicative cost estimate for the Pavilion and Community Room Concept is:

Table 5.63 Pavilion and Community Room Indicative Cost Estimate

Component	Area m ²	Indicative Cost/m ²	Indicative Cost
Accessible change	8	\$3,500	\$28,000
Circulation	48	\$2,000	\$96,000
Cleaner	5	\$2,000	\$10,000
Community Room Store	10	\$2,000	\$20,000
Community Room	80	\$3,000	\$240,000
Change rooms - Male & Female	75	\$3,500	\$262,500
First Aid	10	\$3,500	\$35,000
Kitchen/Kiosk, Bar and Store	30	\$4,000	\$120,000
Race Control / Officials	15	\$3,000	\$45,000
Storage – three	33	\$2,000	\$66,000
Toilets – three	15	\$3,500	\$52,500
Allowance external works and services		Allowance	\$30,000
Sub-Total Construction Cost	329		\$1,005,000
Design Contingency		Allow 5%	\$50,250
Construction Contingency		Allow 5%	\$50,250
Professional Fees		Allow 10%	\$100,500
Authorities fees and charges		Allow	\$15,000
Sub-Total Fees and Charges			\$216,000
Total Indicative Project Cost			\$1,221,000

5.4.3 Total Indicative Cost Estimates

The indicative cost estimate for the two different length track options including pavilion and community room are:

- Track Concept Option One indicative cost estimate for the 1.8km track, car park and pavilion is \$3.708 million.
- Track Concept Option Two indicative cost estimate for the 2.1km track, car park and pavilion is \$4.004 million.

5.5 Future Facility Funding Development Opportunities

Cycling and community facility industry history shows there are limited alternative funding opportunities for Council to attract funding to assist with developing sport and leisure facilities. Traditionally facility funding sources usually involve:

- Council Funding
- State and/or Federal Government Grants
- Commercial Investment
- Commercial Fundraising

- Community Fundraising and User Group/Contributions
- Developer Contribution Schemes.

Traditionally, a combination of Council funding with Government Grants and some limited community fundraising has occurred for the majority of sport and leisure facilities in Australia.

In larger areas with greater commercial opportunities, there has been some commercial investment in return for rights to manage/operate facilities (\$1M to \$2M investment in return for longer-term management agreements). There also has been a number of Councils look at commercial fundraising. This appears to have been more successful in New Zealand than Australia.

5.5.1 State Government Funding

The State Government, through Sport and Recreation Victoria (SRV) manages the Community Facility Funding Program to help provide high-quality, accessible community sport and recreation facilities across Victoria.

The 2015/2016 Community Facility Funding Program Guidelines identify the key objective of the program as improving participation outcomes. Project proposals must demonstrate how the project:

- *“Will increase or maintain participation*
- *Encourages greater female and junior participation*
- *Encourages development of multi-use, shared and co-located facilities*
- *Collaborates with schools and community groups*
- *Collaborates with state sporting associations or other relevant peak bodies*
- *Improves environmental sustainability*
- *Implements Universal Design principles”⁶*

The guidelines identify that priority will be given to communities in areas of need which includes those experiencing strong population growth.

The development of the Hume Criterium Cycling Facility could attract funding under the Major Facilities category which is available to develop or upgrade major sport and recreation facilities. The maximum amount that currently can be received under this program is \$650,000 (where the total project cost is more than \$500,000, excluding GST) with a funding ratio for Hume City Council of SRV \$1:\$2 local. The objective of the Major Facilities category is:

“To enable the development of major community sport and recreation facilities that are high-quality, accessible, innovative, effectively managed, sustainable and well-used.”⁷

The Casey Fields Criterium and the Geelong Criterium Track both received State Government funding.

Some projects have also been able to secure additional State Government funding by demonstrating they cater for regional need.

5.5.2 Federal Government Funding

⁶ 2015-2016 Community Facility Funding Program Guidelines, Department of Transport, Planning and Local Infrastructure, March 2014.

⁷ 2015-2016 Community Facility Funding Program Guidelines, Department of Transport, Planning and Local Infrastructure, March 2014.

Federal Government funding has been restricted for most sport and recreation developments since the early 1990s when the Community Sports and Cultural Centres Improvement Scheme was discontinued.

Although there has been no formal funding scheme, there have been a number of leisure facility projects that were able to generate significant political pressure to receive funding. The Regional Development Australia Fund was a national program that aimed to support Australia's regions and enhance economic development and liveability of communities. Funding of between \$500,000 and \$25 million per project was available from this funding program. However with the election of a new Federal Government in September 2013 the scheme is no longer open for applications and no new funding scheme has been announced.

There is currently no Federal Government funding schemes for sport and leisure facilities. In regards to the eight benchmarked facilities, none received any Federal Government grant funding towards the facility development.

5.5.3 Sporting Association / Community Organisation Funding

In relation to the development of new Council facilities history indicates that only low levels of capital funds have been raised from community fundraising or user group contributions. These are usually tagged or used for equipment purchase.

User group contributions can have restrictive use requirements in return for funding and can cause arrangements that may negatively impact on other group's usage or see low revenue yields for such use.

5.5.4 Commercial Fundraising

Traditionally commercial fundraisers have been used on some leisure and sporting projects to raise some funds. The results indicate they usually have some success but the funds raised are regarded as low contribution levels compared to the high capital cost to build such facilities. Such companies traditionally charge up to 30% of funds raised for their services.

There are some examples where new facilities have received funding through naming rights of facilities. For example the Bendigo Bank in Diamond Creek provided approximately \$1M towards the development of the indoor facility in Diamond Creek in return for the Centre being named the "Community Bank Stadium".

5.5.5 Developer Contribution Schemes

There is a large-range of examples of developer contribution schemes particularly in population growth areas that are being used to provide funding for community facilities including sport and leisure facilities.

As it is likely that the final site may be in a growth area of Hume City, Developer Contributions should be investigated as a funding option.