



FRIENDS OF BAGOT PARK

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The Right Worshipful The Lord Mayor of Darwin
Kon Vatskalis JP
City of Darwin
GPO Box 84
DARWIN NT 0801

Dear Lord Mayor

As the consultation period and discussions continue regarding the proposed Cycling Precinct at Bagot Park, we request that the following questions be addressed and tabled at the next City of Darwin meeting.

1. LONG-TERM PLANNING

Besides the upgrade of the velodrome, lighting to the soccer fields and construction of a bike skills area, pump track and criterium track, what additional infrastructure is planned for the

- 1.1. soccer fields
- 1.2. velodrome
- 1.3. bike skills area,
- 1.4. pump track, and
- 1.5. criterium track?

There is no additional infrastructure planned at this time. Council is aware that FFNT and affiliated soccer clubs are discussing the requirement for upgraded change rooms. However, at this time Council has not received any plans or documents for consideration.

2. SAFETY

- 2.1. What planning has been undertaken to alleviate traffic congestion?

Council is currently undertaking a traffic assessment study to assess the impact on the existing road network of the proposed developments. Once finalised, results will be reported to Council.

- 2.2. What planning has been undertaken to interface with the arterial roads?

Council has been advised by NTG that an interface with McMillan's Road is not possible. The Traffic Study will determine what, if any, changes are required at the Bagot Road intersection

- 2.3. What traffic design plans will be actioned to ensure the safe passage of a mix of vehicles and bicycles on surrounding narrow roads and shared footpaths?

The traffic study will determine what, if any, changes to the road network are required to address these issues.



FRIENDS OF BAGOT PARK

3. PARKING

- 3.1. What studies were undertaken to ensure that the parking capacity at Bagot Park will meet users' needs? What did the studies reveal?

The traffic assessment study will determine the ultimate parking demand that would be generated by the proposed developments. A manual count to measure the current use of the informal parking area will be undertaken. The difference between the future generated traffic and the capacity of the ovals parking area will provide an estimate of any parking impact on the surrounding road network.

- 3.2. After the Stage 1 Car Park upgrade, how many vehicle spaces will the car park accommodate?

The formalised Car park Stage 1 design is still being developed. The concept design will be presented to Council as part of the traffic assessment study. It is estimated that 160 to 170 car parking spaces will be possible in Stage 1

- 3.3. Will another car park be constructed on the other side of the velodrome to accommodate the users of the Bike Skills area, the Pump Track and the Criterium Track?

There are no plans for an additional car park for the Bike Skills area, Pump Track and Criterium track as these proposed elements are yet to be considered by Council. It is unknown at this time whether any of these elements will be constructed.

4. EVENING USE OF FACILITIES

- 4.1. What time and what nights will Cycling NT, Football Federation NT and Mindil Aces use the facilities for regular use? What other nights will the facilities be used?

Current usage:

Mindil Aces Soccer Club: training Mon – Friday evenings 4.30pm – 7.00pm

Football Federation NT: Junior matches Sunday 8.00am – 5.00pm

Darwin Cycling Club: training Tues evening 5.30-7.00pm

Triathlon Mov3: Saturday afternoons with the occasional session on a Sunday.

Future use:

Darwin Cycling Club has advised it is likely they will increase usage of the Velodrome once upgraded. Currently only juniors train on the track. With an upgraded velodrome, it is likely that seniors would also use the track, as well as potentially another junior training night. There may also be club events periodically. The exact usage has not been mapped out by the Club at this early stage.

- 4.2. How will the City of Darwin mitigate the intrusion of lights shining directly into residential properties at night as vehicles exit the parking lot?

This would be considered as part of the car park design.

- 4.3. How will the City of Darwin ensure that there is no noise pollution?

Bagot Park is a recreation facility. Sporting competitions and events involve PA systems, starting guns, whistles and hopefully lots of cheering for junior athletes. It is anticipated that noise levels will



FRIENDS OF BAGOT PARK

be consistent with those experienced at other community level sporting events held in Darwin, such as the recent Arafura Games Swimming at Parap Pool.

5. MANAGEMENT OF THE VELODROME PRECINCT

5.1. Maintenance

5.1.1. Who will maintain and pay the ongoing upkeep costs for the proposed development?

City of Darwin

5.1.2. What is the projected annual maintenance cost for the development?

Unknown as scope of works has not been defined for the tender.

5.1.3. Is the development owned by the City of Darwin or is it a peppercorn lease to Cycling NT and Triathlon NT?

Owned by City of Darwin.

5.2. Criterium Track

5.2.1. Will the criterium track be used for racing events? If so, how often will they be held?

Council is yet to consider if a criterium track will be constructed.

5.2.2. What rules are planned to ensure the safety of pedestrians, cyclists and other park users during race meetings?

Should the Criterium track be designed for either training or racing on, then it would need to comply with regulations that ensure both rider and spectator safety. The running of any events on a criterium track are governed by rules and regulations that Cycling Commissaires (officials) are both trained in and required to adhere to.

Cycling NT would be looking to discuss this part of the project further with Council to ensure it meets the needs and scope, once/if this part of the project is approved and funded.

5.2.3. Who will manage the criterium track to ensure the safety of other park users?

If a criterium track was built and utilised for racing the stakeholders would manage safety, as is currently the case for events such as Triathlons at East Point.

5.2.4. Will the boundaries of the track be fenced?

No

5.2.5. Explain why Hidden Valley Motor Sports Complex was not chosen as a potential venue for a criterium track?

The majority of the Cycling Club adult participants ride in the DCC criterium events on Thursday evening at the Hidden Valley Race Track. This off road venue is out of town and not optimal for maximising participation opportunities for cycling. The Criterium track at Bagot Park was proposed by the stakeholders (Triathlon NT and Cycling NT) to activate Bagot Park.

Triathlon NT have advised the rationale for the proposed criterium track was associated with creating an area that promoted cycling as an activity for all in the community.



FRIENDS OF BAGOT PARK

A pump track engages predominantly children and youth using skate boards, bikes, scooters, and roller skates. The activity is generally unstructured play and not associated with organised sport. (This is 98% of the youth that ride bikes). Appeal to the masses.

The Skills Track caters for a similar market segment but brings in exposure to organised activities and programs like the Mov3 Community Bike Skills program and the new MTB 101 Program.

A criterium track allows the cycling club to maximise exposure of its participation engagement flagship, the Thursday Evening Criterium.

Extending from this, the circuit gives TNT and CNT the ability offer to the community adult novice skills programs in an off road environment. This would be inclusive of learning how to ride with a friend or in a group. The last time we did this I had to use the bike paths around East Point. Before that it was on Abala Road around the Marrara sporting complex. Again, fantastic assets but not good for managing a group of very novice riders.

The greater exposure to cycling activities creates the opportunity to move participants into organised participation and then to specialist disciplines like track cycling.

Stromlo Forest Park in Canberra, Centennial Park in Sydney, Parramatta Park also in Sydney, Nerang Velodrome area on the Gold Coast, and Murarrie Recreation Reserve on Wynam Road in Brisbane are all examples of tracks that are used for the general public to walk or ride bikes, scooters or roller skate but at gazetted times they are used for cycle criterium racing.

Cycling NT have advised that the use of the criterium track would require further discussion among the Cycling Club, should this amenity become part of the project. Currently the club uses Hidden Valley Race Track and other road circuits to conduct its Criterium training and events.

5.3. Relocated Bike Skills Area

5.3.1. What is the size of the bike skills area?

Triathlon NT proposed the re-location of the bike skills area and has advised the area of the proposed track would be no greater than 10% bigger than the existing track. The existing bike skills area in the interior of the Velodrome is approx. 1.4 acres.

The open space from the Velodrome to Sabine Road is approximately 5 acres.

5.3.2. What percentage of the parkland area between the existing velodrome and Sabine Road will the bike skills area absorb?

Approximately 28%

5.3.3. How does the City of Darwin plan to minimize dust pollution from the 8-metre dirt tracks during the dry season?

Treatment of this area is dependent on the final design outcomes and as such cannot be commented on at this time.

5.3.4. How often will the bike skills area be maintained and what is the proposed maintenance schedule?

The maintenance requirements for the area will be dependent on the final design and be driven by usage of the area. As both of these are currently unknown they cannot be assessed.



FRIENDS OF BAGOT PARK

5.3.5. Who will manage the bike skills area?

Triathlon NT would continue to run existing programs at the Bike Skills Area. When stakeholder programs are not being held the facility is open for public use.

5.3.6. Will the public have access to the bike skills area when not in use?

Yes.

5.4. Pump Track

5.4.1. Will the Pump Track be constructed on the park area zoned “Public Open Space”?

The Pump Track element has not been designed. It is yet to be considered by Council. The proposal for a pump track from the stakeholder formed part of the consultation with the community to seek their views on developing a cycling precinct.

5.4.1.1. If so, will the zoning amendment be open to public consultation?

No, there are no plans to re-zone any of the park land.

5.4.1.2. If the Pump Track will not be built on the area zoned “Public Open Space” where will the Pump Track be built?

The Pump Track element has not been designed.

5.4.2. What size is the total area allocated to the development of the Pump Track?

The track size would be limited to the available space, depending on which of the proposed precinct elements, if any, are adopted and planned to be constructed.

5.4.3. How often will the Pump Track be maintained?

As required depending on design.

5.4.4. Who will manage the use of the Pump Track?

The pump track would be an open public facility.

5.4.5. Will other cyclists and the public have access to the Pump track when not in use?

Yes.

6. LANDSCAPING AND IRRIGATION

6.1. How does the City of Darwin envision the beautification, landscaping and ongoing upkeep of the Bicycle Precinct?

Currently there are no plans to alter the service level; the surrounding parkland would be maintained in line with existing service levels.

6.2. What plans are there to enhance the visual amenity of adjoining streetscapes?

City of Darwin is undertaking a municipal program to enhance streetscapes. Old McMillans Road would be considered as part of this program.

6.3. On completion of construction will any remaining grassed area be reticulated to soften the visual impact of asphalt and dirt?



FRIENDS OF BAGOT PARK

Currently there are no plans to alter the service level; the surrounding parkland would be maintained in line with existing service levels.

7. BICYCLE PRECINCT SITE

7.1. What alternative sites were considered? Why was Bagot Park deemed the most appropriate option?

No alternative sites were considered. The funding provided by NT Government was to upgrade the existing Velodrome facility. The additional precinct elements were proposed by the stakeholders for consideration.

7.2. When considering the development of a bicycle precinct, did the City of Darwin research other Australian local government-developed bicycle precincts? What did the research reveal?

The cycling precinct was proposed by the stakeholders for consideration by Council. The stakeholders based their proposal on designs from across Australia.

7.3. When costing the proposed bicycle precinct, what was the comparative cost of rebuilding or upgrading the velodrome at Bagot Park and relocating the velodrome to a more suitable site?

NTG funding was provided to upgrade the existing site. There are no plans for relocation of the Velodrome.

7.4. Did the City of Darwin consider contributing to the NAC Bike Skills area at Sanderson High School and develop it to the same requirements as planned at Bagot Park?

No, the bike skills area next to Sanderson School is not located on Council land.

7.4.1. What was the reason that this site was not considered?

It is not Council land and it was not proposed by the stakeholders.

7.4.2. If it was considered, what was the comparative cost of upgrading the site and constructing an entirely new site at Bagot Park?

It was not considered.

7.5. Has the City of Darwin considered contributing to the upgrade of the Pump Track at Charles Darwin National Park as an alternative option to Bagot Park? If so, what was the comparative cost?

No, the Pump Track in Charles Darwin NP is not on Council land. It is maintained by Parks and Wildlife NT and Darwin Off Road Cyclist.

7.6. As the NAC Bike Skills area at Sanderson is already established, what cost would be involved in constructing a Pump Track at that facility? Did the City of Darwin assess what cost would be involved in constructing a Pump Track at this facility?

There has been no consideration to locating a Pump track at the NAC bike skills area. The location would not alter the cost of constructing a Pump Track, the costs would be similar whether or not there was an existing bike skills area in the location chosen.



FRIENDS OF BAGOT PARK

8. SPORTING PRECINCT

8.1. How many people are active cyclists in the Northern Suburbs of Millner, Jingili and Nightcliff?

Total Cycling NT participants is approx. 160 per week, projected total is approx. 350 per week.

Triathlon NT's Super Saturday program is the bike skills part of the Mov3 program. The number of Mov3 participants that participate in the activities at the Velodrome is estimated at:

2018-2019 – approx. 400 children registered in the bike skills program. Of this number registered, 115-120 participants would be representative of the largest number of participants in a Velodrome session to date. The average for the 2018-2019 season is 85-100.

2019-2020 - estimate increase to approx. 490 children registered in the bike skills program. Cycling NT and Triathlon NT have not provided a breakdown per suburb.

8.2. Has the negative impact of establishing a sporting precinct next to a residential suburb been considered? For example, loss of community space, congested traffic and parking, impact of future infrastructure and reduction in property values.

Yes, there are other community sporting precincts next to residential areas, such as Nightcliff Oval and Sports Club and Gardens Oval precinct. The planning process for any community infrastructure ensures the potential impacts on neighbouring residences are considered.

Council has undertaken community consultation on the proposed cycling precinct elements and the consultation outcomes will be presented to Council on completion of traffic management studies for Bagot Park.

8.3. Will the wider community be guaranteed access to the park at all times?

Yes.

8.3.1. If not, what arrangements will be put in place to ensure that residents and other users have access to the park?

The proposed upgrade to the Velodrome and cycling precinct elements have been designed to ensure that Bagot Park remains an open facility to the community.

9. TRAFFIC MANAGEMENT AND INTERFACE WITH THE SUBURB

9.1. What are the key points of the traffic report?

To assess traffic impacts on the surrounding road network and car parking at Bagot Park.

9.2. What were the recommendations of the report?

The report is yet to be finalised.

9.3. What action is planned to reduce the traffic congestion on Old McMillans Road as vehicles exit Bagot Park?

The report is yet to be finalised.

9.4. What action is recommended to alleviate traffic risks at the corner of Chin Street and Old McMillans Road, and the corner of Harris Street just before Bagot Road?



FRIENDS OF BAGOT PARK

The report is yet to be finalised.

9.5. Explain the purpose of current surveyor action along Old McMillans Road and the corner of Old McMillans Road and Chin Street.

Survey activities are in relation to picking up landform detail for proposed landscape works.

We look forward to a response and answers to our questions from the City of Darwin.

Yours faithfully



Cynthia Last

for Friends of Bagot Park

Tuesday, 23 July 2019